

City of Red Deer

67 Street & Taylor Drive Roundabout

FUNCTIONAL PLANNING STUDY



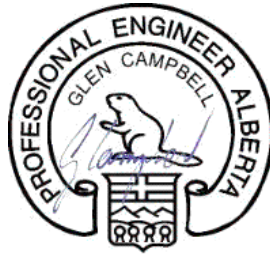
CIMA+ project number: Z0026225
11-Dec-2025 - Final Report



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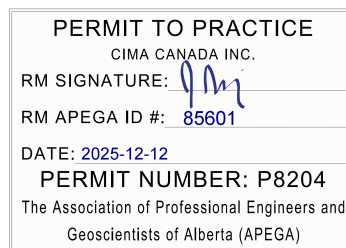


APEGA ID - 80112

2025-12-11

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Register of Revisions			
Issue No.	Reviewed by	Date	Description of the review
1	Glen Campbell	2025-09-09	Issued for client review and comment
2	Jack Niepsuj	2025-10-23	Issued for final review
3	Glen Campbell	2025-12-09	Final submission

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1. Introduction

The City of Red Deer, through its Multimodal Transportation Plan and Mobility Playbook, has identified the need to address capacity and safety issues at the intersection of 67th Street and Taylor Drive. This intersection has been identified by the City as a priority route in the existing road network for vehicles along with a priority 1 and 2 route for active transportation, with the possibility of future rapid transit implementation. Therefore, the intersection is a critical junction within the City's mobility network. As the population of Red Deer is forecasted to double in the next 18 years, it is imperative that the City address the safety and operational issues for this intersection in tandem with promoting a multimodal transportation system which meets the needs of all roadway users.

The City has retained CIMA+ to complete a Functional Planning Study to assess the existing conditions at this intersection, evaluate a range of possible modifications, and provide justification for the recommended alternative which will feed into the development of a preliminary design in the next stage of the overall project.

The study includes the following:

- Review of background information and existing conditions to identify constraints and prominent concerns raised by the City.
- Traffic Analysis to evaluate existing and future operational performance and identify options aimed at improving traffic flow as needed, including signalized intersection enhancements and roundabout options.
- Safety Review of historical collision data for the intersection to identify collision trends, assess possible contributing factors, and propose safety measures.
- Evaluation of proposed options based on a Multiple-Account-Evaluation (MAE) process to identify the preferred alternative and provide justification.
- Functional planning and cost estimating for the recommended configuration.

1.1 Study Area

Taylor Drive is a major north-south crosstown corridor that runs through Red Deer from Highway 11A to merge with Highway 2A at the south of the city, with at least two lanes in each direction. It includes raised medians which vary in width to accommodate left-turn lanes at cross-street intersections and may eventually accommodate a future rapid transit service, though this is not anticipated in the short or midterm horizons.

67 Street is a major east-west road that runs across north-central Red Deer. This corridor forms the urban portion of Highway 11 which, together with Highway 12 to the east of the city, is a key intraprovincial corridor for the central region of the province. Like Taylor Drive, however, 67 Street adopts a more urban design with two lanes in each direction, a center variable-width median, multiuse pathways along each side, and multiple access points to adjacent land uses. There is a roundabout in place on 67 Street at Orr Drive/Johnstone Drive, approximately 830 m west of Taylor Drive.

The intersection of 67 Street & Taylor Drive is signalized, with dedicated turn lanes in all directions. This includes two dedicated left turn lanes to accommodate the high level of northbound left turn movements onto westbound 67 Street. The intersection is surrounded by commercial, industrial, and public land uses and serves heavy traffic, including pedestrians, while connecting to downtown and serving as a secondary north-south corridor to Gaetz Avenue further east. Notably, the GH Dawe school and community centre is situated immediately east of the intersection, with a recreational field located adjacent to the southeast corner. Several of these parcels contain entry/exit points within 150 metres (m) of the painted stop lines on the west, east, and north legs of the intersection. As well, the signalized intersection at 65 Avenue is located 200 m west of the study intersection. Both Taylor Drive and 67 Street feature a posted speed limit of 60 km/h in all directions.

Multiuse trails and sidewalks radiate outwards on both sides of all approaches to the intersection to provide pedestrian and cyclist access. The intersection features channelized right turn lanes which create pedestrian refuge islands on each corner, thus requiring three-stage crossings in all directions for pedestrians. All right turn movements are yield controlled except for the southbound to westbound movement, which is an added free-flow lane. Furthermore, the intersection does not feature any transit priority measures.

Critical utility infrastructure is situated in and around the intersection, thus presenting a potential challenge for roadway widening or realignment. This includes overhead power lines on the north side of 67 Street and east side of Taylor Drive, both of which cross through the intersection above traffic. Furthermore, an ATCO gas facility is situated in the southeast corner immediately adjacent to the channelized right turn lane, with a high-pressure gas line extending from this facility along the south leg of Taylor Drive.

The general intersection location is shown in Figure 1.

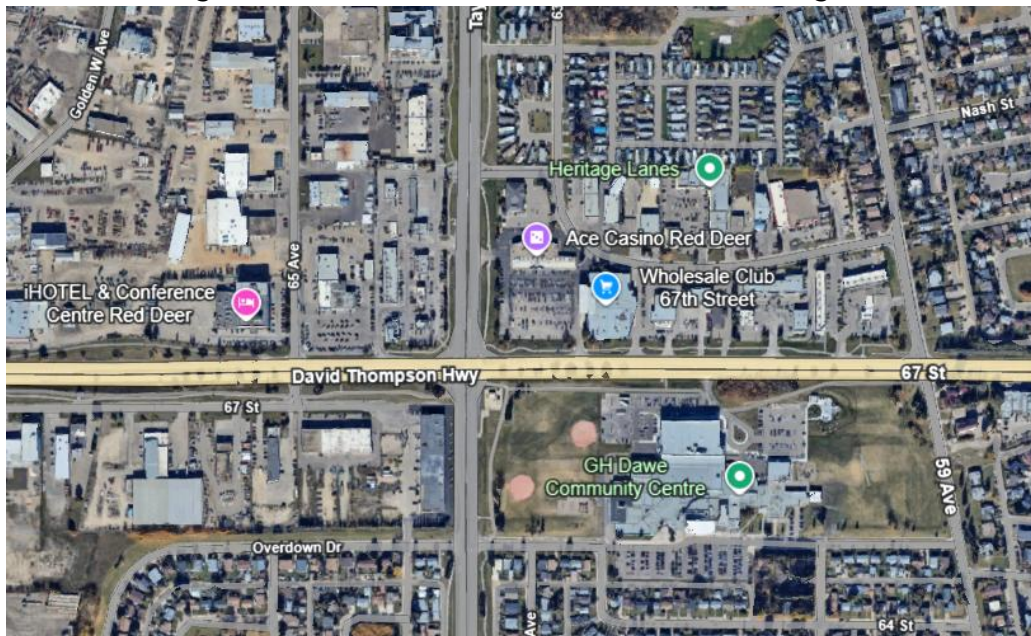


Figure 1: Location Plan

1.2 Key Constraints and Considerations

Primary issues identified by the City concern the intersection's ability to operate safely and efficiently for both vehicular and pedestrian traffic. Additionally, an initial assessment of the project area and data provided by the City reveals the following constraints and conditions which will be considered throughout the study, and may affect the development of recommended modifications:

- Access proximity:
 - The north, west, and east approaches of the intersection all feature nearby access points to the surrounding commercial properties, mixed between the approach and departure lanes. These placements may cause weaving between turning and through traffic, creating additional potential for vehicle conflict. This is discussed further in Section 3.
 - Additionally, the intersection of 67 Street with 65 Avenue is situated approximately 200 metres (m) west of the stop bar for the west approach. Queue spillover is identified as a current problem based on the traffic analysis discussed in Section 2.
 - The intersection of Taylor Drive and Hamilton/Overdown Drive is also situated approximately 200m to the south. However, this intersection does not include left turning movements (right-in right-out only) and the signals appear to be pedestrian actuated.

Figure 2 shows the proximity of adjacent accesses and intersections relative to the study intersection.



Figure 2: Plan View of Intersection Area

- Pedestrian movements:
 - The City has reported past conflicts between drivers and pedestrians at this intersection, with drivers failing to yield and/or pedestrians being struck. Existing intersection conditions may be contributing to these collisions, such as absence of signage, visibility problems, or excessive vehicle speeds.
- Utility coordination:
 - Several utilities are situated near or through the intersection, including a high-pressure ATCO gas pipeline and facility on the east side of Taylor Drive, overhead power lines on both corridors, and various shallow and deep utilities, such as water and storm drainage. These utilities will affect any widening or changes to the intersection design, with major relocations possible to accommodate the preferred configuration. Close coordination with utility partners will be essential to the project's success, and identifying utility impacts early will allow the City to begin relocations

before the detailed design phase. An overview of current utilities is provided in Section 4.1.

Figure 3 shows the close presence of the gas facility and power lines at the southeast corner of the intersection.



Figure 3: Proximity of Utilities¹

- Constrained right-of-way:
 - Existing right of way could limit options for intersection configurations, particularly if the City is not interested in pursuing property acquisition. Initial development of configuration options will include ones that limit right of way acquisition, in addition to those that optimize the design for safety and operations.

1.3 Methodology

To meet the study's objectives, the following methodology was used:

- Background Data Review:
 - Reviewing all relevant reports, studies, design records, and functional plans related to the 67 Street and Taylor Drive intersection;
 - Verifying traffic data, collision statistics, and current design information for accuracy and relevance, and requesting additional data as needed;
 - Confirming applicable design guidelines and criteria for use throughout the functional planning process, and
 - Identifying possible design shortfalls and other areas of concern.
- Safety Review:
 - Reviewing collision data for the intersection, identifying common collision types, trends, and possible contributing factors;

¹ <https://www.google.com/maps>

- Analyzing how lane configurations and design features may be causing safety issues, and
- Proposing design changes to improve safety for the existing signalized intersection, such as improved signage or lane adjustments.
- Traffic Analysis:
 - Reviewing available traffic data and projecting future volumes at a 10-year (2035) horizon using City-provided growth rates;
 - Analyzing traffic performance under the existing lane configuration and signal timing using both current and future traffic volumes in Synchro V11;
 - Analyzing traffic performance of possible roundabout configurations using ARCADY software, and
 - Assessing how traffic performance may influence the development of alternatives with regards to lane configuration, signal phasing, and safety considerations.
- Utility Review:
 - Reviewing available utility plans and identify existing and potential conflicts with overhead and underground infrastructure.
- Option Development and Evaluation:
 - Developing configuration options, including:
 - A traditional signalized intersection, utilizing the observations made from the safety review and traffic analysis, and
 - A roundabout, examined using the results of the traffic analysis to assess future capacity, queuing, and safety performance.
 - Completing a multiple accounts evaluation (MAE) to analyze the various options and identify a preferred configuration for the intersection.
- Functional Planning:
 - Preparing a Functional Review & Intersection Configuration Technical Memo summarizing the findings, analysis, and design recommendations.
- Cost Estimating:
 - Completing a preliminary itemized capital cost estimate for the recommended configuration.

The development of the recommended configuration will integrate design principles from the City's Multimodal Transportation Plan and the Mobility Playbook where applicable, along with other design standards and documents.

1.4 Standards

The following standards and guidelines have been used to define the design requirements for this project:

- 2023 City of Red Deer Design Guidelines
- Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads.
- Alberta Transportations Highway Geometric Design Guide
- Roundabout Design Guidelines on Provincial Highways – ATEC Design Bulletin #68

Table 1-1 below summarizes the design standards incorporated into the conceptual design.

Table 1-1 Summary of Design Criteria

Criteria	67 Street	Taylor Drive
Adjacent Land Use Area Type	Industrial/Residential	Industrial/Commercial
Road		
Service Classification	Divided Arterial	Divided Arterial
Future Roadside Management Classification	UAD-60	UAD-60
Design Speed (km/h)	70	70
Posted Speed (km/h)	60	60
No. of Basic Lanes	4 (2 each way)	4 (2 each way)
Median Width (m)	5.00	5.00
Design Vehicle	WB-36	WB-36
Control Vehicle	WB-36	WB-36
Shoulder/Pavement Edge Outside (Right)	N/A	N/A
Longitudinal Grades		
Maximum (%)	6.0%	6.0%
Minimum (%)	0.5%	0.5%
Crossfall (%)	2.0%	2.0%
Minimum Vertical Curve		
Crest (K)	21	21
Sag (K)	12	12
Maximum Rate of Superelevation (e_{max})	6.0%	6.0%
Minimum Centreline Radius (m)	250	250
Lane Width (m)	3.70	3.70
Median Treatment	Raised	Raised
Minimum Stopping Sight Distance (m)	105	105

Criteria	67 Street	Taylor Drive
Decision Sight Distance (m)	250	250
Active Modes Accommodation	Accommodate pedestrians & cyclists via shared use path	Accommodate pedestrians & cyclists via shared use path
Parking Provision	None	None
Roundabout	67 Street	Taylor Drive
Advisory Speed (km/h)	NA	NA
Fastest-Path Entry Speed (km/h)	45 max.	45 max.
No. of Circulatory Lanes	2	2
Splitter Island Width at Pedestrian or Bike Crossing (m)	3 min.	3 min.
Design Vehicle	WB-36	WB-36
Control Vehicle	WB-36	WB-36
Inscribed Circle Diameter (ICD, m)	60	60
High Wide Load Corridor	Refer to ATEC bulletin #68 for design vehicles	N/A

2. Traffic Analysis

A traffic analysis was performed using both existing (2025) volumes and 10-year (2035) projected volumes in correlation with an anticipated 115,000 population threshold. These volumes were used to complete a capacity analysis of both the existing intersection using Synchro Studio 11 and a roundabout using ARCADY. The Synchro template of the existing intersection was created using the dimensions provided in the City's AutoCAD file showing the existing plan view of the intersection. Signal timing data was also provided by the City, with values for certain parameters being adopted in coordination with the project team.

The existing intersection geometry is presented below:

- All right turning lanes are channelized with raised islands.
- Northbound (NB): one shared through/right lane with a channelized exit and yield control for right turn movements, two through lanes, and two left turn lanes.
- Southbound (SB): one right turn lane (storage extends past upstream intersection) with a channelized free flow control and added lane for right turn movements, two through lanes, and a slotted left turn.
- Eastbound (EB): one right turn lane (storage extends past upstream intersection) with a channelized exit and yield control for right turn movements, two through lanes, and a single left turn lane.
- Westbound (WB): one right turn lane (storage extends to intersection with 59 Avenue) with a channelized yield control and weave lane for right turn movements, two through lanes, and a single left turn lane.

It is noted that the added lane for westbound right movements exiting the channel is designated as a right turn lane for northbound traffic exiting into the commercial access for the Ace Casino property north of the intersection, which causes the lane to terminate. Therefore, this creates a short weave lane (approximately 100 m in length) in the northern departure lanes on Taylor Drive between entering and exiting vehicles.

2.1 Traffic Forecasting

The updated traffic volumes provided by the City, based on the July 10, 2025 count, have replaced the initial dataset from 2019. This new data is more recent and reflects current traffic conditions. The AM, Midday, and PM peak hour volumes were reviewed, and individual movement volumes were checked and confirmed by the City to ensure a reliable and representative set of 2025 traffic flows for analysis.

Future traffic volumes were forecasted for a 10-year horizon (2035) using the 2025 volumes multiplied by a compound growth rate of 1.75% provided by the City. This growth rate aligns with the anticipated population growth of Red Deer during this time and reflects typical growth at an existing urban intersection. While a previous functional study from 2011 had also projected future traffic volumes for a 115,000 population at this study intersection, these values were deemed to be outdated and were not considered in the analysis.

Figure 4 shows the current and forecasted volumes used for the capacity analysis of the intersection in all three peak periods.

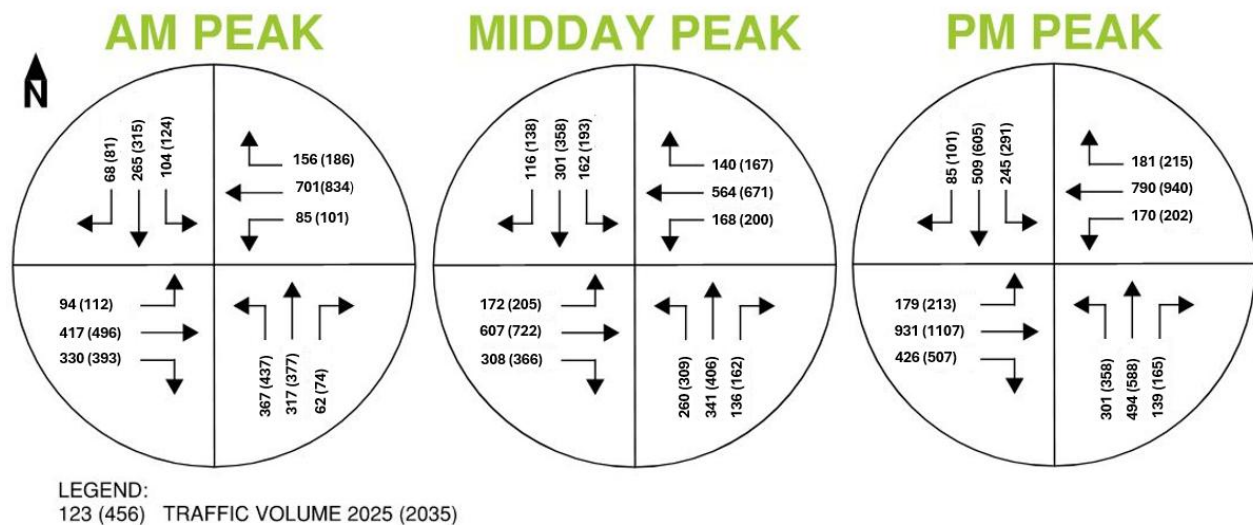


Figure 4: Traffic Volumes

The full traffic analysis, including background traffic data and forecasting tables, is available in **Appendix A**.

2.2 Signalized Intersection Analysis

Intersection capacity analyses for a traditional, signalized intersection were completed as per Synchro's Percentile Delay Method. This method calculates the vehicle delays for five different scenarios (10th, 30th, 50th, 70th, and 90th percentiles) and takes a volume weighted average of the scenarios. The resulting output models the performance of intersections based on three indicators: Level of Service (LOS), volume to capacity (v/c) ratio and delay (in seconds). Additionally, this method calculates the expected queue length of vehicles during the 95th percentile scenario.

The v/c ratio demonstrates how many vehicles arrive per hour compared to the number of vehicles that may be accommodated per hour for a certain movement. The capacity is determined based on the intersection geometry, the number of lanes for the specific movement, and the volume of conflicting traffic (the phasing and timing of the signals at a signalized intersection also affects the capacity). A higher v/c ratio indicates a more congested intersection, with a ratio greater than 1.0 meaning that theoretically the demand in vehicles per hour is greater than the capacity of the movement. The delay is also influenced by volume and capacity. The LOS for each approach movement along with the overall intersection is a measure of the delay experienced by vehicles at the intersection. Long delays indicate a poor LOS. Table 2-1 indicates the relationship between delay and LOS for signalized intersections.

Table 2-1 Signalized Intersection Level of Service Summary

Level of Service	Delays	Control Delay/Vehicle (s)
A	Little or no delay	≤ 10
B	Short traffic delays	11 to 20
C	Average traffic delays	21 to 35
D	Long traffic delays	36 to 55
E	Very long traffic delays	56 to 80
F	Breakdown flow	> 80

The analysis in Synchro requires the input of several parameters needed for calculating vehicle delay and capacity. These include:

- **Peak Hour Factor (PHF):** Traffic volumes are divided by the PHF to calculate an adjusted traffic flow rate which represents the busiest 15-minute period during the peak hour. In this analysis, the PHF was assumed as 0.92 for the entire intersection, which is consistent with the requirements of the City's Design Guidelines.
- **Heavy Vehicle Percentage (%):** Heavy Vehicles (Trucks, Buses, Recreational Vehicles (RV's), etc.) affect the calculation of delay due to their size and are assumed to account for 3% of total vehicle volumes for each movement in the study intersection. This number was obtained in discussion with the City and is typical of recorded turning movement data for the study intersection.
- **Pedestrian Walking Speed:** Pedestrian clearance intervals were not available from the signal timing data. As per the City Design Guidelines a pedestrian walking speed of 1.0 m/s was used to calculate an appropriate clearance interval based on the length of each crosswalk.
- **Control Type:** As per the Design Guidelines, the intersection was programmed with a pre-timed signal cycle length of 120 seconds (this setting assumes maximum recall for each signal phase).

- **Saturation Flow Rate:** Represents the capacity of a single lane of traffic in vehicles per lane per hour, assumed as 1700 veh/ln/hr for the study intersection in coordination with the City.

Additionally, signal timing data was entered into Synchro using the timing chart provided by the City. As maximum green times were not available under this plan, these values were generated based on the calculated pedestrian clearance intervals for each direction, with remaining green time assigned to the protected turning phases. Signal timing plans have been provided in **Appendix A**.

The following subsections summarize the resulting performance data for the study intersection based on the 2025 (existing) and 2035 (forecasted) traffic volumes. The City of Red Deer's performance thresholds for a typical capacity analysis are a maximum v/c ratio of 0.90, a maximum LOS of E, and the 95th percentile queue length being contained within the available storage (not including taper lengths). Lane groups which do not meet these thresholds are flagged as orange for additional discussion and possible adjustments to reduce capacity constraints.

2.2.1 Existing Performance

The intersection was evaluated for traffic performance using current (2025) volumes under existing signal timing and geometry. As shown in Table 2-2, intersection performance declines between the AM and PM peak periods, with several movements experiencing LOS F in the PM peak period.

Table 2-2 Taylor Drive & 67 Street Signalized Intersection Synchro Analysis - Existing Volumes

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak - Signalized (120s Cycle, EB+WB LT perm+prot, NB+SB prot)												
Geometry	L/T/T/R			L/T/T/R			L/L/T/TR			L/T/T/R		
Volume	94	417	330	85	701	156	367	317	62	104	265	68
v/c	0.32	0.6	0.56	0.21	0.99	0.36	0.73	0.49	0.16	0.36	0.40	0.18
Delay (s)	20.9	44.4	7.5	19.1	77	7.8	55.8	43.3	1.5	47.5	41.6	2.5
LOS	C	D	A	B	E	A	E	D	A	D	D	A
95th Queue (m)	24.9	71	25.5	22.6	143	17.8	66.7	55	1.8	43.5	46.1	3.7
Storage (m)	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						43.9	Intersection LOS					D

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Midday Peak - Signalized (120s Cycle, EB+WB LT perm+prot, NB+SB prot)												
Geometry	L/T/T/R			L/T/T/R			L/L/T/TR			L/T/T/R		
Volume	172	607	308	168	564	140	260	341	136	162	301	116
v/c	0.52	0.88	0.54	0.51	0.8	0.34	0.52	0.53	0.33	0.57	0.45	0.29
Delay (s)	24.8	58.4	7.5	24.6	51.8	7.9	48.8	44	8.2	53.4	42.5	8.4
LOS	C	E	A	C	D	A	D	D	A	D	D	A
95 th Queue (m)	43.3	116	24.5	42.3	98	17.1	47.7	59.2	17.3	64.7	52	15.9
Storage (m)	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						39	Intersection LOS					D
PM Peak - Signalized (120s Cycle, EB+WB LT perm+prot, NB+SB prot)												
Geometry	L/T/T/R			L/T/T/R			L/L/T/TR			L/T/T/R		
Volume	179	931	426	170	790	181	301	494	139	245	509	85
v/c	0.61	1.35	0.71	0.56	1.12	0.41	0.6	0.76	0.36	0.86	0.77	0.22
Delay (s)	32.6	203.2	15.1	29.6	113.3	8.6	50.9	51.5	13.6	73.9	51.6	4.7
LOS	C	F	B	C	F	A	D	D	B	E	D	A
95 th Queue (m)	55.1	215.6	57.6	50.5	170.4	20.9	54.7	86.9	25.3	111.7	89.3	8.4
Storage (m)	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						86.5	Intersection LOS					F

Note: Storage length does not include taper length

The movements of greatest concern from an operational perspective are westbound and eastbound through traffic along with the southbound left turn, all of which experience an elevated v/c ratio above the City's desired threshold of 0.90 and operate at a LOS F. This indicates breakdown flow (consistent stop and go conditions) in the current intersection's ability to effectively manage the volume of vehicles. As well, these movements cause the intersection overall to operate at a LOS F. The remaining movements operate within acceptable parameters under current conditions.

Additionally, according to this analysis, the queues for the eastbound through movement spill beyond the upstream intersection of 67 Street with 65 Avenue. Queue spillback also occurs for the southbound left movement, with the queue of vehicles extending past the storage and taper length for the turning bay. As such, this queue spills over into the leftmost through lane, blocking through traffic from proceeding.

Supporting Synchro reports are included in **Appendix B**.

2.2.2 Forecasted Performance

The existing intersection was evaluated for traffic performance using forecasted (2035) volumes under existing signal timing and geometry. As shown in Table 2-3, intersection performance worsens with added traffic volumes, particularly in the Midday and PM peak periods with many movements experiencing a LOS F and excess queue lengths.

Table 2-3 Taylor Drive & 67 Street Signalized Intersection Synchro Analysis - Forecasted Volumes

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak - Signalized (120s Cycle, EB+WB LT perm+prot, NB+SB prot)												
Geometry	L/T/T/R			L/T/T/R			L/L/T/TR			L/T/T/R		
Volume	112	496	393	101	834	186	437	377	74	124	315	81
v/c	0.38	0.72	0.62	0.28	1.18	0.42	0.87	0.58	0.19	0.44	0.47	0.21
Delay (s)	22.5	48.1	7.8	19.9	136.2	9.9	66.1	45.3	3.3	49.2	42.9	4.1
LOS	C	D	A	B	F	A	E	D	A	D	D	A
95 th	30.1	85.5	28.2	26.4	183.7	24	88.2	65.3	5.3	50.8	54.4	7.6
Storage	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						60.4	Intersection LOS					E
Midday Peak - Signalized (120s Cycle, EB+WB LT perm+prot, NB+SB prot)												
Geometry	L/T/T/R			L/T/T/R			L/L/T/TR			L/T/T/R		
Volume	205	722	366	200	671	167	309	406	162	193	358	138
v/c	0.69	1.05	0.59	0.65	0.95	0.38	0.62	0.63	0.39	0.68	0.54	0.34
Delay (s)	37.1	90.4	7.7	35.2	67.8	7.8	51.4	46.5	10.6	58.4	44.3	8.2
LOS	D	F	A	D	E	A	D	D	B	E	D	A
95 th	64.1	151.5	27.1	61.9	133.5	18.6	56.1	70.4	23.0	76.7	61.7	17.3
Storage	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						49.8	Intersection LOS					D

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak - Signalized (120s Cycle, EB+WB LT perm+prot, NB+SB prot)												
Geometry	L/T/T/R			L/T/T/R			L/L/T/TR			L/T/T/R		
Volume	213	1107	507	202	940	215	358	588	165	291	605	101
v/c	0.72	1.61	0.84	0.66	1.33	0.49	0.72	0.91	0.42	1.02	0.91	0.26
Delay (s)	40.6	310.7	26.3	35.8	196.1	12.9	54.9	63.1	18.0	105.3	63.6	7.5
LOS	D	F	C	D	F	B	D	E	B	F	E	A
95 th Queue	73.1	268.5	108.6	63.1	216.0	33.0	65.0	116.0	34.1	140.6	119.2	13.4
Storage (m)	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						130.3	Intersection LOS					F

Note: Storage length does not include taper length

As with 2025 volumes, traffic flow using projected volumes in 2035 experience a LOS F in the eastbound and westbound through lanes, with elevated v/c ratios which exceed both the City's desired threshold (v/c = 0.90) and the theoretical maximum capacity (v/c > 1.0). Additionally, in the PM peak period, these capacity constraints extend to the northbound and southbound through movements. Queue spillback is expected to affect the eastbound through movement, where the 95th percentile queue length exceeds the available storage.

2.2.3 Geometric Modifications Assessment

Overall, the existing intersection with its current lane configuration and signal timing struggles to address traffic demands both currently and in the 2035 horizon. Without any changes, many movements will experience LOS F and v/c ratios which exceed the maximum capacity, thus leading to a breakdown of traffic flow and longer queue lengths which will extend beyond the allocated storage lanes and conflict with other movements. Retaining a signalized intersection will require adjustments to the geometry and signal timing to accommodate the anticipated increases in traffic volume. The 2035 PM scenario was used as the test case for modifications due to the highest volume of traffic and congestion occurring during the PM peak period.

The initial analysis assumed a pre-timed signal control with a 120-second-long signal cycle. However, the timing plan provided by the City contained limited data, particularly a lack of maximum green times which meant that assumptions were made for the maximum timings of each phase based on the minimum time required for each pedestrian clearance interval. Additionally, the pre-timed setting assumes no detector actuation and fixed timings for each phase. Therefore, this setting may not accurately represent the signal timing progression at this intersection.

In discussion with the City, it was agreed that alternative signal control plans and cycle lengths could be tested to evaluate a range of timing scenarios and their impact on overall traffic performance. To analyze capacity modifications, an actuated-coordinated signal control was assumed for this intersection. This control type operates on a fixed cycle length to align with other intersections along a corridor but allows for allocation of green time between phases based on vehicle detection to improve traffic flow for movements with higher volumes.

To mitigate intersection delay, the initial approach was to test various signal timing changes without any geometric alterations to the existing lane configuration. While doing so, it became clear that signal timing adjustments alone would not alleviate capacity problems, particularly for the eastbound and westbound through movements due to restricted lane capacity. Therefore, further scenarios were investigated to determine the necessary geometric changes needed to manage traffic flow to an acceptable standard.

Overall, the analysis was narrowed down to two possible scenarios which both incorporate signal timing adjustments along with geometric changes to the intersection's lane configuration. These changes were selected considering their impact on v/c ratio, delay, and queue length. The two scenarios are discussed in the subsections below and include discussions on traffic performance using both 2025 and 2035 volumes for comparison.

2.2.3.1 Option 1 - Dual Left Turning Bay: Southbound Approach

Under the existing timing plan and lane configuration, the delay and queueing issues encountered within the westbound and eastbound through movements means that more green time is required for these phases to avoid a breakdown of traffic flow along 67 Street. This adjustment was found to have a significant impact on the capacity of the southbound left movement. As the volume of southbound left turning vehicles is similar to the northbound left turning volume in the PM peak period, the single lane comprising the southbound left turn bay presents a capacity constraint which leads to excessive delay and queuing for vehicles which will spill past the allocated storage and taper length for this lane and affect the total intersection delay.

Changing the southbound left to a protected/permitted phase is not advisable as this contradicts the City's Design Guidelines and may create sightline issues for left turning drivers due to the dual-left configuration in the opposite direction. Therefore, an additional lane for the southbound left turn bay was examined to increase capacity and address the excessive delay. With the available median space and width of the existing road right-of-way for this approach, this change can likely be implemented without significant reconstruction and widening of the entire road cross section.

The results of this configuration for both 2025 and 2035 volumes are shown in Table 2-4 and

Table 2-6, respectively. This configuration is complimented by changes to the signal timing plan, shown in Table 2-5 and Table 2-7.

2.2.3.1.1 2025 Analysis

Table 2-4 shows the intersection capacity analysis using 2025 volumes with an additional southbound left turning lane and Table 2-5 shows the revised signal timing plan.

Table 2-4: Taylor Drive & 67 Street Signalized Intersection Synchro Analysis (2025) - Option 1

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak - Signalized (120s Actuated-Coordinated Cycle, EB+WB LT perm+prot, NB+SB prot)												
Geometry	L/T/T/R			L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	94	417	330	85	701	156	367	317	62	104	265	68
v/c	0.46	0.38	0.44	0.2	0.56	0.24	0.81	0.56	0.15	0.30	0.62	0.19
Delay (s)	31.0	28.0	4.7	24.1	28.3	4.6	62.7	47.2	0.8	51.7	54.0	1.0
LOS	C	C	A	C	C	A	E	D	A	D	D	A
95 th Queue (m)	31.0	61.0	21.0	27.5	106.5	14.9	73.0	53.7	0	22.9	48.2	0
Storage (m)	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						32.5	Intersection LOS					C
Midday Peak - Signalized (120s Actuated-Coordinated Cycle, EB+WB LT perm+prot, NB+SB prot)												
Geometry	L/T/T/R			L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	172	607	308	168	564	140	260	341	136	162	301	116
v/c	0.48	0.5	0.4	0.47	0.45	0.22	0.64	0.64	0.38	0.47	0.68	0.38
Delay (s)	17.0	27.6	4.3	16.9	26.5	4.9	56.1	50.4	9.1	54.9	55.2	10.8
LOS	B	C	A	B	C	A	E	D	A	D	E	B
95 th Queue (m)	37.2	91.2	19.9	36.3	80.0	14.5	49.8	59.2	17.3	33.3	54.4	19.9
Storage (m)	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						30.3	Intersection LOS					C

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
PM Peak – Signalized (120s Actuated-Coordinated Cycle, EB+WB LT perm+prot, NB+SB prot)												
Geometry	L/T/T/R			L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	179	931	426	170	790	181	301	494	139	245	509	85
v/c	0.75	0.84	0.57	0.80	0.68	0.29	0.79	0.77	0.36	0.66	0.84	0.23
Delay (s)	37.3	41.0	9.7	44.0	33.5	4.5	65.0	52.0	13.3	59.4	58.3	4.8
LOS	D	D	A	D	C	A	E	D	B	E	E	A
95 th Queue (m)	53.3	152.8	50.1	62.3	118.0	15.2	62.1	84.8	24.7	47.7	89.3	8.4
Storage (m)	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						39.4	Intersection LOS					D

Table 2-5: Taylor Drive & 67 Street Signalized Intersection Signal Timing Plan (2025) - Option 1

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Phase #	7	4		3	8		5	2		1	6	
AM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	20.0	42.0		20.0	42.0		23.0	41.0		17.0	35.0	
Midday Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	16.0	46.0		16.0	46.0		21.0	41.0		17.0	37.0	
PM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	14.0	52.0		15.0	53.0		20.0	35.0		18.0	33.0	

Note: Split times include the Yellow/Amber and Red clearance intervals, which have remained the same as provided in the initial timing plan

By allocating the largest portion of green time to the eastbound and westbound through phases in tandem with an additional southbound turning lane, traffic flow through the intersection is substantially improved under present-day traffic volumes for each movement and overall. The amount of green time allocated for the southbound left movement was chosen to establish a balance with northbound through traffic, as this movement approaches capacity in the PM peak period.

2.2.3.1.2 2035 Analysis

shows the intersection capacity analysis using 2035 volumes with an additional southbound left turning lane and Table 2-7 shows the revised signal timing plan.

Table 2-6: Taylor Drive & 67 Street Signalized Intersection Synchro Analysis (2035) - Option 1

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak - Signalized (110s Actuated-Coordinated Cycle, EB+WB LT perm+prot, NB+SB prot)												
Geometry	L/T/T/R			L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	112	496	393	101	834	186	437	377	74	124	315	81
v/c	0.48	0.42	0.48	0.27	0.68	0.29	1.05	0.69	0.21	0.33	0.66	0.25
Delay (s)	19.4	24.4	4.3	14.4	30	4.3	102.1	47.9	2.6	47.0	49.5	4.0
LOS	B	C	A	B	C	A	F	D	A	D	D	A
95 th	25.0	64.3	20.3	22.8	119.2	15.1	93.7	59.6	3.3	24.5	51.4	5.3
Storage	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						36.2	Intersection LOS					D
Midday Peak - Signalized (110s Actuated-Coordinated Cycle, EB+WB LT perm+prot, NB+SB prot)												
Geometry	L/T/T/R			L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	205	722	366	200	671	167	309	406	162	193	358	138
v/c	0.65	0.61	0.46	0.63	0.53	0.26	0.99	0.74	0.41	0.67	0.70	0.37
Delay (s)	25.8	29.1	4.4	20.6	25.3	4.0	96.4	49.8	8.4	58.9	49.5	5.9
LOS	C	C	A	C	C	A	F	D	A	E	D	A
95 th	50.2	103.1	20.4	39.4	84.7	13.5	70.1	66.7	17.7	36	58.4	11.3
Storage	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						33.6	Intersection LOS					C
PM Peak - Signalized (110s Actuated-Coordinated Cycle, EB+WB LT perm+prot, NB+SB prot)												
Geometry	L/T/T/R			L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	213	1107	507	202	940	215	358	588	165	291	605	101
v/c	1.09	0.99	0.70	1.07	0.79	0.33	1.15	0.93	0.42	0.92	0.98	0.27
Delay (s)	108.6	58.1	16.9	111.5	33.7	4.1	139.4	64.5	15.3	81.4	74.6	6.1
LOS	F	E	B	F	C	A	F	E	B	F	E	A
95 th	84.9	191.0	87.2	90.0	131.5	15.0	84.6	110.8	29.8	63.8	117.5	11.1
Storage	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						58.7	Intersection LOS					E

Table 2-7: Taylor Drive & 67 Street Signalized Intersection Signal Timing Plan (2035) - Option 1

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Phase #	7	4		3	8		5	2		1	6	
AM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	13.0	48.0		13.0	48.0		20.0	32.0		17.0	29.0	
Midday Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	13.0	46.0		19.0	52.0		16.0	29.0		16.0	29.0	
PM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	13.0	50.0		15.0	52.0		16.0	30.0		15.0	29.0	

Note: Split times include the Yellow/Amber and Red clearance intervals, which remain the same as provided in the initial timing plan

Similar to the 2025 analysis, Option 1 provides notable improvements in intersection delay and improved performance for several critical movements, most notably the eastbound through, westbound through, and southbound left. However, these improvements are accompanied by new capacity constraints for certain turning movements, leaving limited reserve capacity in some approaches. In the 2035 PM peak period, for the eastbound through, and westbound through, capacity increases and reduced delays lower the overall intersection delay from 130.1 seconds (LOS F) to 58.1 seconds (LOS E). However, several movements continue to operate at or near capacity. The 95th percentile queue for the eastbound through movement is projected at 191 m, which is close to the available 200 m of storage. While this does not exceed the limit, it operates near capacity and poses a high risk of spillback under fluctuating traffic conditions. In addition, the eastbound left, westbound left, and northbound left movements now operate at or above the City's desired v/c threshold of 0.90, with queues at or near their respective storage lengths, increasing susceptibility to blockages and delay. These results indicate that while Option 1 delivers meaningful operational relief in the 2035 PM peak period, several turning movements will have limited reserve capacity to accommodate future fluctuations or growth in demand.

A range of cycle lengths were tested to investigate the impact on overall congestion. From this analysis, it was found that a cycle length of 110 seconds for each peak period was generally the best fit for preventing excessive delays and maintaining the queue lengths of each movement within their allocated storage. However, maintaining the cycle length at 120 seconds would not result in any significant difference in overall performance. Cycle lengths above 120 seconds tend to increase delay and queue lengths for most movements due to the extended waiting time between green phases.

2.2.3.2 Option 2 - Dual Left Turning Bay: All Directions

Capacity problems persist in the 2035 PM peak period despite the modifications outlined in Option 1. Consequently, further configurations were evaluated to determine whether additional adjustments could improve traffic flow.

In the 2035 PM peak period simulation for Option 1, the northbound left-turn movement records the highest v/c ratio of all movements, with queues exceeding the available storage capacity. While increasing green time for this movement is the most straightforward solution, doing so would require reallocating time from other phases, potentially reducing their operational efficiency, as several of these movements already operate with v/c ratios above the City's desired threshold.

To address this, a dual-lane configuration for the westbound left-turn movement was assessed to determine whether the added capacity could alleviate the observed constraints and improve overall intersection performance. Implementing this change would likely require widening the road right-of-way along 67 Street to accommodate the additional lane, as the existing width does not permit a simple lane restriping.

As part of this modification, the eastbound left-turn movement was also assumed to be converted to a dual-lane configuration, as it currently operates with a v/c ratio greater than 1.0 and a Level of Service F. Although it does not experience the same degree of delay or queueing issues as the northbound left-turn, this change is necessary to address the capacity deficiency and to accommodate a protected-only green phase in accordance with the City's design standards.

The results for this configuration under both 2025 and 2035 volumes are presented in Table 28 and Table 210, respectively. The corresponding signal timing adjustments are shown in Table 29 and Table 211.

2.2.3.2.1 2025 Analysis

shows the intersection capacity analysis using 2025 volumes with additional southbound left turning lane and the revised signal timing plans are shown in Table 2-9.

Table 2-8: Taylor Drive & 67 Street Signalized Intersection Synchro Analysis (2025) - Option 2

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak - Signalized (120s Actuated-Coordinated Cycle, All LT prot)												
Geometry	L/L/T/T/R			L/L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	94	417	330	85	701	156	367	317	62	104	265	68
v/c	0.48	0.34	0.42	0.42	0.55	0.24	0.77	0.57	0.16	0.28	0.62	0.19
Delay (s)	61.2	24.2	4.1	59.0	28.0	4.5	58.8	47.2	0.8	50.5	54.1	1.1
LOS	E	C	A	E	C	A	E	D	A	D	D	A
95 th Queue (m)	21.9	58.1	19.8	20.0	103.7	14.5	67.8	53.7	0.0	22.7	48.2	0.0
Storage (m)	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						33.3	Intersection LOS					C
Midday Peak - Signalized (120s Actuated-Coordinated Cycle, All LT prot)												
Geometry	L/L/T/T/R			L/L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	172	607	308	168	564	140	260	341	136	162	301	116
v/c	0.68	0.5	0.4	0.63	0.45	0.22	0.64	0.71	0.39	0.41	0.68	0.35
Delay (s)	64.9	27.6	4.3	61.7	26.5	4.8	56.1	54.7	7.7	51.6	55.3	5.3
LOS	E	C	A	E	C	A	E	D	A	D	E	A
95 th Queue (m)	35.0	90.1	19.7	34.2	81.9	14.3	49.8	60.6	14.1	32.6	54.4	8.3
Storage (m)	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						35.2	Intersection LOS					D
PM Peak - Signalized (120s Actuated-Coordinated Cycle, All LT prot)												
Geometry	L/L/T/T/R			L/L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	179	931	426	170	790	181	301	494	139	245	509	85
v/c	0.69	0.78	0.57	0.76	0.67	0.29	0.90	0.81	0.34	0.71	0.85	0.21
Delay (s)	65.3	36.1	11.2	73.7	33.7	4.8	80.8	55.7	6.9	63.1	59.6	1.2
LOS	E	D	B	E	C	A	F	E	A	E	E	A
95 th Queue (m)	36.2	144.8	58.9	39.9	123.7	16.0	69.0	86.9	14.7	48.2	90.3	0.0
Storage (m)	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						42.4	Intersection LOS					D

Table 2-9: Taylor Drive & 67 Street Signalized Intersection Signal Timing Plan (2025) - Option 2

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Phase #	7	4		3	8		5	2		1	6	
AM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	21.0	38.0		28.0	45.0		24.0	36.0		18.0	30.0	
Midday Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	25.0	34.0		32.0	41.0		21.0	35.0		19.0	33.0	
PM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	23.0	55.0		15.0	47.0		18.0	33.0		17.0	32.0	

Note: Split times include the Yellow/Amber and Red clearance intervals, which have remained the same as provided in the initial timing plan

With the provision of dual-left-turn configurations in all directions, in combination with the revised signal timing plan shown above, most movements operate without capacity issues. However, the northbound left-turn continues to operate at LOS F, performing worse than in Option 1. It should also be noted that implementing protected-only phasing for the eastbound and westbound left-turn movements results in increased delay for these movements compared to Option 1.

2.2.3.2.2 2035 Analysis

shows the intersection capacity analysis using 2035 volumes with additional southbound left turning lane and the revised signal timing plan in Table 2-11.

Table 2-10: Taylor Drive & 67 Street Signalized Intersection Synchro Analysis (2035) - Option 2

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
AM Peak - Signalized (110s Actuated-Coordinated Cycle, All LT prot)												
Geometry	L/L/T/T/R			L/L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	112	496	393	101	834	186	437	377	74	124	315	81
v/c	0.52	0.43	0.49	0.45	0.71	0.29	0.99	0.55	0.16	0.50	0.66	0.23
Delay (s)	56.4	25.9	4.6	53.9	32.1	4.7	85.7	39.6	0.7	55.0	49.5	1.4
LOS	E	C	A	D	C	A	F	D	A	E	D	A
95 th	23.2	68.3	22.2	21.3	127.6	16.1	90.3	56.9	0.0	25.2	51.4	0
Storage	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						36.6	Intersection LOS					D
Midday Peak - Signalized (110s Actuated-Coordinated Cycle, All LT prot)												
Geometry	L/L/T/T/R			L/L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	205	722	366	200	671	167	309	406	162	193	358	138
v/c	0.73	0.63	0.48	0.65	0.57	0.27	0.92	0.70	0.40	0.69	0.71	0.38
Delay (s)	63.2	30.4	5.7	56.1	27.4	4.2	78.4	47.5	8.0	60.6	50.4	6.0
LOS	E	C	A	E	C	A	E	D	A	E	D	A
95 th	53.7	107.7	27.8	36.0	86.1	13.8	66.6	65.0	17.2	36.4	58.4	11.3
Storage	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						36.6	Intersection LOS					D
PM Peak - Signalized (115s Actuated-Coordinated Cycle, All LT prot)												
Geometry	L/L/T/T/R			L/L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	213	1107	507	202	940	215	358	588	165	291	605	101
v/c	1.01	0.95	0.68	1.04	0.81	0.33	0.96	0.90	0.42	0.88	1.03	0.28
Delay (s)	114.7	49.2	16.3	125.6	36.6	4.3	86.0	60.6	16.4	76.4	88.0	7.3
LOS	F	D	B	F	D	A	F	E	B	E	F	A
95 th	55.9	191.2	87.6	54.7	139.3	15.7	79.1	111.8	31.7	64.1	125.8	12.6
Storage	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						55.4	Intersection LOS					E

Table 2-11: Taylor Drive & 67 Street Signalized Intersection Signal Timing Plan (2035) - Option 2

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Phase #	7	4		3	8		5	2		1	6	
AM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	16.0	34.0		26.0	44.0		21.0	29.0		21.0	29.0	
Midday Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	13.0	34.0		30.0	51.0		17.0	31.0		15.0	29.0	
PM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	14.0	54.0		13.0	53.0		19.0	32.0		16.0	29.0	

Note: Split times include the Yellow/Amber and Red clearance intervals, which have remained the same as provided in the initial timing plan

The 2035 simulation results for Option 2 indicate that introducing a dual left-turn bay for the westbound and eastbound approaches does not fully resolve capacity constraints for the westbound left-turn movement. Instead, delays for both the eastbound and westbound left turns increase slightly due to the protected-only phasing, even though queue lengths are reduced. While expected, this outcome runs counter to the intended objective of the modification. However, the change allows for a modest reallocation of green time to the northbound and southbound left-turn movements, leading to improved performance for these approaches compared to Option 1 in the 2035 PM peak period. Consequently, the overall intersection delay and LOS are improved.

A range of cycle lengths were tested to investigate the impact on overall congestion. From this analysis, it was found that a cycle length of 110 seconds for the AM and PM peak periods and 115 seconds for the PM peak period was generally the best fit for preventing excessive delays and maintaining the queue lengths of each movement within their allocated storage. However, maintaining the cycle length at 120 seconds would not result in any significant difference in overall performance. Cycle lengths above 120 seconds tend to increase delay and queue lengths for most movements due to the extended waiting time between green phases.

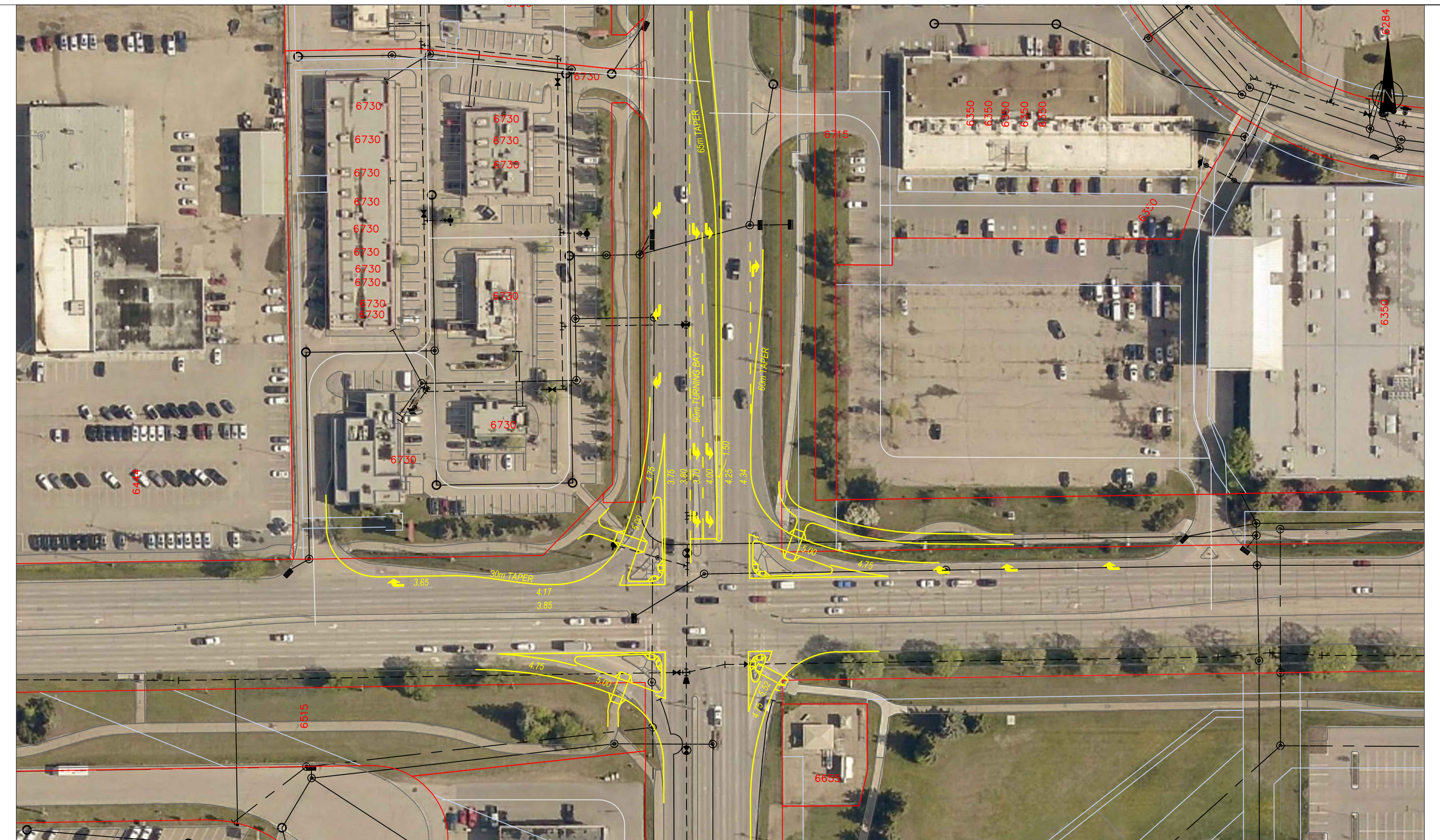
2.2.4 Geometric Modifications Summary

From an operational perspective, both options for retaining a signalized intersection offer a significant reduction in delay for most movements and the intersection itself if done in conjunction with signal timing adjustments which allocate more green time to the eastbound and westbound through phases. This section compares the two options to identify which would be more suitable for implementation based on constructability and operational benefits.

As shown in Figure 5, Option 1 would require less effort to construct due to the space offered by the two concrete medians on either side of the existing southbound turning bay combined with the width of the lane itself. The western median could be narrowed or removed to accommodate the second lane, similar to what exists on the northbound approach. Additionally, the eastern median would need to be narrowed (not removed) and reconstructed to allow for an added storage lane and taper. The existing width of this median to the north of the intersection should provide enough room for this without requiring significant (if any) alterations to the curblines on either side of Taylor Drive. Figure 5 is also included in **Appendix C**.

As shown in Figure 6, Option 2 would have a greater construction impact since the roadway width is not sufficient to accommodate an additional east/west turning lane in the same manner as the southbound approach. Converting the westbound left turning lane into a dual-lane configuration would require shifting and widening the road and right-of-way northward and reconstructing the median to achieve the additional storage space. Doing so would also necessitate protected-only phasing for both the westbound and eastbound left turning movements. Because of this, a dual left configuration would also need to be constructed for the eastbound left movement to mitigate the reduction in capacity, with similar reconstruction required. Figure 6 is also included in **Appendix C**.

In terms of traffic flow, both options perform well in the AM and Midday peak periods under both current (2025) and until projected (2035) volumes. However, this flow begins to break down in the PM peak period upon reaching 2035 volumes, as many movements experience a LOS F and increased delay due to the projected increases in traffic volume. Comparing the PM peak operations of the two options directly in Table 2-12 shows the difference in performance. Overall, the intersection performs marginally better under Option 2 in terms of delay and LOS.



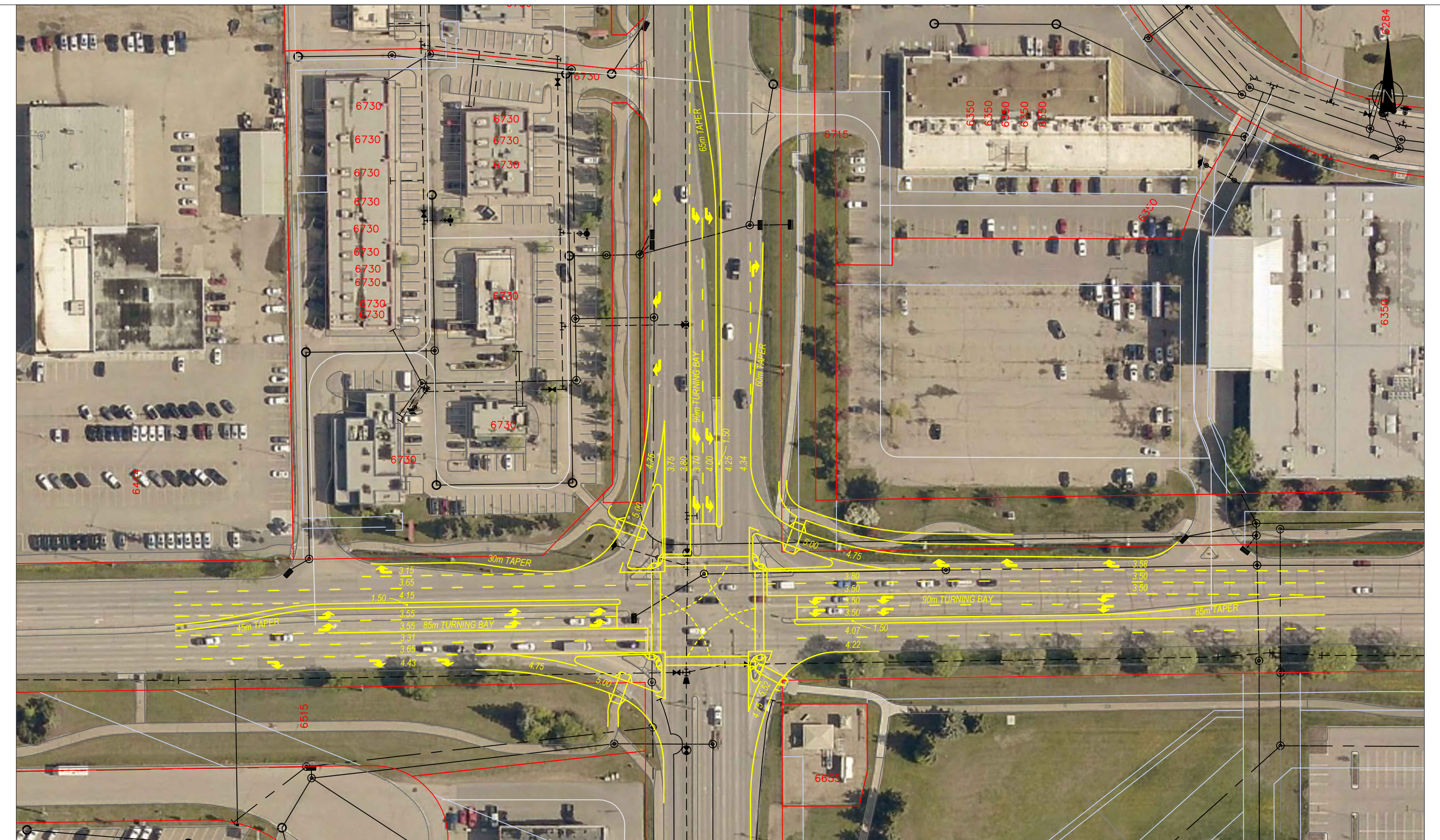


Table 2-12: Signalized Intersection Options Performance Comparison (2035 PM Peak)

	Eastbound			Westbound			Northbound			Southbound		
Option 1												
PM Peak - Signalized (110s Actuated-Coordinated Cycle, EB+WB LT perm+prot, NB+SB prot)												
Geometry	L/T/T/R			L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	213	1107	507	202	940	215	358	588	165	291	605	101
v/c	1.09	0.99	0.7	1.07	0.79	0.33	1.15	0.93	0.42	0.92	0.98	0.27
Delay (s)	108.6	58.1	16.9	111.5	33.7	4.1	139.4	64.5	15.3	81.4	74.6	6.1
LOS	F	E	B	F	C	A	F	E	B	F	E	A
95 th	84.9	191.0	87.2	90.0	131.5	15.0	84.6	110.8	29.8	63.8	117.5	11.1
Storage	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						58.7	Intersection LOS					E
Option 2												
PM Peak - Signalized (115s Actuated-Coordinated Cycle, All LT prot)												
Geometry	L/L/T/T/R			L/L/T/T/R			L/L/T/TR			L/L/T/T/R		
Volume	213	1107	507	202	940	215	358	588	165	291	605	101
v/c	1.01	0.95	0.68	1.04	0.81	0.33	0.96	0.90	0.42	0.88	1.03	0.28
Delay (s)	114.7	49.2	16.3	125.6	36.6	4.3	86.0	60.6	16.4	76.4	88.0	7.3
LOS	F	D	B	F	D	A	F	E	B	E	F	A
95 th	55.9	191.2	87.6	54.7	139.3	15.7	79.1	111.8	31.7	64.1	125.8	12.6
Storage	85.0	200.0	200.0	90.0	n/a	n/a	90.0	n/a	~45.0	90.0	n/a	n/a
Intersection Delay (s)						55.4	Intersection LOS					E

However, when considering factors such as constructability and cost, Option 2 does not present a substantial benefit given the anticipated construction impact associated with reconstructing the roadway and median to accommodate the additional left turning lanes along 67 Street. As shown in Table 2-12, doing so would shorten the queue but increase delay for the westbound and eastbound left turning movements due to the change to protected-only phasing. While this provides some improvement in operational performance for the northbound left, northbound through and southbound left movements due to a small increase in available green time, the improvement is only substantial for the northbound and southbound left movement, also it results in an LOS F for the southbound through movement.

Because of this, Option 1 may offer a more practical and cost-effective solution given the minimal overall differences in operational performance indicators compared to Option 2. While some movements will exceed maximum capacity by 2035 based on v/c ratio, the differences between the two options are, for the most part, marginal. The intersection will operate at an acceptable level where delays are generally acceptable and expected for an urban area, especially as the base scenario currently exceeds the desired capacity thresholds. For these reasons, the geometric and signal timing modifications associated with Option 1 are likely more suitable for retaining a signalized intersection. Together with additional recommendations from the safety review, this is discussed further in Section 6.1.

2.2.4.1 Corridor Considerations

Current capacity constraints do not have an easy geometric solution given the forecasted growth in traffic volumes. Beyond the changes outlined in the options for retaining a signalized intersection, opportunities for increasing traffic capacity are limited without examining corridor-wide alternatives such as additional through lanes and/or rapid transit implementation. These alternatives would require further study to evaluate feasibility, costs, environmental and land impacts and overall changes to traffic operations.

Overall, an additional analysis was completed to assess the potential for adding a third eastbound through lane on 67 Street and modifying the westbound lanes. This would involve modifying the center medians, however, no change to the existing curblines. The analysis indicated that this configuration provided limited improvement to the overall intersection performance. Furthermore, maintaining a three-lane configuration east of the intersection would require significant reconstruction along 67 Street to avoid downstream bottlenecks.

This concept was reviewed at a high level as a potential opportunity, while a complete corridor assessment was considered beyond the scope of this study. A future corridor study along 67 Street could revisit this concept to look at the long-term capacity for the entire corridor.

2.3 Roundabout Analysis

Intersection capacity analyses for a roundabout at the intersection were completed using ARCADY v.9. ARCADY is a roundabout capacity analysis software package used in the United Kingdom. The capacity model was developed using a large data set of roundabouts operating during sustained oversaturated conditions and relates capacity to several geometric design parameters. The model is considered appropriate for conditions in Canada using a downwards y-intercept adjustment of the capacity prediction to account for current driver behaviour and familiarity with roundabouts compared to the United Kingdom. A 5% downwards y-intercept adjustment is considered appropriate for modelling conditions at a 10-year horizon.

As with Synchro, ARCADY can output LOS, v/c ratio, approach delay and 95th percentile queue lengths. LOS is reported using unsignalized delay thresholds, rather than the signalized delay thresholds in Synchro as shown in Table 2-13. Also consistent with the Synchro analyses, the heavy vehicle percentage was assumed to be 3% for all movements.

Table 2-13 Unsignalized Intersection Level of Service Summary

Level of Service	Delays	Control Delay/Vehicle (s)
A	Little or no delay	≤ 10
B	Short traffic delays	11 to 15
C	Average traffic delays	16 to 25
D	Long traffic delays	26 to 35
E	Very long traffic delays	36 to 50
F	Breakdown flow	> 50

Since ARCADY is an approach-based model, queue lengths are output in vehicles per approach rather than metres per lane. Queue lengths can be converted by multiplying by 7 (a typical distance from one vehicle bumper to another) and dividing by the number of approach lanes.

Supporting ARCADY reports are included in **Appendix D**.

2.3.1 Existing Performance

A roundabout with a two-lane entry and channelized right-turn lane eastbound and westbound on 67 Street was initially modelled. This configuration is similar to the current roundabout on 67 Street at Orr Drive/Johnstone Drive to the west. ARCADY results for 2025 are summarized in Table 2-14. As can be seen, low delays and queues are predicted under the 2025 peak hour traffic volumes with overall intersection LOS A.

Table 2-14: Taylor Drive & 67 Street ARCADY Analysis (2025)

	Eastbound	Westbound	Northbound	Southbound
AM Peak - Roundabout w/ Two-Lane Entries and Right-Turn Lanes Eastbound and Westbound				
Geometry	Two lanes plus RT	Two lanes plus RT	Two lanes	Two lanes
Volume	841	942	746	437
v/c	0.28	0.49	0.43	0.33
Delay (s)	2.5	4.0	3.4	3.6
LOS	A	A	A	A
95th Queue (m)	3.9	6.3	9.1	7.0
Storage (m)	175.0	n/a	n/a	200.0
Intersection Delay (s)		3.4	Intersection LOS	A
Midday Peak - Roundabout w/ Two-Lane Entries and Right-Turn Lanes Eastbound and Westbound				
Geometry	Two lanes plus RT	Two lanes plus RT	Two lanes	Two lanes
Volume	1087	872	737	579
v/c	0.46	0.45	0.49	0.40
Delay (s)	3.5	3.7	4.3	3.8
LOS	A	A	A	A
95th Queue (m)	7.4	8.4	6.7	10.2
Storage (m)	175.0	n/a	n/a	200.0
Intersection Delay (s)		3.8	Intersection LOS	A
PM Peak - Roundabout w/ Two-Lane Entries and Right-Turn Lanes Eastbound and Westbound				
Geometry	Two lanes plus RT	Two lanes plus RT	Two lanes	Two lanes
Volume	1536	1141	934	839
v/c	0.75	0.65	0.78	0.66
Delay (s)	8.6	6.32	12.2	7.7
LOS	A	A	B	A
95th Queue (m)	27.7	8.8	50.4	8.4
Storage (m)	175.0	n/a	n/a	200.0
Intersection Delay (s)		8.6	Intersection LOS	A

2.3.2 Forecasted Performance

The same roundabout was modelled in ARCADY for the 2035 horizon year, with results summarized in Table 2-15. Individual roundabout approaches exceeding a v/c ratio of 0.90, experiencing LOS of E or F, or generating a predicted 95th percentile queue length greater than the available storage were flagged as orange for additional discussion.

Table 2-15: Taylor Drive & 67 Street ARCADY Analysis (2035)

	Eastbound	Westbound	Northbound	Southbound
AM Peak - Roundabout w/ Two-Lane Entries and Right-Turn Lanes Eastbound and Westbound				
Geometry	Two lanes plus RT	Two lanes plus RT	Two lanes	Two lanes
Volume	1001	1121	888	520
v/c	0.35	0.62	0.54	0.44
Delay (s)	2.8	5.7	4.4	4.9
LOS	A	A	A	A
95 th Queue (m)	8.4	7.0	5.3	11.2
Storage (m)	175.0	n/a	n/a	200.0
Intersection Delay (s)		4.5	Intersection LOS	A
Midday Peak - Roundabout w/ Two-Lane Entries and Right-Turn Lanes Eastbound and Westbound				
Geometry	Two lanes plus RT	Two lanes plus RT	Two lanes	Two lanes
Volume	1293	1038	877	689
v/c	0.58	0.58	0.64	0.52
Delay (s)	4.8	5.1	6.7	5.2
LOS	A	A	A	A
95 th Queue (m)	5.6	5.3	7.7	7.4
Storage (m)	175.0	n/a	n/a	200.0
Intersection Delay (s)		5.4	Intersection LOS	A
PM Peak - Roundabout w/ Two-Lane Entries and Right-Turn Lanes Eastbound and Westbound				
Geometry	Two lanes plus RT	Two lanes plus RT	Two lanes	Two lanes
Volume	1827	1357	1111	997
v/c	0.96	0.82	1.08	0.90
Delay (s)	41.7	12.7	140.1	26.2
LOS	E	B	F	D
95 th Queue (m)	273.4	70.0	395.2	143.9
Storage (m)	175.0	n/a	n/a	200.0
Intersection Delay (s)		52.0	Intersection LOS	F

A roundabout with two-lane entries and channelized right-turn lane eastbound and westbound is predicted to experience close-to-capacity conditions during the 2035 PM peak hour. The critical approaches are eastbound and northbound, with the eastbound 95th percentile queue exceeding the available 175 m distance to 65 Avenue to the west and average delay northbound exceeding 1 minute per vehicle.

2.3.3 Forecasted Performance with Future Configuration

A future configuration for the roundabout was modelled in ARCADY that adds a third entry lane eastbound and northbound. This is similar to the medium-term configuration for the roundabout at Orr Drive/Johnstone Drive to the west, but with the three-lane entries eastbound and northbound instead of eastbound and westbound. Results are summarized in Table 2-16.

Table 2-16: Taylor Drive & 67 Street ARCADY Analysis (2035)

	Eastbound	Westbound	Northbound	Southbound
AM Peak - Roundabout w/ Three-Lane Entries Eastbound and Northbound				
Geometry	Three lanes plus RT	Two lanes plus RT	Three lanes	Two lanes
Volume	1001	1121	888	520
v/c	0.26	0.62	0.41	0.44
Delay (s)	1.9	5.7	2.6	4.9
LOS	A	A	A	A
95th Queue (m)	3.3	7.0	6.53	11.2
Storage (m)	175.0	n/a	n/a	200.0
Intersection Delay (s)		3.7	Intersection LOS	A
Midday Peak - Roundabout w/ Three-Lane Entries Eastbound and Northbound				
Geometry	Three lanes plus RT	Two lanes plus RT	Three lanes	Two lanes
Volume	1293	1038	877	689
v/c	0.44	0.58	0.48	0.52
Delay (s)	2.7	5.1	3.4	5.2
LOS	A	A	A	A
95th Queue (m)	6.06	5.3	5.13	7.4
Storage (m)	175.0	n/a	n/a	200.0
Intersection Delay (s)		4.0	Intersection LOS	A
PM Peak - Roundabout w/ Three-Lane Entries Eastbound and Northbound				
Geometry	Three lanes plus RT	Two lanes plus RT	Three lanes	Two lanes

	Eastbound	Westbound	Northbound	Southbound
Volume	1827	1357	1111	997
v/c	0.72	0.85	0.78	0.91
Delay (s)	6.3	16.1	10.2	30.3
LOS	A	C	B	D
95th Queue (m)	10.03	96.3	29.16	165.9
Storage (m)	175.0	n/a	n/a	200.0
Intersection Delay (s)		14.2	Intersection LOS	B

With this ultimate configuration, overall delays are generally low, although the southbound delays and queues would be higher than the interim configuration because of an increased circulating flow past the southbound entry due to the three-lane entry northbound.

Monitoring traffic volumes following the implementation of the interim two-lane roundabout will be essential to determine when it approaches its operational limits and when a third approach lane may be required eastbound and northbound.

A copy of the ultimate roundabout concept and the roundabout design checks package have been included in **Appendix C**.

3. Safety Review

Collision data for the study intersection was provided by the City for the period from 1991 to 2025. The data for 2025 only captures reported collisions up to April 20, 2025. The historical data from 1991 to 2014 provided information regarding the collision severity and primary event, whereas data from 2015 to 2025 includes additional information such as weather, surface conditions, and direction of travel. A summary of the full dataset specific to severity and primary event is provided in Table 3.1. The collision data is included in **Appendix E**.

Table 3.1: Summary of Historical Collision Data (1991-2025)

Attribute	No. of Collisions	Annual Average	Highest
Frequency			
--	936	26.7 collisions / year	53 collisions (2016)
Primary Event			
Rear-end	607	17.3 collisions / year	32 collisions (2006)
Left turn across path	121	3.5 collisions / year	10 collisions (1999)
Sideswipe-same	60	1.7 collisions / year	5 collisions (2011, 2014, 2016)
Right angle	49	1.4 collisions / year	4 collisions (1995)
Struck object	41	1.2 collisions / year	5 collisions (2020)
Severity			
Fatal	0	--	--
Injury	152	4.3 collisions / year	14 collisions (2007)
Property Damage	783	22.4 collisions / year	49 collisions (2016)

Table 3.1 captures only the five largest proportion of collisions by type (primary event), which account for 93.8% of all collisions. The remaining primary events represent less than one collision per year by type, on average.

The annual distribution is illustrated in Figure 3.1, with three distinct groups of collisions observed in the data. These groupings reflect the following observations:

- Annual average collisions per year is 22.2 between 1994 and 2005.
- The annual average increases significantly for the period from 2004 to 2016 to 38.2.
- This average then shows a sustained reduction from 2017 to 2024 to 27.75.
- Post-pandemic averages have remained at a reduced level compared with immediate pre-pandemic numbers.

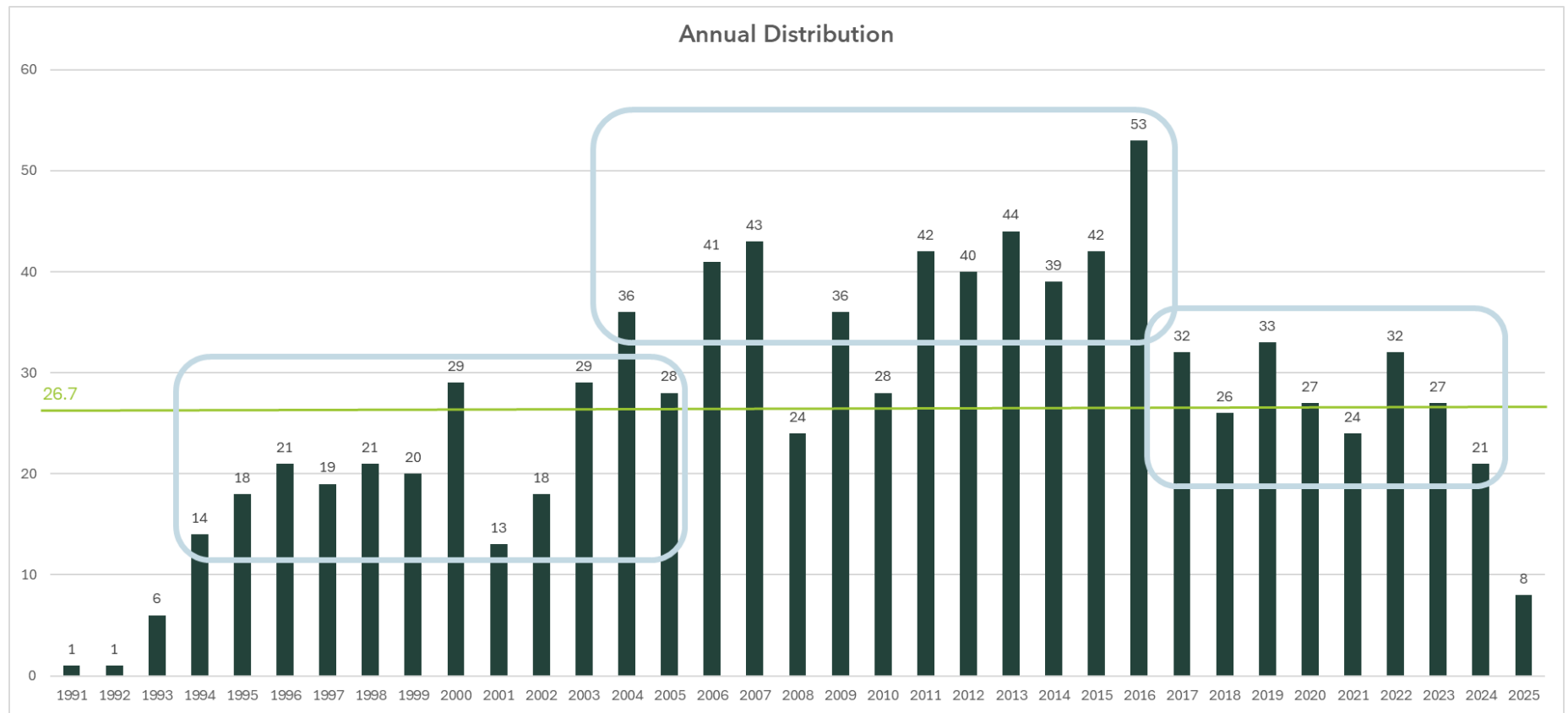


Figure 7: Annual Distribution of Historical Collisions

It is anticipated that adding further safety measures and reducing congestion can help to maintain a sustained reduction and may influence further reductions. In terms of the five most frequent primary events, similar observations to the annual distribution were seen for rear-end collisions, which is expected since they represent more than 60% of all reported collisions historically. In terms of primary event types, observations regarding annual trends notes:

- Left turn across path – the annual frequency was highest prior to 2000, with some recent peaking between 2012 and 2016, with sustained levels from 2017 onwards at two or three per year.
- Sideswipe (same direction) – of all primary events, this type has seen a general rise in annual collisions from one to two pre-2003, to three or more (typically) from 2004 onwards. In more recent years, a decrease in sideswipe collisions has been observed, suggesting the start of a potential downward trend.
- Right angle – these collisions have fluctuated annually with two of the last four years, including 2025, generally ranging between none and two collisions per year. Given that two collisions have already been reported in less than four months in 2025, is it possible that future conflicts could be observed. In general, annual frequencies showed an initial increase in the number of right angle collisions, but recently those have been trending downwards.
- Struck object – this event type appears to be on the rise. The highest annual averages were observed in 2014 (4), 2016 (4), and 2020 (5). Two of the last four years have also seen three collisions each. Prior to 2014, conflicts were typically zero or one per year.

3.1 Latest 10-Year Period Observations

As noted previously, additional information for collisions reported between 2015 and 2025 was provided by the City compared to the historical period prior to 2015. This period represents approximately one-third of the overall total collisions described above, but also a period of sustained decline in the annual averages. This decline began in 2017, prior to the pandemic, and has continued into the present.

For the same five primary event types discussed above, Table 3.2 presents a comparison of the proportion of collisions between periods. Of interest is the relative increase in the proportion of rear-end, sideswipe, and struck object collisions, indicating a narrower range in the type of collisions being observed. Left turn across path collisions have shown the greatest decline by proportion suggesting that any recent measures that City may have undertaken to address left turn across path conflicts have had some success. Right angle collisions have remained at a consistent level.

Table 3.2: Comparison of Collision Frequency

Primary Event	1991 - 2025		2015-2025		Change
	No.	%	No.	%	
All Collisions	936	--	325	--	--
Rear-end	607	64.9%	222	68.3%	+3.4%
Left turn across path	121	12.9%	30	9.2%	-3.7%
Sideswipe	60	6.4%	23	7.1%	+0.7%
Right angle	49	5.2%	17	5.2%	0.0%
Struck object	41	4.4%	19	5.8%	+1.4%
Severity*	1991 - 2025		2015-2025		Change
	No.	%	No.	%	
Injury	152	16.2%	27	8.3%	-7.9%
Property Damage	783	83.8%	298	91.7%	+7.9%

*No fatal collisions have been reported in either dataset

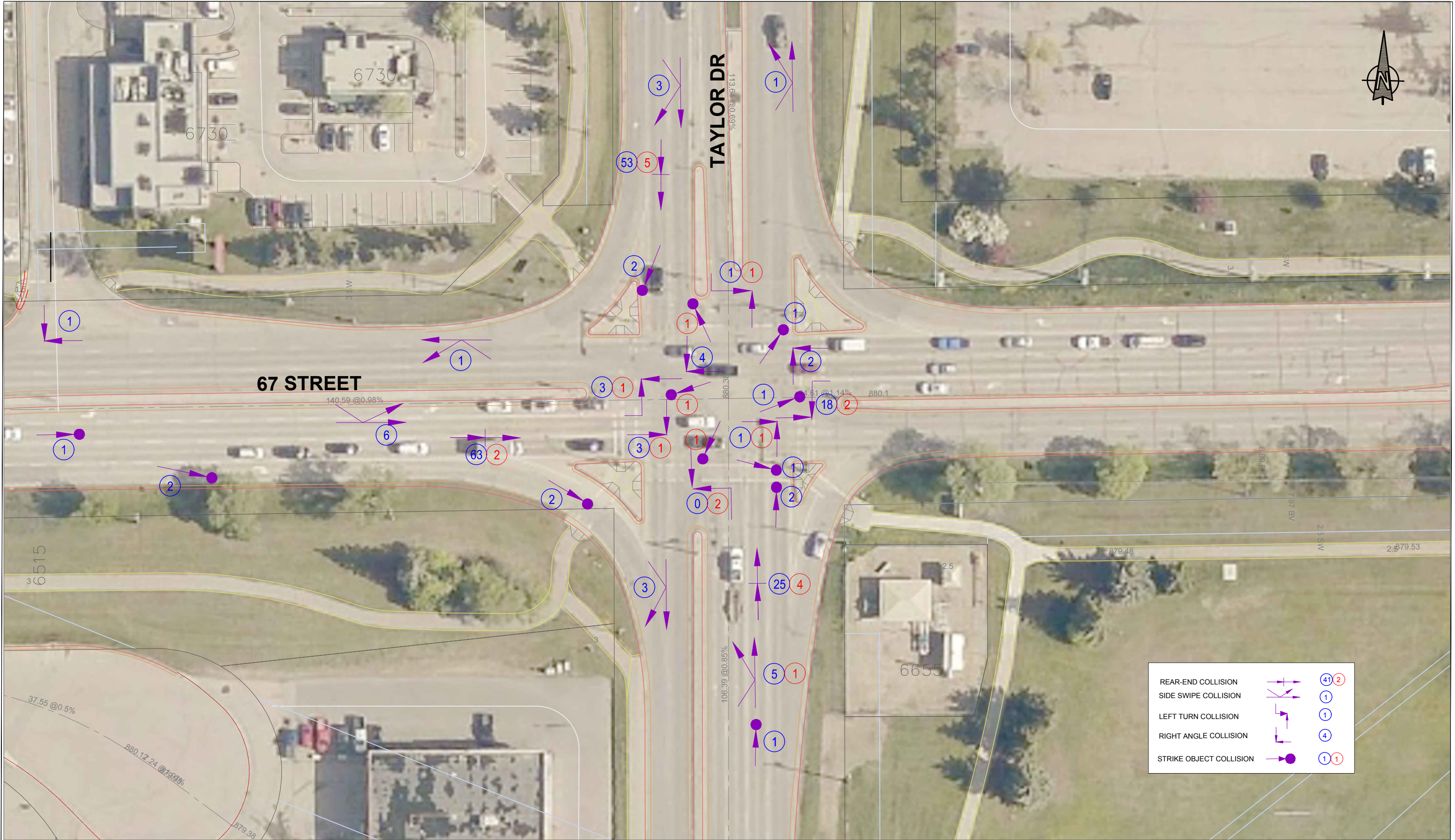
In contrast to the increase in frequency by proportion for rear-end, sideswipe and struck object collisions, injury collisions have declined by 7.9%, currently at 8.3% of all collisions for 2015 to 2025, down from 16.2% for the larger historical period. Collisions of all remaining types are rare, currently accounting for approximately 4.4% of all collisions from 2015-2025 or about 1.35 collisions/year.

3.1.1 Collision Summary

A detailed review of this data has been completed to identify areas of concern within the existing intersection configuration and repeated causal factors that could be leading to an over-representation of collisions. From a review of weather, surface, and direction of travel information, the following observations are made for the entire dataset of collisions from 2015-2025:

- Weather – almost 85% of all collisions reported clear conditions. During periods of inclement weather, snow was reported as a causal factor in 12.3% of all collisions.
- Surface – 64% of all collisions noted dry road conditions while icy conditions were cited in 30.5%, almost one in three.
- Direction – the eastbound and southbound directions of travel were highest in rear-end and sideswipe collisions. Westbound vehicles were more prone to be involved in left turn across path and right-angle collisions. Most struck object collisions occurred within the intersection, with northbound vehicles having the highest frequency.

A summary of these collisions is presented in Figure 8. As shown in the collision diagram, there are some collisions where certain attributes are unknown, specifically the direction of travel, making it difficult to determine trends associated with those collisions. These have been left out of the considerations noted in the report. Below are brief descriptions of the reported collisions and observations associated with left turn across path, right angle, sideswipe, and struck object collisions which have been recorded with the direction of travel.



CONSULTANT

PROJECT NO. Z0026225

LEGEND

INJURY COLLISIONS

PROPERTY DAMAGE ONLY COLLISIONS

REAR-END COLLISION

SIDE SWIPE COLLISION

LEFT TURN COLLISION

RIGHT ANGLE COLLISION

STRIKE OBJECT COLLISION

0 0.25 0.5 1.0 km

REAR-END COLLISION

SIDE SWIPE COLLISION

LEFT TURN COLLISION

RIGHT ANGLE COLLISION

STRIKE OBJECT COLLISION

41 2

1

1

4

1 1

COLLISION DIAGRAM

67 STREET AND TAYLOR DRIVE

TRAFFIC CIRCLE

REGION

CENTRAL

LOCATION

RED DEER

DATE

09/10/2025

DWN

BC

CHK

GC

FIGURE

8

3.1.1.1 Left turn across path

Left turn across path (LTAP) collisions account for less than 10% of collisions between 2015-2025, which is a decline from the 12.9% average of the data comprising 1991-2025. Table 3-1 shows the directional breakdown of these collisions with an indication of the type of occurrence based on the available collision descriptions.

Table 3-1: Left Turn Across Path Collision Summary

Direction	Occurrence type		Totals		
SB across NB	Left turn into oncoming	Oncoming running red	LTIO	ORR	Total
	1,1	0,0	2	0	2
NB across SB	Left turn into oncoming	Oncoming running red			
	0,1	0,1	1	1	2
WB across EB	Left turn into oncoming	Oncoming running red			
	18,2	0,0	20	0	20
EB across WB	Left turn into oncoming	Oncoming running red			
	3,1	0,0	4	0	4
Unknown	Left turn into oncoming	Oncoming running red			
	0,0	1,0	0	1	1
	Null (did not occur at intersection)		+		
		Grand Total	29		

X,X = Property Damage Only, Injury

Icy road surfaces were cited in nine (9) of the collisions, making up 31% or nearly one third of the total. Westbound vehicles also make up an overwhelming majority (69%) of all LTAP collisions which have occurred at this intersection. This is discussed further in Section 3.3.5. However, the number of instances per year has remained at three (3) or less since 2017, while five (5) and seven (7) collisions took place in 2015 and 2016, respectively.

3.1.1.2 Sideswipes

- Icy road conditions were cited in 26.1% of the reported collisions, with wet road conditions accounting for a further 8.7%.
- Only a single collision resulted in an injury.
- Six (6) collisions took place in the eastbound direction, with one of these instances involving an errant driver attempting to evade police and colliding with another vehicle.
- Most collisions appear to be driver error, and no distinguishable trends have been observed from this series of collisions.

3.1.1.3 Right angle

- Most collisions involve drivers running red lights.
- Two instances noted a driver with a green light failing to yield to an emergency vehicle with lights and sirens activated, resulting in a collision.

- Two collisions (11.8%) resulted in injuries, both involving eastbound vehicles running a red light and colliding with vehicles on Taylor Drive.
- No distinguishable trends have been observed from this series of collisions.

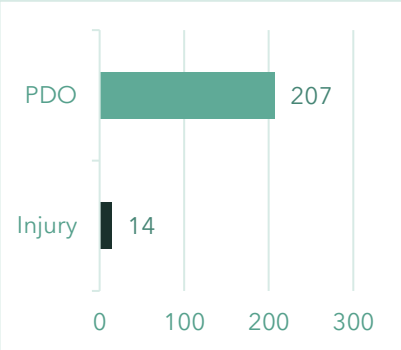
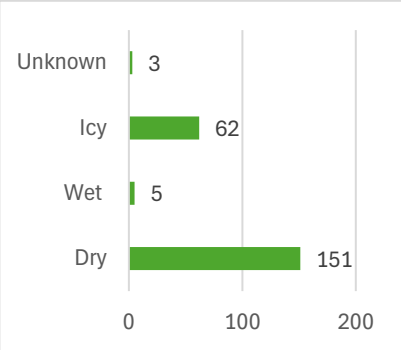
3.1.1.4 Struck object

- Icy road surfaces were reported in nearly 60% of collisions, with all these instances citing a loss of vehicle control.
- Two (2) collisions involved drivers colliding with an animal present in the roadway.
- One (1) collision involved a westbound vehicle turning left on a solid green but failing to yield to a pedestrian, resulting in the vehicle colliding with and injuring the pedestrian.
- One (1) collision cited the rising sun as a factor for an eastbound vehicle which mistook the right turn lane for a through lane and ended up colliding with a sign and traffic light.
- Apart from icy roads, no distinguishable trends have been observed from this series of collisions.

3.1.1.5 Rear-end Collisions

Given the over-representation in rear-end collisions, a focused review on trends within these collisions has been completed.

Table 3-2: Collision Summary of Rear-end Collisions

Total Collisions - 221				
Direction of Travel	Straight Section	Curved Section	Severity	Road/Environmental Condition
Northbound - 29	27	2		
Southbound - 58	37	11		
Eastbound - 65	53	21		
Westbound - 27	24	3		
Unknown - 43	21	20		
	N/A - 2			

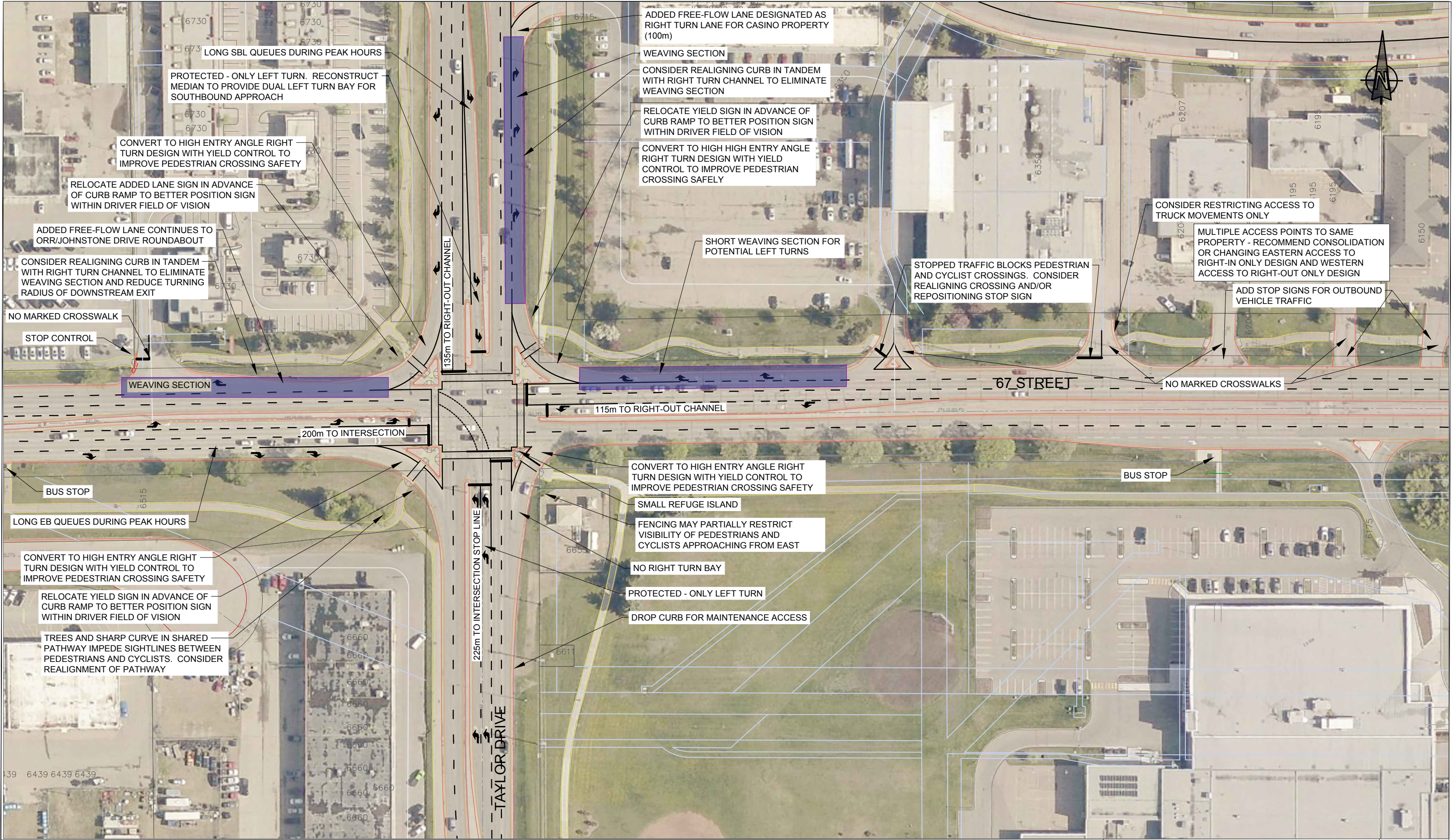
The data specifies the collision location as either “straight” or “curved” in terms of road alignment. Based on the available collision descriptions, the “curved” sections of the roadway mostly refer to the channelized right turn lanes on each approach. Many collisions which occur within these lanes tend to involve a vehicle stopped at the yield sign being rear-ended by another vehicle behind them. Using this information, the eastbound approach shows the highest proportions of rear end collisions occurring within the channelized turn lane.

Most instances do not offer a comprehensive collision description that includes reasoning as to why the collision occurred. As such, it is difficult to conclusively identify any definitive causes or trends. The eastbound lanes show the highest number of overall collisions in the dataset, possibly due to this approach experiencing the highest traffic volumes. Although icy road conditions were cited in just over a quarter of the total collisions, no other causal factors can be determined from the dataset other than driver error.

3.2 Site Observations

In lieu of an on-site inspection, a review of the intersection geometry and condition was undertaken using Google Maps aerial and street view along with available design plans. This review identified key observations regarding lane configuration, signage, and other characteristics along with potential modifications. This review was completed in tandem with the collision analysis, with potential countermeasures discussed in further detail under Section 3.3. Figure 9 illustrates these geometric observations and provides a visual summary of the existing conditions reviewed.

As a field visit was not performed, the condition of signage, pavement, pavement markings, along with sightline issues cannot be verified for accuracy. For the purposes of this study, a weaving section has been defined as an area where frequent lane changes between competing movements to access different downstream driveways or intersections can occur.



3.3 Identification of Safety Issues and Improvements

The following outlines areas of concern and measures to address them as noted from the geometric, operational, and/or safety reviews. These sections refer to the collision data from 2015-2025 in their analysis. Of note, these measures are short/medium term considerations which may be applied to the existing signalized intersection. Potential safety benefits offered by the future installation of a roundabout are discussed in Section 3.3.7.

3.3.1 Channelized Right Turn Lanes

Each of the four right turn lanes are channelized having gentle three-centred radius curvature that can encourage higher speed turns and free flow even with a yield control present. This geometry can result in conflicts as the curvature creates higher skew angles for drivers to be able to see approaching vehicles in the desired receiving lane. The presence of a crosswalk within these turn lanes increases a driver's workload and are positioned at the middle or far ends of the channelized island where drivers tend to be focusing on other driving tasks such as finding acceptable gaps in the receiving lane.

Based on the directional data and collision descriptions within the dataset, most collisions within the channelized lane have occurred within the eastbound to southbound movement, which also experiences the highest peak hour traffic volume of all right turn movements at this intersection. As discussed in Section 3.1.1.5, no predominant causal factors attributable to weather, lighting, or road conditions were identified from the dataset. The descriptions suggest that most cases were caused by a vehicle stopped or slowing down to yield and the following driver not anticipating the lead vehicle to do so. Additionally, no vehicle-pedestrian conflicts were identified in the dataset as occurring within the channelized lanes. Although the collision descriptions also do not specify any causal factors directly related to the curvature of the lane, geometric analysis of this configuration recommends converting the right turn channelized lanes to a high entry angle design (also referred to as a smart right turn). This recommendation is consistent with guidelines provided in the Transportation Association of Canada's Geometric Design Guidelines for Canadian Roads (TAC), Section 9.15.2 – Smart Channels, which highlight the safety and operational benefits of high entry angle right turn channelized design in an urban context. All four locations should follow this recommendation for consistency.

TURN BAY

3.50

4.20

3.75

0.5 MIN. (TO C.F.)

R=1.5

0.5 - 1.0 (TO C.F.)

0.5 - 1.0 (TO C.F.)

R=4.0

7.85

4.75

3.0%

70°

3.5%

2.5%

0.5 - 1.0 (TO C.F.)

R=1.5

1.00 (TO C.F.)

PROPOSED PROPERTY LINE

5.0 (TO C.F.)

7.85

R=110

$\Delta = 22.3^\circ$

R=22

$\Delta = 67.7^\circ$

7.85

² Design & Implementation of Channelized Right Turn Improvements in the City of Edmonton, Proceedings of the Conference of the Transportation Association of Canada, St. John's, Newfoundland, 2017

³ CMF ID (from Clearinghouse): 8428-8431. Reference: Schattler, K. and T. Hanson. "Safety Impacts of a Modified Right Turn Lane Design at Intersections". Presented at the 95th Annual Meeting of the Transportation Research Board, Paper No. 16-0790, Washington, D.C., (2016)

3.3.2 Enhanced Sign Placement

For the eastbound to southbound and westbound to northbound movements, the sightlines of traffic control devices within the channelized lane are somewhat restricted due to the curvature of the lane. A trend of collisions occurring within the channelized right turn lane has only been reported for the eastbound to southbound movement. In many of these cases, these collisions were caused by a vehicle yielding and the following driver not anticipating the lead vehicle to stop or slow down. As with the curvature of the channelized lanes, there is limited descriptive data available to confirm that these collisions, which occur in one location only, are a direct result of the placement of traffic control devices. However, several key observations were noted in the geometric review as discussed below.

The placement of the Yield signs in these lanes are noted to be outside the cone of vision for an approaching driver with the yield location at the far end of the channelized lane (to the right of the roadway) for the eastbound to southbound movement along with the westbound to northbound movement. It is possible that this placement may be a factor in rear-end collisions occurring in the eastbound to southbound direction as drivers may be expecting an added free flow lane and do not realize the yield condition in time to avoid vehicles in front of them. However, this is not confirmed in the collision data.

For the northbound to eastbound movement, the Yield sign is placed prior to the crosswalk. There were no other traffic control devices observed that enhance the yield control or desired location for vehicles to yield, when required to do so. Similarly on the southbound to westbound movement, the view of the Added Lane sign is also restricted by both the curvature of the lane and a streetlamp obscuring the view.

Examples of these restrictions are shown in Figure 11 below with the location of applicable signs highlighted. Figure 12, taken from the Region of Waterloo, illustrates the cone of vision principle and the line of sight of drivers approaching both traditional and high entry angle channelized right turns. An extension of the cone of vision arrows within this figure would confirm the placement of Yield signs and other traffic control devices placed on the roadside at the end of the turn to be outside a driver's line of sight for a significant portion of their travel when in the channelized turn lane.



Figure 11: Sightline Restrictions of Signs on the Inside of the Channelized Right Turn Lanes⁴

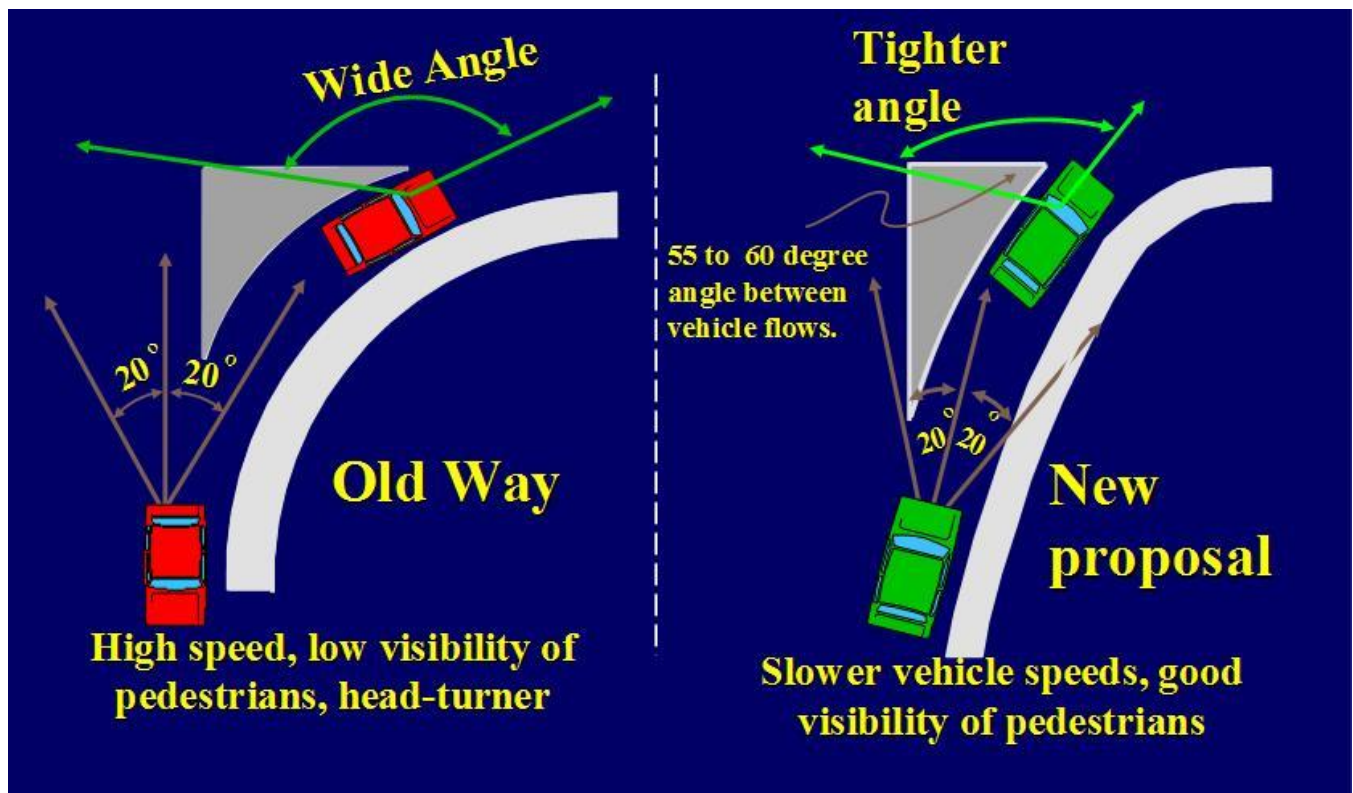


Figure 12: Line of Sight Diagram through Channelized Right Turn Lane⁵

⁴ <https://www.google.com/maps>

⁵ <https://www.regionofwaterloo.ca/en/living-here/traffic-safety.aspx#Right-turn-Smart-Channel>

While the placement of the existing traffic control devices is not ideal from a sightline perspective, this is not a significant concern due to the lack of supporting collision data directly attributing this to any notable collision trends. However, the upgrading of the traditional right turn channelized lanes to a high entry angle design may present an opportunity to place this signage to align more directly with the oncoming driver's field of view, which is discussed under suggested improvements. Upon implementation of a high entry angle right turn configuration at each intersection corner, the location of the existing Yield and Added Lane signage can be adjusted to fall within the direct field of view for approaching drivers.

3.3.3 Frequency of Rear-End Collisions

Rear-end collisions involving vehicles travelling in the "straight" portions of the roadway (assumed to be mostly through and left turning vehicles) are the predominant collision type observed at the Taylor Drive/67 Street intersection. Over the 10-year period from 2015 to 2025, 141 collisions of this type occurred. This number does not include the additional rear-end collisions which took place within the "curved" sections of the roadway, many of which refer to the channelized right turn lanes on each approach (discussed in Section 3.3.1).

An assessment of the available collision data did not identify any definitive causal factors relating to weather or surface conditions. Additionally, due to the high number of instances within the dataset, it is difficult to analyze each collision description in detail to identify any direct causes or trends. However, a review reveals that most descriptions are purely informative, and do not provide any indication as to why the collision occurred or of causal factors relating to physical conditions at the intersection. Therefore, it is assumed most rear-end collisions likely occur because of driver behaviour.

Along with overall collisions, the total number of rear-end collisions which have occurred at this intersection has followed a downward trend in recent years, dropping from an average of 25.6 collisions/year from 2015-2019 to 17.6 collisions/year from 2020-2024. While the impact of COVID on traffic numbers is likely a factor in the drop in collisions from 2019 (30) to 2020 (17) and 2021 (16), the numbers for 2023 (19) and 2024 (14) suggest that the number of rear-end collisions per year has stabilized, with 2025 (5 between January 1 and April 20) on track towards a similar total.

Due to this decline and the lack of any definitive causal factors, it is difficult to determine appropriate countermeasures for addressing rear-end collisions. The current rate of these collision types is consistent with an urban intersection with the existing level of traffic volume. Additionally, the implementation of smart right turn channels with improved signage placement as discussed in Section 3.3.1 and Section 3.3.2 is anticipated to further reduce the number of rear end collisions in these lanes, thus lowering the combined total of occurrences per year.

However, should the trend of rear-end collisions increase again in the future, a review of low-cost countermeasures that target rear-end collisions are identified below:

- Important Intersection Ahead sign: Alberta Transportation and Economic Corridors' *Methods of Reducing Collisions on Alberta Roads* (MORCOAR) report suggests that implementing an Important Intersection Ahead sign can reduce all collisions at an intersection by up to 30%⁶. This type of sign generally has application in rural areas but equivalent signs that warn of high collision locations in urban areas have been utilized by several municipalities in the province, the City of Edmonton uses high collision location signs ahead of intersections, the City of Calgary does not use signs but they have implements automated enforcement such as intersection safety cameras to reduce collisions at high collision intersections. The success of these signs to achieve desired intersection safety enhancements at urban intersections is unknown.
- High-friction/skid resistant surface treatments: The Federal Highway Administration (FHWA) indicates that high-friction surfaces are a cost-effective countermeasure that have produced a noticeable reduction in all crashes. Up to a 50% reduction in collisions occurring in wet conditions has been cited⁷. Meanwhile, skid resistant pavement treatments were trialled by the City of St. Albert, leading to a moderate reduction in the frequency of rear-end collisions within the through lanes⁸.

Other treatments, such as signal back plates and dedicated right turn lanes, have already been implemented at this intersection.

3.3.4 Access Management and Weaving

Several access driveways are present near the intersection. They are as follows:

- A right-in/right-out access downstream of the intersection on the west leg of 67 Street for a multi-use commercial plaza. The centre of this access is located approximately 100 m west of the crosswalk.
- A right-in/right-out access downstream of the intersection on the north leg of Taylor Drive for the Ace Casino and Wholesale Club parking lot. The centre of this access is located approximately 130 m north of the crosswalk.
- A right-in/right-out access upstream of the intersection on the east leg of 67 Street for the Cash Casino and Wholesale Club parking lot. The centre of this access is located approximately 130 m east of the painted stop line.

⁶ Methods of Reducing Collisions on Alberta Roads, Phase 2, Final Report, Alberta Transportation, November 2010

⁷ Low-Cost Safety Enhancements for Stop-Controlled and Signalized Intersections, U.S. Department of Transportation, Federal Highway Administration, FHWA-SA-09-020, Washington, DC, Revised July 2020

⁸ Evaluation of a Skid Resistant Material at High Incident Intersection Locations, Proceedings of the Conference of the Transportation Association of Canada, Fredericton, New Brunswick, 2012

These accesses create weaving sections which are shown in Figure 9. For the downstream access north of the intersection, vehicles exiting the channelized right turn lane mix with northbound traffic navigating towards the access where the lane terminates. Despite being yield controlled, the length of this weaving section may create the illusion of an added free flow lane where vehicles could come into conflict.

For the downstream access west of the intersection, a tapered exit section for westbound vehicles exiting 67 Street into the access begins approximately 30 m west of the painted gore where the channelized right turn lane for southbound to westbound vehicles transitions into an added free flow lane. This establishes a conflict zone between southbound to westbound vehicles exiting the channelized lane and westbound vehicles travelling through the intersection navigating towards this access. The tapered section and curve radius of this access also encourages a higher speed for these vehicles exiting 67 Street.

For the upstream access east of the intersection, another weave section exists for vehicles exiting the access and attempting to cross over the roadway to enter the westbound left turning bay for the intersection. The placement of the access is situated directly across from the left turn taper, meaning that vehicles undertaking this maneuver must do so at a sharp angle across the through lanes.

These weaving sections can be problematic from an operational perspective and present safety concerns that show up as collisions, or as conflicts and near misses involving other vehicles travelling through or maneuvering to the other side of the roadway. However, within the existing collision data, no collisions are directly attributable to weaving. As with many other collisions in the overall dataset, most collision descriptions for the sideswipe occurrences do not offer a detailed explanation. Therefore, the presence of weaving sections at this intersection cannot be confirmed as a problem.

Although the collision descriptions also do not specify any causal factors directly related to weaving sections, the conversion of the existing channelized lanes into a high entry angle design presents an opportunity to eliminate the weaving sections for both downstream accesses. By adopting this design for the westbound to northbound and southbound to westbound right turn lanes, realigning of the curbs in these areas will extend the channelized lanes to the through lanes and eliminate the free flow zones altogether. The implementation of the smart right turn designs will mean that right turning traffic will be forced to slow and/or stop to wait for gaps in oncoming traffic. This proposal also includes eliminating the tapered section and reducing the curb radius for the downstream access on the west leg to encourage lower exit speeds.

3.3.5 Left Turn Across Path Collisions

The collision dataset from 2015-2025 indicated a trend of westbound left turn across path collisions with eastbound through vehicles. According to the collision descriptions, all these collisions involved a westbound vehicle failing to yield to oncoming eastbound through traffic instead of eastbound vehicles running red lights. There were no trends related to weather conditions or road surface conditions; however, the majority were noted to occur during the PM peak period or later in the evening.

The collision data does not provide the lighting conditions at the time of the collision. As such, sun glare cannot be confirmed as a contributing factor for the westbound collisions occurring in the evening. Icy roads were cited in 30% of collisions, with wet roads being present in a further 10%. It's possible that this was a causal factor in these instances, although this is not confirmed in most of the collision descriptions.

Seven (7) of the westbound left collisions suggest that the crash occurred during the changeover between the protected left and through phases. The current signal timing plan for the phase changeover includes yellow/amber and red clearance times of three (3) and two (2) seconds, respectively. Lengthening these timings by one (1) second each may lessen the risk of these collisions occurring as this would allow more time for left turning vehicles to clear the intersection prior to eastbound through traffic accelerating. However, the current timing appears adequate for an intersection this size, and the number of these instances do not imply that the timing is a problem.

The eastbound through movement moves the highest volume traffic at the intersection in the AM and PM peak hours. Therefore, it's likely that westbound vehicles do not encounter many gaps for which to complete their turn safely during the permitted phase, thus leading to conflicts with oncoming vehicles. Another contributing factor which may be more apparent is the slight negative offset between the opposing left turn lanes, which restricts the available line of sight for westbound left vehicles yielding to eastbound through traffic.

Along with overall collisions, the total number of left turn across path collisions which have occurred at this intersection has followed a downward trend in recent years, dropping from an average of 3.6 collisions/year from 2015-2019 to 2.2 collisions/year from 2020-2024. This trend appears to have begun in 2017 and remained consistent since then, with 2025 (one (1) collision between Jan 1-April 20) on track towards a similar total. Therefore, these types of collisions are not as great of a concern as they were prior to 2017.

However, the projected growth in traffic volume could potentially reverse this trend. Instead of adding more time to the yellow and red changeover phases, changing the protected left phasing for east-west traffic to lag after the through phase would address the problem of vehicles attempting to ease into the intersection during the transition between the protected and permitted phases. A brief review of the traffic simulation suggests that this would have minimal operational impacts. The volume of westbound left vehicles precludes protected-only phasing, as the movement is projected to experience capacity constraints with the recommended changes to signal timing.

Should adjustments to the signal phasing not yield the desired reduction in left turn across path conflicts, the City should confirm the feasibility of introducing positive offset left turn lanes along 67 Street that mitigates sight line restriction impacts associated with the current configuration. Published CMF's for introducing positive offset left turn lanes in an urban area that targets angle crashes indicate a 20% to 26%⁹ reduction.

3.3.6 Other Suggested Improvements

Additional enhancements have been identified from a review of potential deficiencies within existing traffic control measures in place.

3.3.6.1 Pedestrian and Cyclist Enhancements

The intersection is surrounded by a shared pathway network which radiates in all directions and along each side of both roads. These pathways cross several of the accesses noted in Section 3.3.4 but do not include painted crosswalks to delineate the crossing. While no pedestrian-vehicle conflicts have been recorded within these access driveways, it is suggested that painted crosswalks be installed at these locations to provide additional warning to drivers. Additionally, these crosswalks could be complimented by median refuges (permanent or temporary) to provide better protection to pedestrians and cyclists. A sample crossing can be found at the existing upstream right-in/right-out access on the north leg of Taylor Drive leading into the commercial plaza.

3.3.6.2 Driveway Traffic Control

Traffic control devices are not observed at three driveway accesses east of the intersection. Given the adjacent pathway network, the addition of such measures would seek to minimize conflicts between vehicular exiting traffic and pedestrians crossing over the driveway. Additionally, access consolidation or closure could be considered for the commercial property east of Wholesale Club, as this lot currently features three (3) separate access points.

⁹ CMF ID (from Clearinghouse): 276-277, Reference: Wang, X. and Abdel-Aty, M., Right-Angle Crash Occurrence at Signalized Intersections, Transportation Research Record 2019, (2007), pp. 156-168

At the three accesses along 67 Street with traffic control devices, the existing STOP signs are placed after the pathway crossing. Generally, traffic control devices should be placed in advance of pedestrian crossings to prevent vehicles from blocking pedestrian traffic and to ensure the vehicles are stopped prior to the crossing. The City should consider moving these signs backward to reflect this guidance and realigning the pathway crossings as required.

3.3.7 Roundabout Safety Benefits

The implementation of a roundabout at the 67 Street and Taylor Drive intersection is anticipated to provide significant safety benefits compared to maintaining a signalized intersection. Unlike the incremental improvements associated with the short- and medium-term measures described in Sections 3.1.1 to 3.3.6, a roundabout fundamentally changes the conflict environment of the intersection.

Research documented by Weber (2007)¹⁰ demonstrates that roundabouts consistently reduce both the frequency and severity of collisions compared to traditional signalized or stop-controlled intersections. The safety benefits result from lower vehicle speeds and the elimination of severe conflict types such as left-turn across path and right-angle collisions.

At the study intersection, the most common collision types – rear-end, left-turn across path, and right-angle conflicts – are directly addressed through roundabout design. Rear-end collisions may continue to occur, but at lower speeds and with reduced severity. Left-turn and right-angle conflicts are effectively removed and replaced with lower-severity merging or sideswipe events. Similar outcomes have been observed at the Orr/Johnstone Drive roundabout to the west, where high-entry-angle channelized right turns demonstrated improved safety performance compared to traditional channelized geometry.

Roundabouts also reduce weather-related collisions by encouraging lower approach speeds and more controlled vehicle interactions, reducing the likelihood of loss-of-control events under icy or wet conditions. The simplified layout additionally creates opportunities to reduce struck-object collisions by providing a more forgiving roadside environment with fewer fixed obstacles.

While the use of locally calibrated Safety Performance Functions (SPFs) would allow for a more detailed comparison of future safety performance between a roundabout and a retained signalized intersection, the application of published Crash Modification Factors (CMFs) and findings documented by Weber (2007) provide a reliable basis for anticipating meaningful safety improvements if a roundabout is implemented at this location.

¹⁰ Weber, P. (2007). *Roundabout safety experience*. In *Synthesis of North American Roundabout Practice* (Chapter 5). Paper presented at the Transportation Association of Canada Annual Conference, Saskatoon, Saskatchewan.

3.4 Safety Review Conclusions

Injury collisions at the study intersection have declined significantly over the past 10-year period compared to the overall historical period. Consideration of the suggested improvements for a signalized intersection are anticipated to maintain this downward trend due to evidence of collision reductions from similar implementations elsewhere. Alternatively, the future implementation of a roundabout is anticipated to offer similar benefits along with a geometry that slow vehicles down, reducing the general severity of a collision.

While some variations exist in terms of the observations associated with individual primary event types, roundabouts do not necessarily improve the frequency of rear-end collisions; however, they do typically reduce the severity of such conflicts. Rear-end collisions accounted for 62% of all reported injury collisions for the entire historical period, while accounting for 52% in the latest 10-year period. A further reduction in the proportion of injury rear-end collisions may be expected.

Left turn across path and right-angle conflicts are also anticipated to be reduced since the geometry of a roundabout effectively eliminates these types of collisions, generally replacing them with lower severity sideswipe conflicts.

The design of the roundabout can also bring benefits in a reduction to the number of collisions citing inclement weather and surface conditions by encouraging slower approach speeds.

Consideration can be given to the roundabout design in terms of seeking to eliminate struck object collisions, specifically on Taylor Drive by providing a forgiving road environment with few obstacles in the road right-of-way. Managing weaving movements from upstream and downstream accesses may help to reduce the number of conflicts observed within the current collision dataset since auxiliary lanes from the current signal control spill back to and through these accesses, which may need to be restricted, if appropriate.

4. Utilities

4.1 Existing Utilities

A utility investigation was undertaken to identify existing and abandoned facilities along with utility owners and operators. Both a review of existing CAD files provided by the City and One Call (Utility Safety Partners) planning level locates have been undertaken to identify existing underground utilities.

Natural Gas:

- An ATCO gas facility exists on the south-east corner of the intersection.
- An active low-pressure pipeline runs along the east side of Taylor Drive, crossing the intersection. Another low-pressure pipeline starts at the ATCO gas facility and runs east, parallel to 67 Street.
- An active high-pressure pipeline runs along the south side of the west leg of 67 street and crosses the intersection to the natural gas facility. Then the line runs parallel to Taylor Drive along the southern leg.

Streetlighting:

- Streetlight power runs along the south side of 67 Street, on the east side of the south leg, and on both sides of the north leg of the intersection.

Signal Infrastructure:

- Signal poles exist on the channelization islands and medians of all four quadrants and legs of the intersections.
- The signals are controlled by a cabinet in the northeast corner of the intersection.

Power:

- There is an overhead powerline along the east side of Taylor Drive. There is another overhead powerline along the north side of 67 Street, crossing the intersection.
- There are underground power lines that cross the north, east and west legs of the intersection.

Telecommunications:

- There are four Rogers lines, one coax and three fibre lines, running along the north side of 67 Street, crossing the northern leg of the intersection. Additionally, there is one fibre and one abandoned line that is crossing the east leg of the intersection.
- One Telus line runs along the west side of the north leg of the intersection. Another Telus line runs on the north side of 67 street, crossing the intersection.
- A Zayo lines runs along the south-west corner of the intersection.

Water:

- There exists a fire hydrant in the northeast corner of the intersection
- One waterline runs under the southbound lane of the intersection.
- Another waterline runs along the south side of 67 Street, crossing the intersection.

Sanitary Sewer:

- One sanitary sewer line runs along the west side of Taylor Drive, crossing the intersection.
- Another sanitary sewer line runs along the south side of the west leg of the intersection.

Storm Sewer:

- There is one catch basins located in the median of the west leg of the intersection.
- There are two storm sewer lines crossing the north leg of the intersection. Additionally, there are two storm sewer lines that run under the south leg of the intersection.

4.2 Potential Conflicts

Subject to further refinement during detailed design, the following conflicts and relocations are currently anticipated because of the proposed design:

- Catch basin and manhole adjustments will be required within the roadway approaches to match new pavement grades and curblane alignments.
- Relocation of existing power poles will be required if a roundabout configuration is chosen.
- Removal of the signal controller and signal infrastructure if a roundabout configuration is chosen.
- Realignment of the streetlight infrastructure to align with the chosen configuration.

The existing watermain pipe at the intersection are 1970s era AC and DI pipe, which may want to be replaced by the City. Similarly, outdated 1975 C76 sanitary pipe and 1967 concrete storm sewer pipe exists within the intersection. The need and timing for replacing these utility infrastructures should be considered and confirmed with the final design and construction.

5. Cost Estimates

CIMA+ has prepared a preliminary cost estimate for 4 options,

1. Traditional Intersection with southbound dual left
2. Traditional Intersection with all dual left
3. Roundabout - Interim
4. Roundabout - Ultimate

The cost estimate outlines the estimated quantities and total costs for the construction of the 67 Street and Taylor drive intersection within the project limits. The unit rates used for this cost estimate were obtained from the City of Red Deer for two separate intersection improvement projects in 2025, and the Unit Price Averages Report from Alberta Transportation and Economic Corridors (2025). The total estimates cost for the 67 Street and Taylor Drive intersection improvements including design and construction administration for the 4 options is shown below. The detailed breakdown of the preliminary cost estimates is included in **Appendix F**

- Traditional Intersection with southbound dual left - \$1,380,000.00
- Traditional Intersection with all dual left - \$1,795,200.00
- Roundabout - Interim - \$4,707,600.00
- Roundabout - Ultimate - \$5,095,200.00

6. Option Evaluation

The previous sections have proposed potential modifications to the existing intersection to address safety and operational constraints. From these analyses, two possible options were recommended for further evaluation. These include:

1. An enhanced traditional intersection with a dual-lane southbound left turning bay and modified right turn channelized lanes.
2. A modern multi-lane roundabout.

This section summarizes and compares the two alternatives using a set of specific criteria to identify which one offers the greatest overall benefit.

6.1 Signalized Intersection Option Overview

As discussed in Section 2.2, two variations were tested with regards to lane configuration using both existing (2025) and forecasted (2035) traffic volumes. Option 1 included installing an additional southbound left turning lane to provide greater capacity for this movement. Option 2 also adopted this change but expanded this treatment to the westbound and eastbound left turn lanes as well. With recommended changes to the signal timing plan, both options anticipate a substantial decrease in overall intersection delay compared to the base case of no changes, with Option 2 performing slightly better in terms of operations. An additional reconfiguration featuring three (3) eastbound through lanes was also tested, resulting in similar traffic flow to the main two options.

Upon further discussion with the City, it was determined that the preferred treatment for retaining a signalized intersection is Option 1 as it balances re-use of existing roadway infrastructure while still offering a substantial decrease in total intersection delay if done in conjunction with signal timing changes. With this option defined as the recommended alternative for retaining a signalized intersection, further analysis in Section 3.2 and Section 3.3 outlined the need for additional measures aimed at addressing geometric and safety related concerns which were observed from both a preliminary assessment of the site along with a detailed review of the collision data.

However, as discussed in Section 0, retaining the signalized intersection will inevitably result in capacity constraints prior to 2035 despite the improvements outlined. Additionally, the 95th percentile queue of eastbound vehicles will approach capacity and spillover into the upstream intersection of 67 Street and 65 Avenue with additional traffic growth beyond 2035. While an additional eastbound through lane would prevent this from occurring, a traffic analysis of this scenario suggests that the increase in traffic capacity and reduction in delay for the eastbound lanes is offset by the capacity reduction for the westbound lanes, resulting in an overall intersection delay which is largely unchanged from either of the two primary options. Furthermore, adding an additional through lane would affect the entire 67 Street corridor between Taylor Drive and Highway 2A. This requires a broader assessment of corridor wide traffic impacts, constructability, and cost implications that are beyond the scope of this study. For these reasons, an additional through lane was not considered for the signalized intersection option.

6.2 Roundabout Option Overview

The roundabout option was assessed using ARCADY for both the 2025 and 2035 horizons. For 2025, a two-lane configuration was tested on all approaches, while for 2035, an ultimate design with three lanes on the eastbound and northbound entries was considered. The results show that the roundabout performs very well in both scenarios, with all approaches operating at LOS A in 2025 and overall LOS A to B in 2035. Compared to the signalized intersection, the roundabout provides lower delays and shorter queues while maintaining capacity for future growth.

The roundabout also addresses safety concerns identified in the collision review. By lowering speeds and eliminating right-angle and left-turn across-path conflicts, the design reduces the potential for severe collisions. While rear-end collisions may continue, they are expected to occur at lower speeds and with reduced severity. The configuration also improves pedestrian conditions by shortening crossing distances and providing refuge areas on splitter islands. Cyclists can be accommodated through the existing pathway network, although additional treatments such as audible-equipped RRFBs may be required to address accessibility concerns for vulnerable users.

The drawbacks of the roundabout option are primarily related to land and utility impacts. The larger footprint of the ultimate design is expected to require additional right-of-way on the west side of Taylor Drive and will likely necessitate coordination with utility providers to address potential conflicts. Construction costs and complexity will be higher than for a modified signalized intersection, and staging will need to be carefully managed.

Despite these challenges, the roundabout option is better suited to accommodate long-term traffic growth and aligns with the City's mobility and safety objectives. Its ability to maintain efficient operations beyond 2035, while also addressing recurring collision types, supports its consideration as the preferred alternative for the intersection.

6.3 Multiple Account Evaluation

The two options were evaluated through a Multiple Account Evaluation (MAE) analysis to determine the preferred alternative which will be carried forward into the preliminary design phase. The criteria below were finalized in discussions with the project team.

6.3.1 Traffic Operations/Capacity

Traffic analysis was undertaken for both the roundabout and signalized intersection for all three peak periods using current (2025) volumes and forecasted (2035) volumes projected using the process outlined in Section 2.1. For the signalized intersection, the modifications outlined for Option 1 in Sections 2.2.3 and 0 are assumed as the configuration for both scenarios. For the roundabout, the interim configuration (two lanes on each approach) is used for the 2025 analysis while the ultimate configuration (three lanes on the eastbound and northbound approaches) is used for the 2035 analysis.

Analysis of the signalized intersection was undertaken using Synchro V11 while analysis of the roundabout was completed using ARCADY. An overview of the resulting delay and LOS for each approach in each scenario is provided in Table 6-1, Table 6-2, and

Table 6-3.

Table 6-1: AM Peak Period Operational Comparison

Performance Measure	Signalized Intersection		Roundabout	
	Option 1 - 2025	Option 1 - 2035	Roundabout - Interim (2025)	Roundabout - Ultimate (2035)
Approach Delay/LOS				
EB on 67 Street	19.7 (B)	22.4 (C)	3.5 (A)	2.5 (A)
WB on 67 Street	21.6 (C)	23.4 (C)	3.7 (A)	4.8 (A)
NB on Taylor Drive	40.6 (D)	44.0 (D)	3.9 (A)	2.9 (A)
SB on Taylor Drive	48.0 (D)	45.9 (D)	3.7 (A)	4.8 (A)
95 th percentile queue (Through Lanes - m)				
EB on 67 Street	94.1	99.5	9.4	10.1
WB on 67 Street	84.0	91.9	9.1	5.3
NB on Taylor Drive	61.3	70.1	9.8	10.5
SB on Taylor Drive	64.3	71.3	10.1	9.1
Overall Delay	30.3	32.1	3.7	3.6
Overall LOS	C	C	A	A

Table 6-2: Midday Peak Period Operational Comparison

Performance Measure	Signalized Intersection		Roundabout	
	Option 1 - 2025	Option 1 - 2035	Roundabout - Interim (2025)	Roundabout - Ultimate (2035)
Approach Delay/LOS				
EB on 67 Street	22.0 (C)	26.7 (C)	3.9 (A)	2.8 (A)
WB on 67 Street	25.5 (C)	27.7 (C)	5.9 (A)	11.4 (A)
NB on Taylor Drive	43.3 (D)	55.2 (E)	4.4 (A)	3.2 (A)
SB on Taylor Drive	42.9 (D)	43.3 (D)	4.5 (A)	6.5 (A)
95 th percentile queue (Through Lanes - m)				
EB on 67 Street	104.2	113.9	6.3	8.8

Performance Measure	Signalized Intersection		Roundabout	
	Option 1 - 2025	Option 1 - 2035	Roundabout - Interim (2025)	Roundabout - Ultimate (2035)
WB on 67 Street	130.8	135.2	9.1	62.3
NB on Taylor Drive	76.1	101.0	8.1	9.5
SB on Taylor Drive	56.3	63.4	10.9	9.5
Overall Delay	31.5	36.4	4.8	6.1
Overall LOS	C	D	A	A

Table 6-3: PM Peak Period Operational Comparison

Performance Measure	Signalized Intersection		Roundabout	
	Option 1 - 2025	Option 1 - 2035	Roundabout - Interim (2025)	Roundabout - Ultimate (2035)
Approach Delay/LOS				
EB on 67 Street	32.9 (C)	51.5 (D)	8.3 (A)	5.4 (A)
WB on 67 Street	30.5 (C)	40.4 (D)	7.0 (A)	17.0 (C)
NB on Taylor Drive	50.7 (D)	81.1 (F)	6.3 (A)	6.6 (A)
SB on Taylor Drive	50.2 (D)	67.1 (E)	6.8 (A)	14.6 (B)
95 th percentile queue (Through Lanes - m)				
EB on 67 Street	166.3	199.1	23.1	11.9
WB on 67 Street	122.4	136.8	10.5	102.9
NB on Taylor Drive	95.6	129.9	22.1	8.8
SB on Taylor Drive	82.5	105.6	6.7	61.3
Overall Delay	39.4	58.1	8.0	10.3
Overall LOS	D	E	A	B

The traffic analysis comparison shows that while a traditional signalized intersection is anticipated to operate within tolerable limits expected for an urban intersection, capacity will be exceeded in the 10-year horizon. To maintain a desired level of operational performance in the long term would require additional capacity along both corridors, likely in the form of additional through lanes and/or rapid transit construction. A roundabout, on the other hand, offers a considerable operational advantage in the long term compared to a signalized intersection, with all approaches operating at LOS A and LOS B. While this would require the inclusion of a three-lane configuration on the northbound and eastbound approaches to accommodate projected traffic volumes in the 10-year horizon and beyond, similar staging has been adopted at the intersection of 67 Street and Orr Drive to the west. The roundabout, therefore, is well-suited to accommodate future population growth to 2035 and beyond.

6.3.2 User Safety and Experience

The signalized intersection design will address the geometric deficiencies of the existing intersection. However, by its nature, it will be more prone to high severity right angle collisions. Overall, the number of collisions is expected to decrease compared to today if all the geometric recommendations are implemented.

The roundabout will also address the existing geometric deficiencies of the intersection and by its nature, will reduce the severity of collisions by eliminating high severity right angle collisions. While the overall number of injury and high-severity (i.e., right angle) collisions is expected to decrease, the overall number of lower-severity collisions may increase compared to today.

6.3.2.1 Pedestrians

Both alternatives will accommodate pedestrians; however, they will do so in different ways. The signalized intersection will provide traditional signal-controlled pedestrian crossings of all four legs via a three-staged crossing, with pedestrians having the dedicated right-of-way when crossing the channelized lanes. The current configuration results in a longer pedestrian crossing distance, requiring crossing of four through lanes (two in each direction) as well as the left turn lanes on all four crossings. On the northbound and southbound approaches, this crossing distance is approximately 27 metres.

The collision data identified a single collision involving a pedestrian over the 10-year period between 2015-2025. This collision involved a westbound left turning vehicle proceeding on a permitted phase and striking a pedestrian who had the right-of-way to cross and resulting in non-life-threatening injuries. This collision did not specify any causal factors other than driver error. Due to the low frequency of vehicle-pedestrian conflicts, the current intersection appears to provide a safe crossing experience for pedestrians, albeit at current traffic volumes. The safety and geometric reviews identified several enhancements which are anticipated to lower the risk of potential future conflicts as traffic and pedestrian volumes increase.

It is difficult to establish relative safety of a roundabout with two stage crossings and RRFBs to a signalized intersection due to lack of substantial safety data for pedestrians at roundabouts in North America. However, anecdotally, roundabouts tend to be safer (from a collision severity and frequency perspective) for vulnerable users, despite the user perspective being maybe that roundabouts are less safe. The placement of crosswalks in modern roundabouts are offset at a distance which places them in the direct view of drivers exiting the roundabout. Furthermore, the channelization shown in the concept design provides median refuge space for pedestrians via a three-stage crossing across single directions of traffic flow.

Additionally, convenience is higher at a roundabout as there is no waiting for a pedestrian phase to cross the road. That said, accessibility is higher at a signalized intersection, especially one equipped with Accessible Pedestrian Signals (APS). Persons with vision loss have a particularly difficult time crossing two-lane roundabouts because of “multiple threat” conflicts, where they may detect that a vehicle is stopped in the near lane but not know whether there is oncoming traffic in the next lane. An audible component has recently been approved for use at RRFBs that, when actuated, speaks the message “warning lights are flashing, warning lights are flashing”.

6.3.2.2 Cyclists

While current cyclist counts are unknown, an existing shared pathway network radiates outward from the intersection in all directions on both sides of each corridor. These pathways appear to be reasonably connected as part of a broader network, more so along Taylor Drive. Due the absence of dedicated bike lanes, it is assumed that cyclists generally share a similar experience as pedestrians at this intersection.

6.3.2.3 Summary

Overall, a roundabout likely offers the greater benefit towards the safety and experience of vulnerable users. While a roundabout can create some additional accessibility concerns for those with vision loss, this can be mitigated by implementing additional enhancements such as RRFBs which provide audible alerts to pedestrians and visual alerts to drivers. This may also improve safety perceptions of vulnerable users as well.

6.3.3 Lifecycle Costs

Lifecycle cost analysis is typically conducted over a 30-year lifecycle, it considers a full range of costs including construction, maintenance, rehabilitation, operations, safety, and user impacts such as delay and fuel consumption

Initial Construction

Roundabouts generally require a higher initial investment due to a larger footprint, more complex geometry, and landscaping. Signalized intersections, while less costly upfront, require signal equipment that roundabouts avoid.

Maintenance and Rehabilitation

Ongoing maintenance is typically lower for roundabouts since they do not require traffic signal equipment. Over a 30-year period, signalized intersections also require major signal equipment replacements, while both facility types need similar pavement rehabilitation.

Operations

Signalized intersections incur continuous electricity costs for signal operation, whereas roundabouts eliminate this expense. Both intersection types require street lighting.

Safety Performance

Roundabouts provide significant long-term safety benefits, reducing severe collisions compared to signalized intersections. These improvements translate into substantial societal cost savings over the analysis horizon.

User Impacts

Roundabouts reduce vehicle delays and idling, providing time and fuel savings for road users. These benefits accumulate significantly across the 30-year lifecycle.

Overall Lifecycle Results

When considering direct project costs alone, roundabouts achieve a lower long-term lifecycle cost compared to signalized intersections. When user benefits and safety improvements are included, the roundabout's overall lifecycle cost advantage becomes even more pronounced, making it the more cost-effective alternative.

6.3.4 Transit and Emergency Response

Currently, transit and emergency vehicles both operate in mixed traffic due to the absence of any dedicated infrastructure (i.e. bus lanes). Therefore, traffic delay and queue lengths are representative of transit travel times. Generally, this applies to emergency vehicles as well considering there is limited space (i.e. no shoulder) for vehicles to move aside.

Consequently, a roundabout offers far greater operational performance which will permit the passage of both transit and emergency vehicles more quickly compared to a signalized intersection. The design of the roundabout, however, would have to consider the safe and higher speed movement of emergency vehicles without conflict. This is not anticipated to be an issue considering the design vehicle (WB-36 truck).

That said, the implementation of a roundabout may complicate the future construction of rapid transit, whether it be bus or rail based. However, this type of project is not anticipated in the short or midterm horizon. Future Bus-Rapid-Transit (BRT) could likely operate in mixed traffic without significant travel delay.

6.3.5 Land and Property Impacts

The roundabout proposal involves shifting the alignment of 67 Street slightly north to prevent conflict with the existing gas facility in the southeast corner of the existing intersection. This will require property acquisition from the parcels situated on the northwest and southwest corners of the existing intersection, which will affect both existing trees and parking stalls currently on private property. This would require removal and/or relocation of these trees along with minor civil works to adjust the parking lot layout accordingly. Additionally, roundabout construction would necessitate the realigning of each shared pathway surrounding the site.

On the other hand, the signalized intersection option is not anticipated to require any property acquisition or realignment of the road right-of-way. Aside from pathway realignment, the improvements outlined in this option are localized to the intersection only. Therefore, a signalized intersection would pose far less impact in this category.

6.3.6 Utility Impacts

Construction of the roundabout will result in much greater utility impacts compared to a signalized intersection. While the exact scope of work will not be finalized until the preliminary design phase, major work will likely include:

- Catch basin and manhole adjustments,
- Relocation of existing power poles (northwest and northeast corners),
- Removal of the signal controller and signal infrastructure, and
- Realignment of the streetlight infrastructure to align with the final configuration.

On the other hand, a signalized intersection will likely require minimal utility work, although this would be confirmed further in the design stage.

6.3.7 Public Perception

Roundabouts have become increasingly common in Red Deer. Several have been constructed in recent years, including those along the 67 Street corridor at Orr Drive and 30 Ave within the last 10 years, 40th Ave and 19th Street, along Lena Ave and McKenzie Rd just outside of the City limits. Public acceptance (referring to drivers) of roundabouts has likely increased as drivers have become more familiar with the lane configuration and how operation differs from a signalized intersection. However, the ultimate configuration of three lanes for the eastbound and northbound approaches will initiate another stage of public familiarization as three lane roundabouts are currently not used in Alberta. The impact of this change on driver behaviour and safety remains to be seen.

Signalized intersections, on the other hand, offer a much more familiar experience for drivers from both within Red Deer and the surrounding areas. The proposed signalized intersection option involves minimal disruption and would cost significantly less than a roundabout. Considering the longer and more extensive disruption caused by roundabout construction along with the additional cost, it is anticipated that the signalized intersection option will be most favoured by the public.

6.3.8 Environmental Impacts

The roundabout will require the removal and/or relocation of several trees on private property in the northwest corner of the intersection. However, the realignment of the north approach may allow for additional greenspace and possible planting of additional trees and/or shrubs along the east side of Taylor Drive. Overall, the net impact on existing landscaping is anticipated to be minimal. The signalized intersection, on the other hand, would not affect landscaping.

Studies have shown that roundabouts can reduce vehicle idling and improve traffic flow resulting in lower emissions and fuel consumption. For example, ¹¹Mandavilli et al. (2008) and ¹²Hallmark et al. (2011) found that modern roundabouts can reduce tailpipe emissions and fuel use by up to 30% compared to signalized intersections. Anecdotal estimates suggest that this can translate to reductions of approximately 150-200 tonnes of CO₂e per year and save about 50,000 to 80,000 litres of fuel per year compared to traditional intersections due to the reduction in idling and more efficient traffic flow. Roundabouts also work efficiently during power outages, requiring no changes to operations or driver behaviour.

Overall, a roundabout likely offers the best overall environmental benefit compared to a signalized intersection.

6.3.9 Constructability

Construction staging of a traditional intersection configuration will be simpler than a roundabout. The additional southbound left lane can likely be installed with partial lane closures creating single lane through traffic along Taylor Drive. This can likely be done in the span of weeks. Additionally, the modifications to the channelized right turn lanes will require closures of those lanes but is not anticipated to be a long process. Temporary signage can be added to convert the outermost through lanes on each approach into a shared through/right lane during construction. However, these movements may be restricted for larger vehicles. Major lane closures could also be scheduled off-peak where possible to reduce impacts to peak hour traffic.

¹¹ Mandavilli, S., Rys, M. J., & Russell, E. R. (2008). *Environmental impact of modern roundabouts*. *International Journal of Industrial Ergonomics*, 38(2), 135-142

¹² Hallmark, S. L., Guensler, R., & Knapp, K. K. (2011). *Evaluation of emissions from modern roundabouts: A field study*. *Transportation Research Record: Journal of the Transportation Research Board*, 2265, 225-233

Construction of a roundabout will be far more complex, requiring temporary roadway construction and staging if all movements are to be maintained. Traffic will likely need to be transitioned to a single pair of lanes along both corridors to accommodate construction of the roundabout, likely in a “quadrant by quadrant” approach. Temporary signals and crossovers on all four approaches will also be required. Alternatively, full or partial closures of certain movements could shorten the disruption timeline. This appears to have been the method adopted for construction of the Orr Drive roundabout. Regardless, the duration and of construction is anticipated to be longer than a signalized intersection.

6.3.10 Aesthetics

The construction of a roundabout provides an opportunity for enhanced landscaping, new streetlights, coloured concrete curbs, and new pavement surfacing as was done with the Orr Drive roundabout. This will enhance the look of the area compared to modifications to the existing signalized intersection, as this option would not involve extensive landscaping.

6.3.11 Option Comparison

Weighting was assigned for each criterion based on previous feasibility studies completed for roundabouts in Red Deer along with team discussion. While the first three categories are quantitative based on the traffic analysis, statistics, and projected costs, the remaining categories are qualitative and are assigned based on reasonable evidence and/or observations. The two options were assigned a ranking (with “2” representing the higher scoring alternative), with the results added into an unweighted score. The weighted score and final total were calculated by multiplying the ranking by the assigned weight in each respective category.

Criteria	Weight	Modified Signalized Intersection Unweighted Score	Roundabout Unweighted Score
Traffic Operations/Capacity	20	1	2
User Safety and Experience	20	1	2
Lifecycle Costs	20	1	2
Transit and Emergency Response	15	1	2
Land and Property Impacts	15	2	1
Utility Impacts	15	2	1
Public Perception	10	2	1

Criteria	Weight	Modified Signalized Intersection Unweighted Score	Roundabout Unweighted Score
Environmental Impacts	10	1	2
Constructability	10	2	1
Aesthetics	5	1	2
Unweighted Score		14	16
Weighted Score		190	230

Based on the option comparison, the roundabout demonstrates clear advantages over the modified signalized intersection in terms of traffic operations, user safety, lifecycle costs, emergency response, and environmental impacts. While the signalized option has fewer land and utility impacts, these considerations are outweighed by the overall performance benefits of the roundabout. With a higher total unweighted and weighted score, the roundabout is identified as the preferred option to address the long-term needs of the intersection.

7. Conclusion

The overall recommendation from the functional planning study is to advance the roundabout option as the preferred long-term configuration for the 67 Street and Taylor Drive intersection. The roundabout demonstrates clear benefits in terms of traffic operations, safety, and lifecycle costs, with ARCADY analysis confirming strong performance across all peak periods under 2035 traffic conditions. The design also reduces the likelihood of severe collision types, particularly left-turn and right-angle conflicts, by simplifying vehicle interactions and encouraging lower speeds.

The modified signalized intersection option remains viable as an interim measure and could be implemented with fewer construction impacts in the short term. Option 1, in particular, offers operational improvements through minor geometric changes and signal timing adjustments. However, the long-term effectiveness of a signalized intersection is limited, as several movements are projected to exceed capacity by 2035 even with these modifications.

Consideration will be required for potential land and utility impacts associated with the roundabout, particularly along the east side of Taylor Drive, and coordination with utility providers will be necessary. Despite these impacts, the roundabout option provides the most sustainable solution for supporting future growth and aligns with the City's mobility and safety objectives.

Collision data also supports the roundabout alternative, with evidence suggesting reductions in severe collisions and improved overall safety performance. The modified signalized intersection is anticipated to maintain current safety trends; however, the roundabout is expected to provide greater long-term benefits by addressing recurring collision patterns and reducing severity.

A

Appendix A Traffic Analysis

Signal timing plan(67 Street & Taylor Drive)

City of Red Deer		Timing Chart		
Location:	67 Street / Taylor Drive		#15-03	N67TA 9.nvx
Period:	AM/PM			
SCOOT:	Y			
Cycle:	120	Offset:	varies	
Direction:	nslt	nb/sb	ewlt	eb/wb
Phases:	1	2	3	4
Min Green:	8	15	8	24
Amber:	3	5	3	5
All Red:	1	1	2	2
Veh Recall:	max	max	max	max
Split:	varies	varies	varies	varies
Pedestrian:		Pushbutton		Walkrest
Left Turn:	Prot		Prot/Perm	
Comments: Phase 4 is the main street Pedestrian phase 2 operates North/South pedestrian phase Pedestrian phase 4 operates East/West pedestrian phase				

Signal timing plan(67 Street & 65 Avenue)

City of Red Deer		Timing Chart		#15-56		N6765 h	
Location:		67 Street / 65 Avenue					
Period:	AM/PM						
SCOOT:	Y						
Cycle:	120	Offset:	varies				
Direction:	nslt	nb/sb	ewlt	eb/wb			
Phases:	1	2	3	4			
Min Green:		15		19			
Amber:		4		5			
All Red:		2		1			
Veh Recall:		act		max			
Split:		varies		varies			
Pedestrian:		pushbutton		walk/rest			
Left Turn:							
Comments:							
Phase 4 is a main street							
Pedestrian phase 2 operates north/south pedestrian phase							
Pedestrian phase 4 operates east/west pedestrian phase							

Signal timing plan(67 Street & Taylor Drive)- Option 1

Taylor Drive & 67 Street Signalized Intersection Signal Timing Plan (2025) - Option 1

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Phase #	7	4		3	8		5	2		1	6	
AM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	20.0	42.0		20.0	42.0		23.0	41.0		17.0	35.0	
Midday Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	16.0	46.0		16.0	46.0		21.0	41.0		17.0	37.0	
PM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	14.0	52.0		15.0	53.0		20.0	35.0		18.0	33.0	

Note: Split times include the Yellow/Amber and Red clearance intervals, which have remained the same as provided in the initial timing plan

Taylor Drive & 67 Street Signalized Intersection Signal Timing Plan (2035) - Option 1

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Phase #	7	4		3	8		5	2		1	6	
AM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	13.0	48.0		13.0	48.0		20.0	32.0		17.0	29.0	
Midday Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	13.0	46.0		19.0	52.0		16.0	29.0		16.0	29.0	
PM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	13.0	50.0		15.0	52.0		16.0	30.0		15.0	29.0	

Note: Split times include the Yellow/Amber and Red clearance intervals, which remain the same as provided in the initial timing plan

Signal timing plan(67 Street & Taylor Drive)- Option 2

Taylor Drive & 67 Street Signalized Intersection Signal Timing Plan (2025) - Option 2

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Phase #	7	4		3	8		5	2		1	6	
AM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	21.0	38.0		28.0	45.0		24.0	36.0		18.0	30.0	
Midday Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	25.0	34.0		32.0	41.0		21.0	35.0		19.0	33.0	
PM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	23.0	55.0		15.0	47.0		18.0	33.0		17.0	32.0	

Note: Split times include the Yellow/Amber and Red clearance intervals, which have remained the same as provided in the initial timing plan

Taylor Drive & 67 Street Signalized Intersection Signal Timing Plan (2035) - Option 2

	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Phase #	7	4		3	8		5	2		1	6	
AM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	16.0	34.0		26.0	44.0		21.0	29.0		21.0	29.0	
Midday Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	13.0	34.0		30.0	51.0		17.0	31.0		15.0	29.0	
PM Peak												
Minimum Split (s)	13.0	31.0		13.0	31.0		12.0	21.0		12.0	21.0	
Maximum Split (s)	14.0	54.0		13.0	53.0		19.0	32.0		16.0	29.0	

Note: Split times include the Yellow/Amber and Red clearance intervals, which have remained the same as provided in the initial timing plan

Traffic counts (67 Street & Taylor Drive)



The City of Red Deer
4914 – 48 Avenue
Red Deer, Alberta, Canada T4N 3T4
403- 342-8111 richard.silvestre@reddeer.ca
CORD

Count Name: 67 Street - Taylor Drive - AM,
NOON & PM
Site Code:
Start Date: 07-10-2025
Page No: 1

Turning Movement Data

Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	22	41	6	0	0	69	12	116	21	0	2	149	49	49	14	0	3	112	12	42	43	1	1	98	428
7:15 AM	19	38	8	0	0	65	25	139	28	0	1	192	63	72	20	0	1	155	21	99	51	0	1	171	583
7:30 AM	23	78	20	0	1	121	19	189	43	0	3	251	109	95	21	0	1	225	22	99	70	0	1	191	788
7:45 AM	31	65	17	0	2	113	16	207	50	0	1	273	117	93	19	0	4	229	24	125	108	0	2	257	872
Hourly Total	95	222	51	0	3	368	72	651	142	0	7	865	338	309	74	0	9	721	79	365	272	1	5	717	2671
8:00 AM	24	53	16	0	2	93	26	148	28	0	1	202	66	70	14	0	1	150	25	99	65	0	2	189	634
8:15 AM	26	69	15	0	0	110	24	157	35	0	0	216	75	59	8	0	0	142	23	94	87	0	0	204	672
8:30 AM	25	59	13	0	0	97	30	172	20	0	2	222	50	45	24	0	0	119	26	105	80	0	1	211	649
8:45 AM	37	74	16	0	2	127	34	124	31	0	3	189	53	86	31	0	0	170	24	124	71	0	1	219	705
Hourly Total	112	255	60	0	4	427	114	601	114	0	6	829	244	260	77	0	1	581	98	422	303	0	4	823	2660
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	26	68	23	0	2	117	39	120	31	0	3	190	47	90	32	0	3	169	38	140	77	0	0	255	731
11:45 AM	23	57	21	0	1	101	32	155	36	0	3	223	67	78	19	0	0	164	49	131	71	0	0	251	739
Hourly Total	49	125	44	0	3	218	71	275	67	0	6	413	114	168	51	0	3	333	87	271	148	0	0	506	1470
12:00 PM	47	87	20	0	0	154	50	122	29	0	0	201	69	90	38	0	1	197	53	168	91	0	0	312	864
12:15 PM	37	58	37	0	3	132	38	117	41	0	0	196	55	89	29	0	2	173	37	147	76	0	0	260	761
12:30 PM	32	85	28	0	0	145	42	190	34	0	2	266	69	72	36	0	4	177	49	127	65	0	1	241	829
12:45 PM	46	71	31	0	0	148	38	135	36	0	3	209	67	90	33	0	3	190	33	165	76	0	0	274	821
Hourly Total	162	301	116	0	3	579	168	564	140	0	5	872	260	341	136	0	10	737	172	607	308	0	1	1087	3275
1:00 PM	34	83	13	0	3	130	38	166	25	0	1	229	64	80	32	0	2	176	28	134	66	0	6	228	763
1:15 PM	21	70	18	0	0	109	38	155	37	0	1	230	59	75	34	0	0	168	38	138	67	0	0	243	750
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	55	153	31	0	3	239	76	321	62	0	2	459	123	155	66	0	2	344	66	272	133	0	6	471	1513
3:00 PM	44	63	17	0	0	124	56	153	41	0	4	250	67	92	31	0	0	190	38	143	66	0	2	247	811
3:15 PM	28	67	19	0	1	114	38	144	27	0	4	209	83	117	30	0	1	230	30	132	73	0	3	235	788
3:30 PM	47	82	9	0	0	138	37	140	35	0	5	212	53	93	31	0	2	177	39	151	90	0	1	280	807
3:45 PM	50	116	21	0	6	187	42	175	48	0	7	265	86	134	35	0	3	255	37	161	75	0	2	273	980
Hourly Total	169	328	66	0	7	563	173	612	151	0	20	936	289	436	127	0	6	852	144	587	304	0	8	1035	3386
4:00 PM	42	106	36	0	1	184	44	162	40	0	0	246	90	124	27	0	2	241	41	222	97	1	5	361	1032
4:15 PM	62	109	24	0	0	195	48	189	46	0	4	283	68	111	34	0	5	213	53	184	83	0	1	320	1011
4:30 PM	58	130	22	0	2	210	46	192	51	0	5	289	94	147	38	0	2	279	43	255	100	0	1	398	1176
4:45 PM	59	145	28	0	0	232	30	221	38	0	3	289	66	95	28	0	2	189	42	226	97	0	1	365	1075

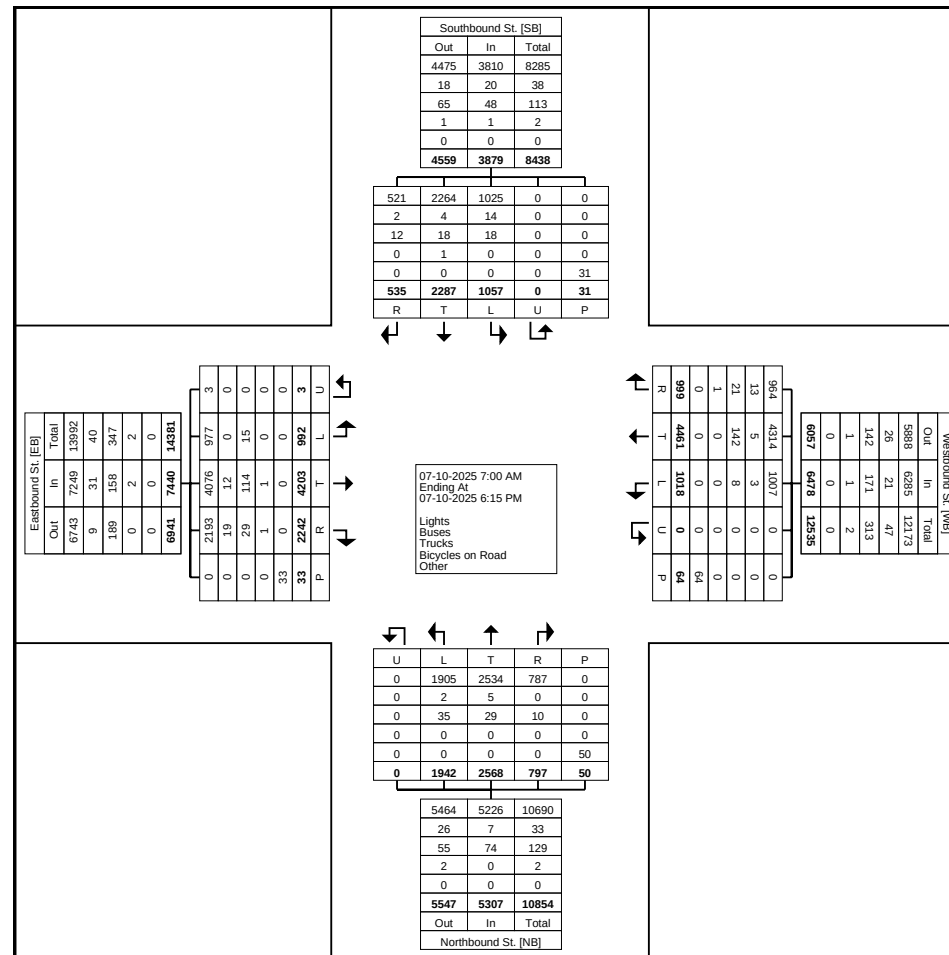
Hourly Total	221	490	110	0	3	821	168	764	175	0	12	1107	318	477	127	0	11	922	179	887	377	1	8	1444	4294
5:00 PM	66	125	11	0	1	202	46	188	46	0	1	280	73	141	39	0	2	253	41	266	146	0	1	453	1188
5:15 PM	47	114	19	0	2	180	51	183	40	0	1	274	69	98	38	0	4	205	47	183	94	1	0	325	984
5:30 PM	42	89	10	0	2	141	41	174	30	0	2	245	64	107	31	0	1	202	42	195	87	0	0	324	912
5:45 PM	39	85	17	0	0	141	38	128	32	0	2	198	50	76	31	0	1	157	37	148	70	0	0	255	751
Hourly Total	194	413	57	0	5	664	176	673	148	0	6	997	256	422	139	0	8	817	167	792	397	1	1	1357	3835
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1057	2287	535	0	31	3879	1018	4461	999	0	64	6478	1942	2568	797	0	50	5307	992	4203	2242	3	33	7440	23104
Approach %	27.2	59.0	13.8	0.0	-	-	15.7	68.9	15.4	0.0	-	-	36.6	48.4	15.0	0.0	-	-	13.3	56.5	30.1	0.0	-	-	-
Total %	4.6	9.9	2.3	0.0	-	16.8	4.4	19.3	4.3	0.0	-	28.0	8.4	11.1	3.4	0.0	-	23.0	4.3	18.2	9.7	0.0	-	32.2	-
Lights	1025	2264	521	0	-	3810	1007	4314	964	0	-	6285	1905	2534	787	0	-	5226	977	4076	2193	3	-	7249	22570
% Lights	97.0	99.0	97.4	-	-	98.2	98.9	96.7	96.5	-	-	97.0	98.1	98.7	98.7	-	-	98.5	98.5	97.0	97.8	100.0	-	97.4	97.7
Buses	14	4	2	0	-	20	3	5	13	0	-	21	2	5	0	0	-	7	0	12	19	0	-	31	79
% Buses	1.3	0.2	0.4	-	-	0.5	0.3	0.1	1.3	-	-	0.3	0.1	0.2	0.0	-	-	0.1	0.0	0.3	0.8	0.0	-	0.4	0.3
Trucks	18	18	12	0	-	48	8	142	21	0	-	171	35	29	10	0	-	74	15	114	29	0	-	158	451
% Trucks	1.7	0.8	2.2	-	-	1.2	0.8	3.2	2.1	-	-	2.6	1.8	1.1	1.3	-	-	1.4	1.5	2.7	1.3	0.0	-	2.1	2.0
Bicycles on Road	0	1	0	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	1	1	0	-	2	4
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.1	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	8	-	-	-	-	-	22	-	-	-	-	-	6	-	-	-	-	-	2	-	-
% Bicycles on Crosswalk	-	-	-	-	25.8	-	-	-	-	-	34.4	-	-	-	-	-	12.0	-	-	-	-	-	6.1	-	-
Pedestrians	-	-	-	-	23	-	-	-	-	-	42	-	-	-	-	-	44	-	-	-	-	-	31	-	-
% Pedestrians	-	-	-	-	74.2	-	-	-	-	-	65.6	-	-	-	-	-	88.0	-	-	-	-	-	93.9	-	-



The City of Red Deer
4914 – 48 Avenue

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Count Name: 67 Street - Taylor Drive - AM,
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Turning Movement Data Plot



The City of Red Deer
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Turning Movement Peak Hour Data (7:30 AM)

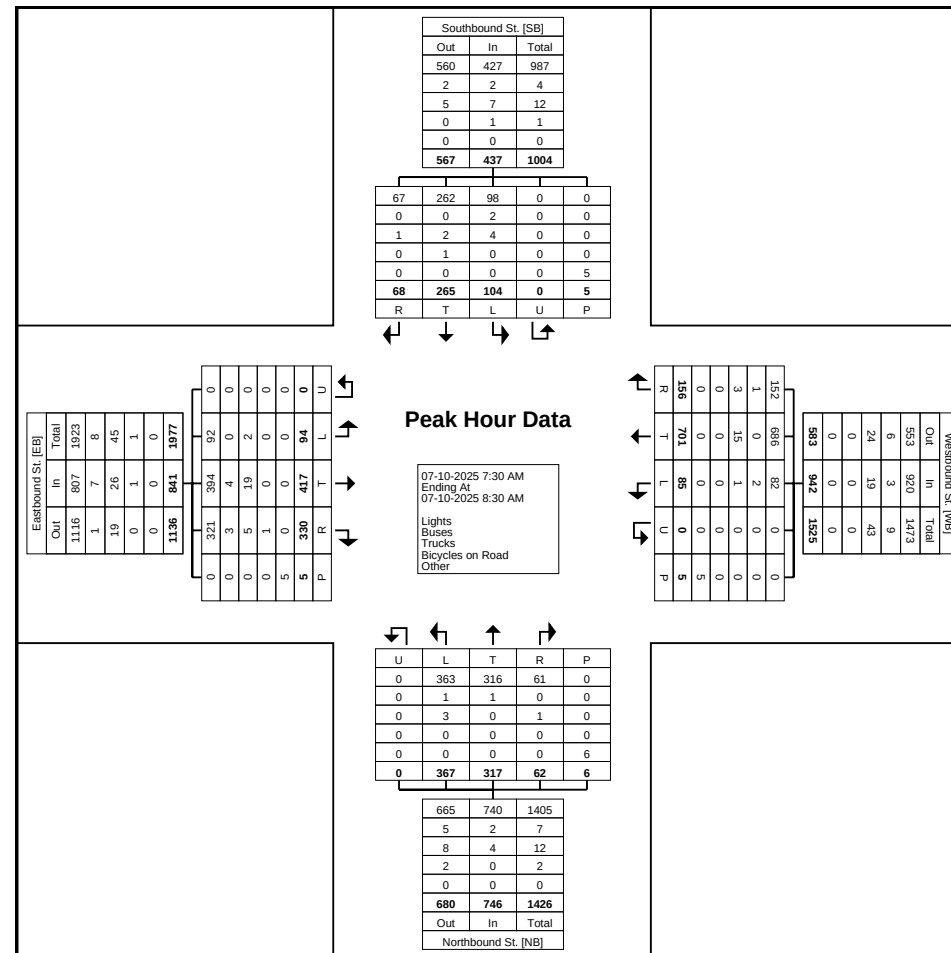
Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:30 AM	23	78	20	0	1	121	19	189	43	0	3	251	109	95	21	0	1	225	22	99	70	0	1	191	788
7:45 AM	31	65	17	0	2	113	16	207	50	0	1	273	117	93	19	0	4	229	24	125	108	0	2	257	872
8:00 AM	24	53	16	0	2	93	26	148	28	0	1	202	66	70	14	0	1	150	25	99	65	0	2	189	634
8:15 AM	26	69	15	0	0	110	24	157	35	0	0	216	75	59	8	0	0	142	23	94	87	0	0	204	672
Total	104	265	68	0	5	437	85	701	156	0	5	942	367	317	62	0	6	746	94	417	330	0	5	841	2966
Approach %	23.8	60.6	15.6	0.0	-	-	9.0	74.4	16.6	0.0	-	-	49.2	42.5	8.3	0.0	-	-	11.2	49.6	39.2	0.0	-	-	-
Total %	3.5	8.9	2.3	0.0	-	14.7	2.9	23.6	5.3	0.0	-	31.8	12.4	10.7	2.1	0.0	-	25.2	3.2	14.1	11.1	0.0	-	28.4	-
PHF	0.839	0.849	0.850	0.000	-	0.903	0.817	0.847	0.780	0.000	-	0.863	0.784	0.834	0.738	0.000	-	0.814	0.940	0.834	0.764	0.000	-	0.818	0.850
Lights	98	262	67	0	-	427	82	686	152	0	-	920	363	316	61	0	-	740	92	394	321	0	-	807	2894
% Lights	94.2	98.9	98.5	-	-	97.7	96.5	97.9	97.4	-	-	97.7	98.9	99.7	98.4	-	-	99.2	97.9	94.5	97.3	-	-	96.0	97.6
Buses	2	0	0	0	-	2	2	0	1	0	-	3	1	1	0	0	-	2	0	4	3	0	-	7	14
% Buses	1.9	0.0	0.0	-	-	0.5	2.4	0.0	0.6	-	-	0.3	0.3	0.3	0.0	-	-	0.3	0.0	1.0	0.9	-	-	0.8	0.5
Trucks	4	2	1	0	-	7	1	15	3	0	-	19	3	0	1	0	-	4	2	19	5	0	-	26	56
% Trucks	3.8	0.8	1.5	-	-	1.6	1.2	2.1	1.9	-	-	2.0	0.8	0.0	1.6	-	-	0.5	2.1	4.6	1.5	-	-	3.1	1.9
Bicycles on Road	0	1	0	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	2
% Bicycles on Road	0.0	0.4	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.3	-	-	0.1	0.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	20.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	5	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	80.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



The City of Red Deer
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Count Name: 67 Street - Taylor Drive - AM,
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Turning Movement Peak Hour Data (12:00 PM)

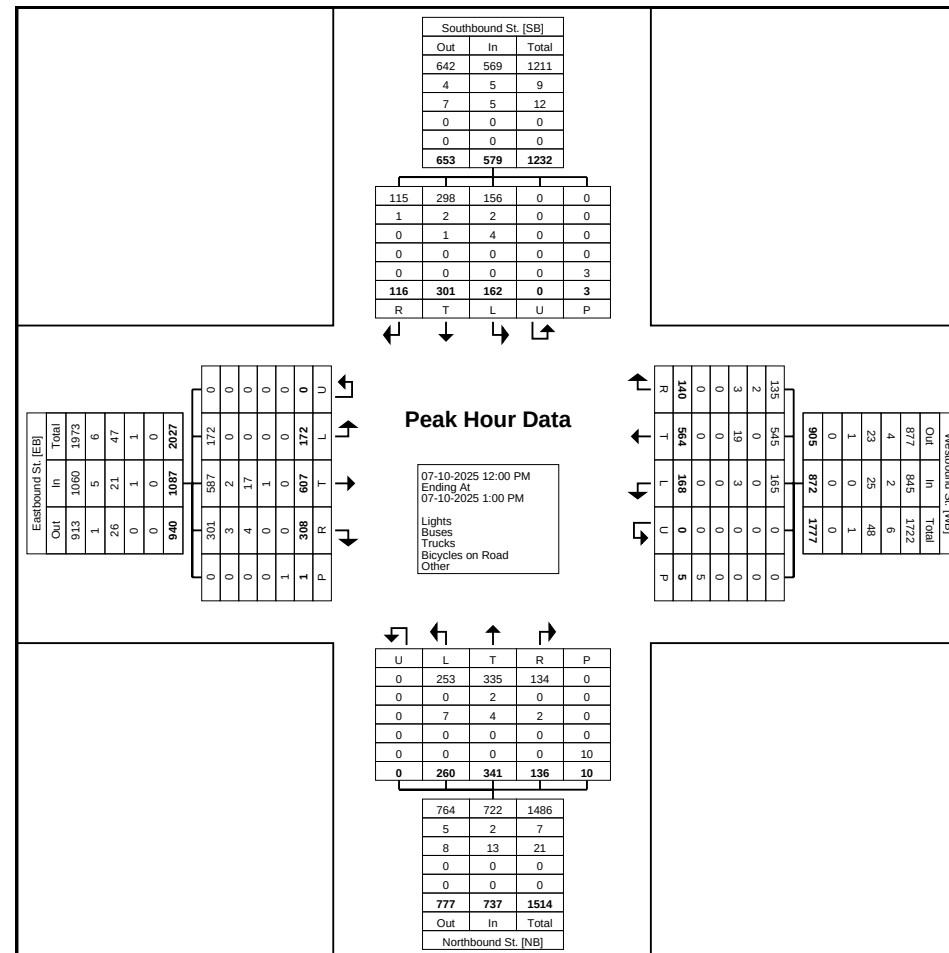
Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
12:00 PM	47	87	20	0	0	154	50	122	29	0	0	201	69	90	38	0	1	197	53	168	91	0	0	312	864
12:15 PM	37	58	37	0	3	132	38	117	41	0	0	196	55	89	29	0	2	173	37	147	76	0	0	260	761
12:30 PM	32	85	28	0	0	145	42	190	34	0	2	266	69	72	36	0	4	177	49	127	65	0	1	241	829
12:45 PM	46	71	31	0	0	148	38	135	36	0	3	209	67	90	33	0	3	190	33	165	76	0	0	274	821
Total	162	301	116	0	3	579	168	564	140	0	5	872	260	341	136	0	10	737	172	607	308	0	1	1087	3275
Approach %	28.0	52.0	20.0	0.0	-	-	19.3	64.7	16.1	0.0	-	-	35.3	46.3	18.5	0.0	-	-	15.8	55.8	28.3	0.0	-	-	-
Total %	4.9	9.2	3.5	0.0	-	17.7	5.1	17.2	4.3	0.0	-	26.6	7.9	10.4	4.2	0.0	-	22.5	5.3	18.5	9.4	0.0	-	33.2	-
PHF	0.862	0.865	0.784	0.000	-	0.940	0.840	0.742	0.854	0.000	-	0.820	0.942	0.947	0.895	0.000	-	0.935	0.811	0.903	0.846	0.000	-	0.871	0.948
Lights	156	298	115	0	-	569	165	545	135	0	-	845	253	335	134	0	-	722	172	587	301	0	-	1060	3196
% Lights	96.3	99.0	99.1	-	-	98.3	98.2	96.6	96.4	-	-	96.9	97.3	98.2	98.5	-	-	98.0	100.0	96.7	97.7	-	-	97.5	97.6
Buses	2	2	1	0	-	5	0	0	2	0	-	2	0	2	0	0	-	2	0	2	3	0	-	5	14
% Buses	1.2	0.7	0.9	-	-	0.9	0.0	0.0	1.4	-	-	0.2	0.0	0.6	0.0	-	-	0.3	0.0	0.3	1.0	-	-	0.5	0.4
Trucks	4	1	0	0	-	5	3	19	3	0	-	25	7	4	2	0	-	13	0	17	4	0	-	21	64
% Trucks	2.5	0.3	0.0	-	-	0.9	1.8	3.4	2.1	-	-	2.9	2.7	1.2	1.5	-	-	1.8	0.0	2.8	1.3	-	-	1.9	2.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.1	0.0
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	40.0	-	-	-	-	-	10.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	9	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	60.0	-	-	-	-	-	90.0	-	-	-	-	-	100.0	-	-



The City of Red Deer
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Turning Movement Peak Hour Data Plot (12:00 PM)



The City of Red Deer
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Count Name: 67 Street - Taylor Drive - AM,
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Turning Movement Peak Hour Data (4:15 PM)

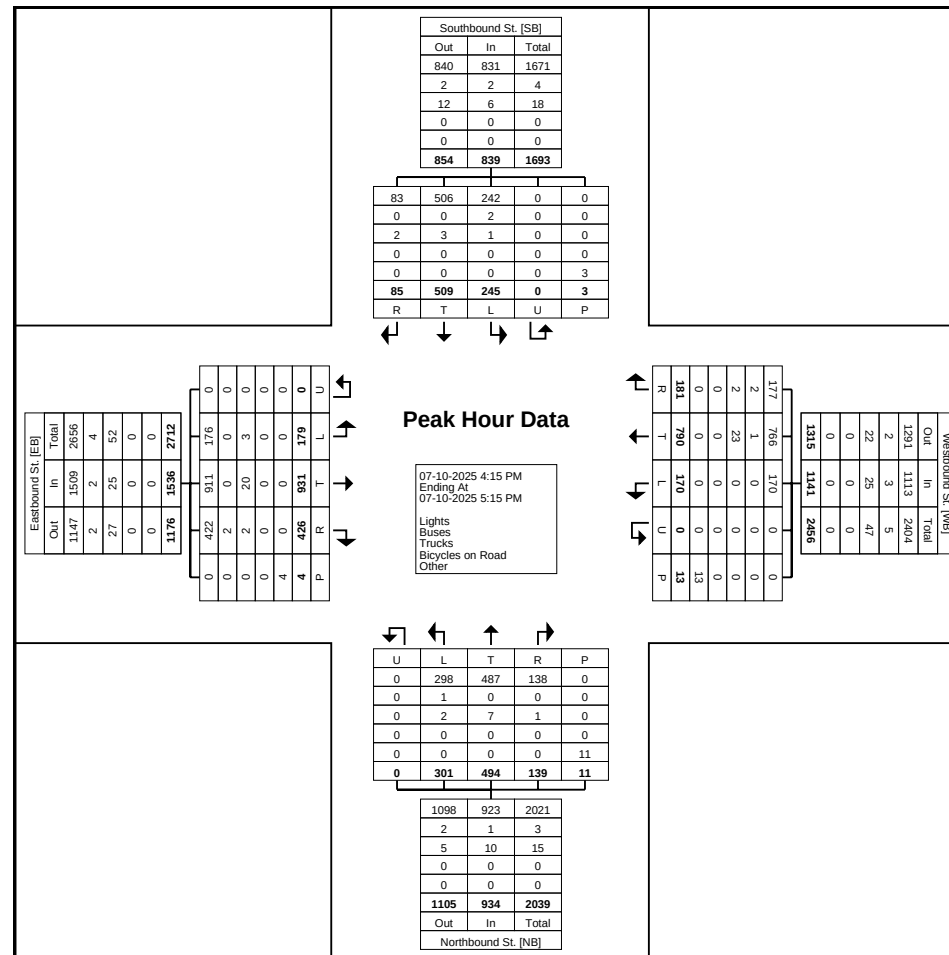
Start Time	Southbound St. Southbound						Westbound St. Westbound						Northbound St. Northbound						Eastbound St. Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
4:15 PM	62	109	24	0	0	195	48	189	46	0	4	283	68	111	34	0	5	213	53	184	83	0	1	320	1011
4:30 PM	58	130	22	0	2	210	46	192	51	0	5	289	94	147	38	0	2	279	43	255	100	0	1	398	1176
4:45 PM	59	145	28	0	0	232	30	221	38	0	3	289	66	95	28	0	2	189	42	226	97	0	1	365	1075
5:00 PM	66	125	11	0	1	202	46	188	46	0	1	280	73	141	39	0	2	253	41	266	146	0	1	453	1188
Total	245	509	85	0	3	839	170	790	181	0	13	1141	301	494	139	0	11	934	179	931	426	0	4	1536	4450
Approach %	29.2	60.7	10.1	0.0	-	-	14.9	69.2	15.9	0.0	-	-	32.2	52.9	14.9	0.0	-	-	11.7	60.6	27.7	0.0	-	-	-
Total %	5.5	11.4	1.9	0.0	-	18.9	3.8	17.8	4.1	0.0	-	25.6	6.8	11.1	3.1	0.0	-	21.0	4.0	20.9	9.6	0.0	-	34.5	-
PHF	0.928	0.878	0.759	0.000	-	0.904	0.885	0.894	0.887	0.000	-	0.987	0.801	0.840	0.891	0.000	-	0.837	0.844	0.875	0.729	0.000	-	0.848	0.936
Lights	242	506	83	0	-	831	170	766	177	0	-	1113	298	487	138	0	-	923	176	911	422	0	-	1509	4376
% Lights	98.8	99.4	97.6	-	-	99.0	100.0	97.0	97.8	-	-	97.5	99.0	98.6	99.3	-	-	98.8	98.3	97.9	99.1	-	-	98.2	98.3
Buses	2	0	0	0	-	2	0	1	2	0	-	3	1	0	0	0	-	1	0	0	2	0	-	2	8
% Buses	0.8	0.0	0.0	-	-	0.2	0.0	0.1	1.1	-	-	0.3	0.3	0.0	0.0	-	-	0.1	0.0	0.0	0.5	-	-	0.1	0.2
Trucks	1	3	2	0	-	6	0	23	2	0	-	25	2	7	1	0	-	10	3	20	2	0	-	25	66
% Trucks	0.4	0.6	2.4	-	-	0.7	0.0	2.9	1.1	-	-	2.2	0.7	1.4	0.7	-	-	1.1	1.7	2.1	0.5	-	-	1.6	1.5
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	9	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	66.7	-	-	-	-	-	69.2	-	-	-	-	-	18.2	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	33.3	-	-	-	-	-	30.8	-	-	-	-	-	81.8	-	-	-	-	-	100.0	-	-



The City of Red Deer
4914 – 48 Avenue

Red Deer, Alberta, Canada T4N 3T4
403- 342-8111 richard.silvestre@reddeer.ca
CORD

Count Name: 67 Street - Taylor Drive - AM,
NOON & PM
Site Code:
Start Date: 07-10-2025
Page No: 9



Turning Movement Peak Hour Data Plot (4:15 PM)

Traffic counts (67 Street & 65 Avenue)

Study Name	67 Street - 65 Avenue - AM, NOON & PM
Start Date	Thursday, June 04, 2015 7:00 AM
End Date	Thursday, June 04, 2015 6:00 PM
Site Code	

Report Summary

		Southbound						Westbound						Northbound						Eastbound						Crosswalk			
Time Period	Class.	L	T	R	U	I	O	L	T	R	U	I	O	L	T	R	U	I	O	L	T	R	U	I	O	Total	Direction	Total	
Peak 1	Lights	26	1	41	0	68	113	69	1025	71	0	1165	985	16	1	22	0	39	79	41	937	9	0	987	1082	2259	N	4	4
Specified Period	%	96%	100%	84%	0%	88%	96%	96%	96%	99%	0%	97%	93%	94%	33%	79%	0%	81%	96%	95%	93%	100%	0%	93%	96%	94%		100%	
7:00 AM - 9:00 AM	Buses	0	0	0	0	0	0	0	2	0	0	2	3	0	0	0	0	0	0	0	3	0	0	3	2	5	E	1	1
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
7:30 AM - 8:30 AM	Trucks	1	0	8	0	9	5	3	36	1	0	40	74	1	2	6	0	9	3	2	67	0	0	69	45	127	S	0	0
	%	4%	0%	16%	0%	12%	4%	4%	3%	1%	0%	3%	7%	6%	67%	21%	0%	19%	4%	5%	7%	0%	0%	7%	4%	5%		0%	
	Total	27	1	49	0	77	118	72	1063	72	0	1207	1062	17	3	28	0	48	82	43	1007	9	0	1059	1129	2391	W	0	0
	PHF	0.68	0.25	0.82	0	0.92	0.66	0.62	0.83	0.58	0	0.79	0.93	0.71	0.75	0.58	0	0.75	0.62	0.77	0.92	0.56	0	0.93	0.85	0.91		0%	
	Approach %					3%	5%					50%	44%					2%	3%					44%	47%			5	5
Peak 2	Lights	44	4	42	0	90	79	58	1047	53	0	1158	1208	13	3	76	0	92	73	23	1088	11	0	1122	1102	2462	N	2	2
Specified Period	%	98%	100%	84%	0%	91%	91%	97%	96%	96%	0%	96%	95%	100%	100%	97%	0%	98%	97%	79%	95%	100%	0%	95%	96%	96%		100%	
11:30 AM - 1:30 PM	Buses	0	0	2	0	2	0	0	1	0	0	1	3	0	0	0	0	0	0	0	3	0	0	3	3	6	E	1	1
One Hour Peak	%	0%	0%	4%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		100%	
12:00 PM - 1:00 PM	Trucks	1	0	6	0	7	8	2	38	2	0	42	56	0	0	2	0	2	2	6	53	0	0	59	44	110	S	0	0
	%	2%	0%	12%	0%	7%	9%	3%	3%	4%	0%	3%	4%	0%	0%	3%	0%	2%	3%	21%	5%	0%	0%	5%	4%	4%		0%	
	Total	45	4	50	0	99	87	60	1086	55	0	1201	1267	13	3	78	0	94	75	29	1144	11	0	1184	1149	2578	W	1	1
	PHF	0.42	0.5	0.69	0	0.59	0.84	0.68	0.9	0.81	0	0.88	0.76	0.81	0.38	0.7	0	0.73	0.69	0.81	0.79	0.46	0	0.8	0.89	0.91		100%	
	Approach %					4%	3%					47%	49%					4%	3%					46%	45%			4	4
Peak 3	Lights	95	0	55	0	150	79	23	1092	41	1	1157	1660	10	7	77	0	94	27	31	1487	4	0	1522	1157	2923	N	4	4
Specified Period	%	99%	0%	98%	0%	99%	92%	92%	96%	93%	100%	96%	97%	91%	100%	99%	0%	98%	90%	89%	97%	80%	0%	96%	96%	96%		100%	
3:00 PM - 6:00 PM	Buses	0	0	0	0	0	1	0	2	0	0	2	4	0	0	0	0	0	0	1	4	0	0	5	2	7	E	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%		0%	
4:30 PM - 5:30 PM	Trucks	1	0	1	0	2	6	2	40	3	0	45	49	1	0	1	0	2	3	3	47	1	0	51	42	100	S	0	0
	%	1%	0%	2%	0%	1%	7%	8%	4%	7%	0%	4%	3%	9%	0%	1%	0%	2%	10%	9%	3%	20%	0%	3%	3%	3%		0%	
	Total	96	0	56	0	152	86	25	1134	44	1	1204	1713	11	7	78	0	96	30	35	1538	5	0	1578	1201	3030	W	0	0
	PHF	0.55	0	0.47	0	0.51	0.8	0.69	0.96	0.79	0.25	0.94	0.87	0.46	0.88	0.67	0	0.75	0.75	0.8	0.88	0.42	0	0.89	0.92	0.93		0%	
	Approach %					5%	3%					40%	57%					3%	1%					52%	40%			4	4

Traffic Projection (67 Street & Taylor Drive)

AM Forecast

Movement	2025
WBL	85
WBT	701
WBR	156
EBL	94
EBT	417
EBR	330
NBL	367
NBT	317
NBR	62
SBL	104
SBT	265
SBR	68

Midday Forecast

Movement	2025
WBL	168
WBT	564
WBR	140
EBL	172
EBT	607
EBR	308
NBL	260
NBT	341
NBR	136
SBL	162
SBT	301
SBR	116

PM Forecast

Movement	2025
WBL	170
WBT	790
WBR	181
EBL	179
EBT	931
EBR	426
NBL	301
NBT	494
NBR	139
SBL	245
SBT	509
SBR	85

Movement	2035	Movement	2035	Movement	2035
WBL	101	WBL	200	WBL	202
WBT	834	WBT	671	WBT	940
WBR	186	WBR	167	WBR	215
EBL	112	EBL	205	EBL	213
EBT	496	EBT	722	EBT	1107
EBR	393	EBR	366	EBR	507
NBL	437	NBL	309	NBL	358
NBT	377	NBT	406	NBT	588
NBR	74	NBR	162	NBR	165
SBL	124	SBL	193	SBL	291
SBT	315	SBT	358	SBT	605
SBR	81	SBR	138	SBR	101

B

Appendix B Synchro Files

Traffic Analysis 2025 (Existing Configuration)

Lanes, Volumes, Timings 2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	417	330	85	701	156	367	317	62	104	265	68
Future Volume (vph)	94	417	330	85	701	156	367	317	62	104	265	68
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (m)	45.0			65.0			65.0			45.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00		0.97	0.99		0.97			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1516	3101	1559	1568	3171	1434	3109	3136	1512	1777	3206	1512
Flt Permitted	0.138			0.374			0.950			0.950		
Satd. Flow (perm)	220	3101	1520	613	3171	1398	3109	3136	1471	1777	3206	1471
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			359			170			118			118
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	102	453	359	92	762	170	399	345	67	113	288	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	453	359	92	762	170	399	345	67	113	288	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.0			5.0			10.0			8.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	26.0	36.0	36.0	26.0	36.0	36.0	25.0	33.0	33.0	25.0	33.0	33.0
Total Split (%)	21.7%	30.0%	30.0%	21.7%	30.0%	30.0%	20.8%	27.5%	27.5%	20.8%	27.5%	27.5%
Maximum Green (s)	21.0	29.0	29.0	21.0	29.0	29.0	21.0	27.0	27.0	21.0	27.0	27.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effect Green (s)	52.0	29.0	29.0	52.0	29.0	29.0	21.0	27.0	27.0	21.0	27.0	27.0
Actuated g/C Ratio	0.43	0.24	0.24	0.43	0.24	0.24	0.18	0.22	0.22	0.18	0.22	0.22
v/c Ratio	0.32	0.60	0.56	0.21	0.99	0.36	0.73	0.49	0.16	0.36	0.40	0.18
Control Delay	20.9	44.4	7.5	19.1	77.0	7.8	55.8	43.3	1.5	47.5	41.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.9	44.4	7.5	19.1	77.0	7.8	55.8	43.3	1.5	47.5	41.6	2.5
LOS	C	D	A	B	E	A	E	D	A	D	D	A
Approach Delay	27.3			60.3			46.0			36.9		
Approach LOS	C			E			D			D		
Queue Length 50th (m)	13.9	52.7	0.0	12.4	99.6	0.0	48.7	39.4	0.0	25.0	32.2	0.0
Queue Length 95th (m)	24.9	71.0	25.5	22.6	#143.0	17.8	66.7	55.0	1.8	43.5	46.1	3.7
Internal Link Dist (m)	187.2			383.1			187.7			125.6		
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	322	749	639	432	766	466	544	705	422	310	721	422
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.60	0.56	0.21	0.99	0.36	0.73	0.49	0.16	0.36	0.40	0.18

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 43.9

Intersection LOS: D

Intersection Capacity Utilization 78.4%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Taylor Drive & 67 Street

 Ø1	 Ø2	 Ø3	 Ø4 (R)
25 s	33 s	26 s	36 s
 Ø5	 Ø6	 Ø7	 Ø8 (R)
25 s	33 s	26 s	36 s

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	607	308	168	564	140	260	341	136	162	301	116
Future Volume (vph)	172	607	308	168	564	140	260	341	136	162	301	116
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (m)	45.0			65.0			65.0			45.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00		0.97	1.00		0.97			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1516	3101	1559	1568	3171	1434	3109	3136	1512	1777	3206	1512
Flt Permitted	0.233			0.197			0.950			0.950		
Satd. Flow (perm)	370	3101	1520	324	3171	1398	3109	3136	1471	1777	3206	1471
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			335			152			148			126
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	187	660	335	183	613	152	283	371	148	176	327	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	187	660	335	183	613	152	283	371	148	176	327	126
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.0			5.0			10.0			8.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	26.0	36.0	36.0	26.0	36.0	36.0	25.0	33.0	33.0	25.0	33.0	33.0
Total Split (%)	21.7%	30.0%	30.0%	21.7%	30.0%	30.0%	20.8%	27.5%	27.5%	20.8%	27.5%	27.5%
Maximum Green (s)	21.0	29.0	29.0	21.0	29.0	29.0	21.0	27.0	27.0	21.0	27.0	27.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effect Green (s)	52.0	29.0	29.0	52.0	29.0	29.0	21.0	27.0	27.0	21.0	27.0	27.0
Actuated g/C Ratio	0.43	0.24	0.24	0.43	0.24	0.24	0.18	0.22	0.22	0.18	0.22	0.22
v/c Ratio	0.52	0.88	0.54	0.51	0.80	0.34	0.52	0.53	0.33	0.57	0.45	0.29
Control Delay	24.8	58.4	7.5	24.6	51.8	7.9	48.8	44.0	8.2	53.4	42.5	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.8	58.4	7.5	24.6	51.8	7.9	48.8	44.0	8.2	53.4	42.5	8.4
LOS	C	E	A	C	D	A	D	D	A	D	D	A
Approach Delay	38.6			39.5			39.1			38.7		
Approach LOS	D			D			D			D		
Queue Length 50th (m)	27.0	83.4	0.0	26.3	75.6	0.0	33.1	42.7	0.0	40.4	37.0	0.0
Queue Length 95th (m)	43.3	#116.0	24.5	42.3	98.0	17.1	47.7	59.2	17.3	64.7	52.0	15.9
Internal Link Dist (m)	187.2			383.1			187.7			125.6		
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	360	749	621	358	766	453	544	705	445	310	721	428
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.88	0.54	0.51	0.80	0.34	0.52	0.53	0.33	0.57	0.45	0.29

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 0.88

Intersection Signal Delay: 39.0

Intersection LOS: D

Intersection Capacity Utilization 80.7%

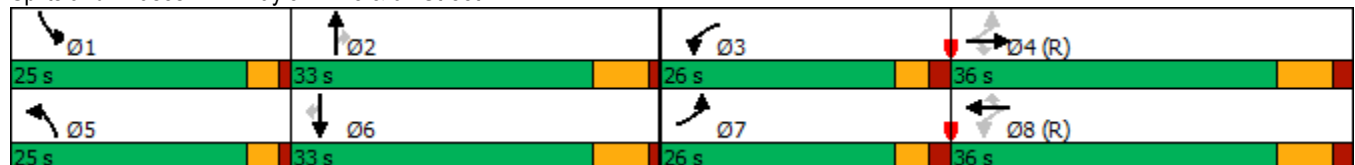
ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Taylor Drive & 67 Street



Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 		 	 			 	
Traffic Volume (vph)	179	931	426	170	790	181	301	494	139	245	509	85
Future Volume (vph)	179	931	426	170	790	181	301	494	139	245	509	85
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (m)	45.0			65.0			65.0			45.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00		0.97			0.97			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1516	3101	1559	1568	3171	1434	3109	3136	1512	1777	3206	1512
Flt Permitted	0.138			0.138			0.950			0.950		
Satd. Flow (perm)	220	3101	1520	228	3171	1398	3109	3136	1471	1777	3206	1471
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			378			190			118			118
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	195	1012	463	185	859	197	327	537	151	266	553	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1012	463	185	859	197	327	537	151	266	553	92
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.0			5.0			10.0			8.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	26.0	36.0	36.0	26.0	36.0	36.0	25.0	33.0	33.0	25.0	33.0	33.0
Total Split (%)	21.7%	30.0%	30.0%	21.7%	30.0%	30.0%	20.8%	27.5%	27.5%	20.8%	27.5%	27.5%
Maximum Green (s)	21.0	29.0	29.0	21.0	29.0	29.0	21.0	27.0	27.0	21.0	27.0	27.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0

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Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effect Green (s)	52.0	29.0	29.0	52.0	29.0	29.0	21.0	27.0	27.0	21.0	27.0	27.0
Actuated g/C Ratio	0.43	0.24	0.24	0.43	0.24	0.24	0.18	0.22	0.22	0.18	0.22	0.22
v/c Ratio	0.61	1.35	0.71	0.56	1.12	0.41	0.60	0.76	0.36	0.86	0.77	0.22
Control Delay	32.6	203.2	15.1	29.6	113.3	8.6	50.9	51.5	13.6	73.9	51.6	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.6	203.2	15.1	29.6	113.3	8.6	50.9	51.5	13.6	73.9	51.6	4.7
LOS	C	F	B	C	F	A	D	D	B	E	D	A
Approach Delay	131.1			84.2			45.7			53.4		
Approach LOS	F			F			D			D		
Queue Length 50th (m)	28.8	~173.0	17.0	26.6	~129.1	1.3	38.9	66.0	6.5	64.7	68.0	0.0
Queue Length 95th (m)	55.1	#215.6	57.6	50.5	#170.4	20.9	54.7	86.9	25.3	#111.7	89.3	8.4
Internal Link Dist (m)	187.2			383.1			187.7			125.6		
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	322	749	653	333	766	481	544	705	422	310	721	422
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	1.35	0.71	0.56	1.12	0.41	0.60	0.76	0.36	0.86	0.77	0.22

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 90

Control Type: Pretimed

Maximum v/c Ratio: 1.35

Intersection Signal Delay: 86.5

Intersection LOS: F

Intersection Capacity Utilization 92.0%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Taylor Drive & 67 Street

				
Ø1	Ø2	Ø3	Ø4 (R)	
25 s	33 s	26 s	36 s	
				
Ø5	Ø6	Ø7	Ø8 (R)	
25 s	33 s	26 s	36 s	

Traffic Analysis 2035 (Existing Configuration)

Lanes, Volumes, Timings 2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	496	393	101	834	186	437	377	74	124	315	81
Future Volume (vph)	112	496	393	101	834	186	437	377	74	124	315	81
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (m)	45.0			65.0			65.0			45.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00		0.97	0.99		0.97			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1516	3101	1559	1568	3171	1434	3109	3136	1512	1777	3206	1512
Flt Permitted	0.138			0.295			0.950			0.950		
Satd. Flow (perm)	220	3101	1520	484	3171	1398	3109	3136	1471	1777	3206	1471
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			427			184			118			118
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	122	539	427	110	907	202	475	410	80	135	342	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	539	427	110	907	202	475	410	80	135	342	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.0			5.0			10.0			8.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	26.0	36.0	36.0	26.0	36.0	36.0	25.0	33.0	33.0	25.0	33.0	33.0
Total Split (%)	21.7%	30.0%	30.0%	21.7%	30.0%	30.0%	20.8%	27.5%	27.5%	20.8%	27.5%	27.5%
Maximum Green (s)	21.0	29.0	29.0	21.0	29.0	29.0	21.0	27.0	27.0	21.0	27.0	27.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0

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Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effect Green (s)	52.0	29.0	29.0	52.0	29.0	29.0	21.0	27.0	27.0	21.0	27.0	27.0
Actuated g/C Ratio	0.43	0.24	0.24	0.43	0.24	0.24	0.18	0.22	0.22	0.18	0.22	0.22
v/c Ratio	0.38	0.72	0.62	0.28	1.18	0.42	0.87	0.58	0.19	0.44	0.47	0.21
Control Delay	22.5	48.1	7.8	19.9	136.2	9.9	66.1	45.3	3.3	49.2	42.9	4.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	48.1	7.8	19.9	136.2	9.9	66.1	45.3	3.3	49.2	42.9	4.1
LOS	C	D	A	B	F	A	E	D	A	D	D	A
Approach Delay		29.4			104.8			52.0			38.4	
Approach LOS		C			F			D			D	
Queue Length 50th (m)	16.8	64.8	0.0	15.0	~142.2	3.5	59.7	48.0	0.0	30.2	39.0	0.0
Queue Length 95th (m)	30.1	85.5	28.2	26.4	#183.7	24.0	#88.2	65.3	5.3	50.8	54.4	7.6
Internal Link Dist (m)		187.2			383.1			187.7			125.6	
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	322	749	691	399	766	477	544	705	422	310	721	422
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.72	0.62	0.28	1.18	0.42	0.87	0.58	0.19	0.44	0.47	0.21

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 1.18

Intersection Signal Delay: 60.4

Intersection LOS: E

Intersection Capacity Utilization 84.1%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Taylor Drive & 67 Street

				
Ø1	Ø2	Ø3	Ø4 (R)	
25 s	33 s	26 s	36 s	
				
Ø5	Ø6	Ø7	Ø8 (R)	
25 s	33 s	26 s	36 s	

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	722	366	200	671	167	309	406	162	193	358	138
Future Volume (vph)	205	722	366	200	671	167	309	406	162	193	358	138
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (m)	45.0			65.0			65.0			45.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor	1.00		0.97	1.00		0.97			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1516	3101	1559	1568	3171	1434	3109	3136	1512	1777	3206	1512
Flt Permitted	0.147			0.138			0.950			0.950		
Satd. Flow (perm)	234	3101	1520	227	3171	1398	3109	3136	1471	1777	3206	1471
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			398			182			158			150
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	223	785	398	217	729	182	336	441	176	210	389	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	785	398	217	729	182	336	441	176	210	389	150
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.0			5.0			10.0			8.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	26.0	36.0	36.0	26.0	36.0	36.0	25.0	33.0	33.0	25.0	33.0	33.0
Total Split (%)	21.7%	30.0%	30.0%	21.7%	30.0%	30.0%	20.8%	27.5%	27.5%	20.8%	27.5%	27.5%
Maximum Green (s)	21.0	29.0	29.0	21.0	29.0	29.0	21.0	27.0	27.0	21.0	27.0	27.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effect Green (s)	52.0	29.0	29.0	52.0	29.0	29.0	21.0	27.0	27.0	21.0	27.0	27.0
Actuated g/C Ratio	0.43	0.24	0.24	0.43	0.24	0.24	0.18	0.22	0.22	0.18	0.22	0.22
v/c Ratio	0.69	1.05	0.59	0.65	0.95	0.38	0.62	0.63	0.39	0.68	0.54	0.34
Control Delay	37.1	90.4	7.7	35.2	67.8	7.8	51.4	46.5	10.6	58.4	44.3	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	90.4	7.7	35.2	67.8	7.8	51.4	46.5	10.6	58.4	44.3	8.2
LOS	D	F	A	D	E	A	D	D	B	E	D	A
Approach Delay	58.5			51.9			41.6			41.0		
Approach LOS	E			D			D			D		
Queue Length 50th (m)	34.9	~111.3	0.0	33.7	94.1	0.0	40.1	52.2	3.5	49.2	45.0	0.0
Queue Length 95th (m)	64.1	#151.5	27.1	61.9	#133.5	18.6	56.1	70.4	23.0	76.7	61.7	17.3
Internal Link Dist (m)	187.2			383.1			187.7			125.6		
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	325	749	669	333	766	475	544	705	453	310	721	447
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	1.05	0.59	0.65	0.95	0.38	0.62	0.63	0.39	0.68	0.54	0.34

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 80

Control Type: Pretimed

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 49.8

Intersection LOS: D

Intersection Capacity Utilization 84.6%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Taylor Drive & 67 Street

			
Ø1	Ø2	Ø3	Ø4 (R)
25 s	33 s	26 s	36 s
			
Ø5	Ø6	Ø7	Ø8 (R)
25 s	33 s	26 s	36 s

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	1107	507	202	940	215	358	588	165	291	605	101
Future Volume (vph)	213	1107	507	202	940	215	358	588	165	291	605	101
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	1		1	1		1	2		1	1		1
Taper Length (m)	45.0			65.0			65.0			45.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor			0.97			0.97			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1516	3101	1559	1568	3171	1434	3109	3136	1512	1777	3206	1512
Flt Permitted	0.138			0.138			0.950			0.950		
Satd. Flow (perm)	220	3101	1520	228	3171	1398	3109	3136	1471	1777	3206	1471
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			379			189			118			118
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	232	1203	551	220	1022	234	389	639	179	316	658	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	1203	551	220	1022	234	389	639	179	316	658	110
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.0			5.0			10.0			8.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	26.0	36.0	36.0	26.0	36.0	36.0	25.0	33.0	33.0	25.0	33.0	33.0
Total Split (%)	21.7%	30.0%	30.0%	21.7%	30.0%	30.0%	20.8%	27.5%	27.5%	20.8%	27.5%	27.5%
Maximum Green (s)	21.0	29.0	29.0	21.0	29.0	29.0	21.0	27.0	27.0	21.0	27.0	27.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0

2035 PM 3:19 pm 05-14-2025

Synchro 11 Report
Page 1

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effect Green (s)	52.0	29.0	29.0	52.0	29.0	29.0	21.0	27.0	27.0	21.0	27.0	27.0
Actuated g/C Ratio	0.43	0.24	0.24	0.43	0.24	0.24	0.18	0.22	0.22	0.18	0.22	0.22
v/c Ratio	0.72	1.61	0.84	0.66	1.33	0.49	0.72	0.91	0.42	1.02	0.91	0.26
Control Delay	40.6	310.7	26.3	35.8	196.1	12.9	54.9	63.1	18.0	105.3	63.6	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.6	310.7	26.3	35.8	196.1	12.9	54.9	63.1	18.0	105.3	63.6	7.5
LOS	D	F	C	D	F	B	D	E	B	F	E	A
Approach Delay	200.2			143.1			53.8			70.1		
Approach LOS	F			F			D			E		
Queue Length 50th (m)	38.7	~224.8	43.2	34.5	~173.4	8.8	47.3	81.6	12.3	~81.0	84.3	0.0
Queue Length 95th (m)	#73.1	#268.5	#108.6	63.1	#216.0	33.0	65.0	#116.0	34.1	#140.6	#119.2	13.4
Internal Link Dist (m)	187.2			383.1			187.7			125.6		
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	322	749	654	333	766	481	544	705	422	310	721	422
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	1.61	0.84	0.66	1.33	0.49	0.72	0.91	0.42	1.02	0.91	0.26

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 120

Control Type: Pretimed

Maximum v/c Ratio: 1.61

Intersection Signal Delay: 130.3

Intersection LOS: F

Intersection Capacity Utilization 102.2%

ICU Level of Service G

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Taylor Drive & 67 Street

				
Ø1	Ø2	Ø3	Ø4 (R)	
25 s	33 s	26 s	36 s	
				
Ø5	Ø6	Ø7	Ø8 (R)	
25 s	33 s	26 s	36 s	

Traffic Analysis 2025 (Option1)

Lanes, Volumes, Timings 2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	417	330	85	701	156	367	317	62	104	265	68
Future Volume (vph)	94	417	330	85	701	156	367	317	62	104	265	68
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (m)	45.0			65.0			65.0			65.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.97	0.99		0.97			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1516	3101	1559	1568	3171	1434	3109	3136	1512	3447	3206	1512
Flt Permitted	0.191			0.491			0.950			0.950		
Satd. Flow (perm)	304	3101	1520	805	3171	1398	3109	3136	1471	3447	3206	1471
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			359			170			182			218
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	102	453	359	92	762	170	399	345	67	113	288	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	453	359	92	762	170	399	345	67	113	288	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.0			5.0			10.0			11.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1	0	1	1	1	1	0	0	1	0	0
Detector Template												
Leading Detector (m)	101.0	133.0	0.0	88.0	91.0	91.0	86.0	0.0	0.0	102.0	0.0	0.0
Trailing Detector (m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Position(m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Size(m)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.6	2.0	2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	24.0	24.0	8.0	24.0	24.0	8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	20.0	42.0	42.0	20.0	42.0	42.0	23.0	41.0	41.0	17.0	35.0	35.0
Total Split (%)	16.7%	35.0%	35.0%	16.7%	35.0%	35.0%	19.2%	34.2%	34.2%	14.2%	29.2%	29.2%
Maximum Green (s)	15.0	35.0	35.0	15.0	35.0	35.0	19.0	35.0	35.0	13.0	29.0	29.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	8.0	8.0	7.0	6.0	6.0	7.0	3.0	3.0	7.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Min	Min	Max	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effct Green (s)	48.6	46.6	46.6	54.0	52.0	52.0	19.0	23.4	23.4	13.0	17.4	17.4
Actuated g/C Ratio	0.40	0.39	0.39	0.45	0.43	0.43	0.16	0.20	0.20	0.11	0.14	0.14
v/c Ratio	0.46	0.38	0.44	0.20	0.56	0.24	0.81	0.56	0.15	0.30	0.62	0.19
Control Delay	31.0	28.0	4.7	24.1	28.3	4.6	62.7	47.2	0.8	51.7	54.0	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.0	28.0	4.7	24.1	28.3	4.6	62.7	47.2	0.8	51.7	54.0	1.0
LOS	C	C	A	C	C	A	E	D	A	D	D	A
Approach Delay		19.2			24.0			51.0			45.2	
Approach LOS		B			C			D			D	
Queue Length 50th (m)	15.6	41.0	0.0	12.5	69.8	0.0	49.7	41.6	0.0	13.5	36.2	0.0
Queue Length 95th (m)	31.0	61.0	21.0	27.5	106.5	14.9	#73.0	53.7	0.0	22.9	48.2	0.0
Internal Link Dist (m)		187.2			383.1			187.7			125.6	
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	274	1204	810	457	1372	701	492	914	557	373	774	520
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.38	0.44	0.20	0.56	0.24	0.81	0.38	0.12	0.30	0.37	0.14

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.81

Intersection Signal Delay: 32.5

Intersection LOS: C

Intersection Capacity Utilization 78.4%

ICU Level of Service D

Analysis Period (min) 15

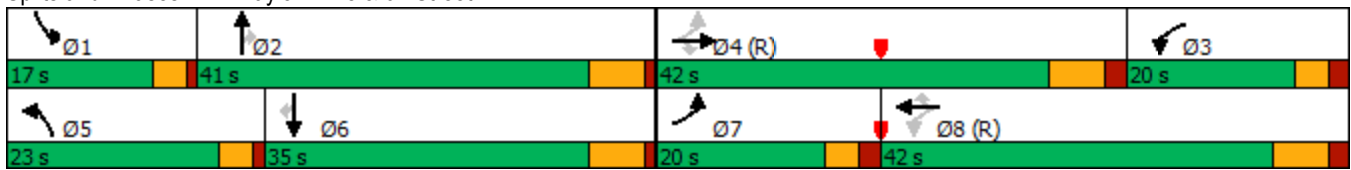
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings 2: Taylor Drive & 67 Street

10-06-2025

Splits and Phases: 2: Taylor Drive & 67 Street



Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	607	308	168	564	140	260	341	136	162	301	116
Future Volume (vph)	172	607	308	168	564	140	260	341	136	162	301	116
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (m)	45.0			65.0			65.0			65.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.97	1.00		0.97			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1516	3101	1559	1568	3171	1434	3109	3136	1512	3447	3206	1512
Flt Permitted	0.357			0.327			0.950			0.950		
Satd. Flow (perm)	567	3101	1520	537	3171	1398	3109	3136	1471	3447	3206	1471
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			335			152			148			126
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	187	660	335	183	613	152	283	371	148	176	327	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	187	660	335	183	613	152	283	371	148	176	327	126
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.0			5.0			10.0			11.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1	0	1	1	1	1	0	0	1	0	0
Detector Template												
Leading Detector (m)	101.0	133.0	0.0	88.0	91.0	91.0	86.0	0.0	0.0	102.0	0.0	0.0
Trailing Detector (m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Position(m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Size(m)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.6	2.0	2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

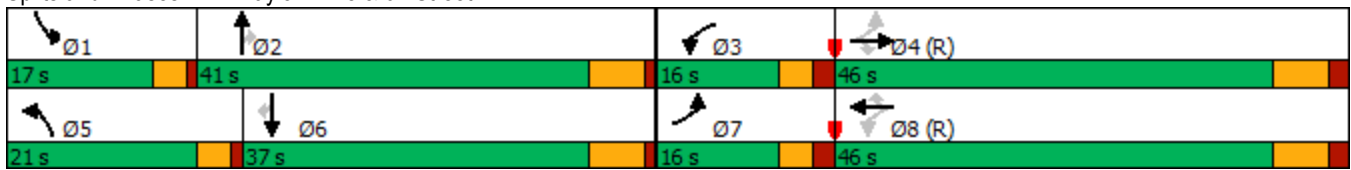
10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	24.0	24.0	8.0	24.0	24.0	8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	16.0	46.0	46.0	16.0	46.0	46.0	21.0	41.0	41.0	17.0	37.0	37.0
Total Split (%)	13.3%	38.3%	38.3%	13.3%	38.3%	38.3%	17.5%	34.2%	34.2%	14.2%	30.8%	30.8%
Maximum Green (s)	11.0	39.0	39.0	11.0	39.0	39.0	17.0	35.0	35.0	13.0	31.0	31.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	8.0	8.0	7.0	6.0	6.0	7.0	3.0	3.0	7.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Min	Min	Max	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effct Green (s)	64.7	51.5	51.5	65.1	51.8	51.8	17.0	22.1	22.1	13.0	18.1	18.1
Actuated g/C Ratio	0.54	0.43	0.43	0.54	0.43	0.43	0.14	0.18	0.18	0.11	0.15	0.15
v/c Ratio	0.48	0.50	0.40	0.47	0.45	0.22	0.64	0.64	0.38	0.47	0.68	0.38
Control Delay	17.0	27.6	4.3	16.9	26.5	4.9	56.1	50.4	9.1	54.9	55.2	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	27.6	4.3	16.9	26.5	4.9	56.1	50.4	9.1	54.9	55.2	10.8
LOS	B	C	A	B	C	A	E	D	A	D	E	B
Approach Delay		19.3			21.2			44.8			46.2	
Approach LOS		B			C			D			D	
Queue Length 50th (m)	20.7	60.2	0.0	20.1	54.2	0.0	34.5	45.5	0.0	21.4	41.0	0.0
Queue Length 95th (m)	37.2	91.2	19.9	36.3	83.1	14.5	49.8	59.2	17.3	33.3	54.4	16.7
Internal Link Dist (m)		187.2			383.1			187.7			125.6	
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	408	1331	843	402	1367	689	440	914	533	373	828	473
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.50	0.40	0.46	0.45	0.22	0.64	0.41	0.28	0.47	0.39	0.27
Intersection Summary												
Area Type:	Other											
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green												
Natural Cycle: 80												
Control Type: Actuated-Coordinated												
Maximum v/c Ratio: 0.68												
Intersection Signal Delay: 30.3						Intersection LOS: C						
Intersection Capacity Utilization 78.9%						ICU Level of Service D						
Analysis Period (min) 15												

Lanes, Volumes, Timings 2: Taylor Drive & 67 Street

10-06-2025

Splits and Phases: 2: Taylor Drive & 67 Street



Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	931	426	170	790	181	301	494	139	245	509	85
Future Volume (vph)	179	931	426	170	790	181	301	494	139	245	509	85
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (m)	45.0			65.0			65.0			65.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.97	1.00		0.97			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1516	3101	1559	1568	3171	1434	3109	3136	1512	3447	3206	1512
Flt Permitted	0.216			0.137			0.950			0.950		
Satd. Flow (perm)	344	3101	1520	226	3171	1398	3109	3136	1471	3447	3206	1471
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			360			197			118			118
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	195	1012	463	185	859	197	327	537	151	266	553	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1012	463	185	859	197	327	537	151	266	553	92
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.0			5.0			10.0			11.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1	0	1	1	1	1	0	0	1	0	0
Detector Template												
Leading Detector (m)	101.0	133.0	0.0	88.0	91.0	91.0	86.0	0.0	0.0	102.0	0.0	0.0
Trailing Detector (m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Position(m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Size(m)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.6	2.0	2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

2025 PM 3:00 pm 05-14-2025

Synchro 11 Report
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Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	24.0	24.0	8.0	24.0	24.0	8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	14.0	52.0	52.0	15.0	53.0	53.0	20.0	35.0	35.0	18.0	33.0	33.0
Total Split (%)	11.7%	43.3%	43.3%	12.5%	44.2%	44.2%	16.7%	29.2%	29.2%	15.0%	27.5%	27.5%
Maximum Green (s)	9.0	45.0	45.0	10.0	46.0	46.0	16.0	29.0	29.0	14.0	27.0	27.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	8.0	8.0	7.0	6.0	6.0	7.0	3.0	3.0	7.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Min	Min	Max	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effct Green (s)	58.4	46.9	46.9	60.5	48.0	48.0	16.0	26.6	26.6	14.0	24.6	24.6
Actuated g/C Ratio	0.49	0.39	0.39	0.50	0.40	0.40	0.13	0.22	0.22	0.12	0.20	0.20
v/c Ratio	0.75	0.84	0.57	0.80	0.68	0.29	0.79	0.77	0.36	0.66	0.84	0.23
Control Delay	37.3	41.0	9.7	44.0	33.5	4.5	65.0	52.0	13.3	59.4	58.3	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.3	41.0	9.7	44.0	33.5	4.5	65.0	52.0	13.3	59.4	58.3	4.8
LOS	D	D	A	D	C	A	E	D	B	E	E	A
Approach Delay		31.9			30.5			50.4			53.2	
Approach LOS		C			C			D			D	
Queue Length 50th (m)	25.2	121.2	17.0	23.6	93.6	0.0	41.0	65.4	6.5	33.0	69.0	0.0
Queue Length 95th (m)	#53.3	#152.8	50.1	#62.3	118.0	15.2	#62.1	84.8	24.7	47.7	89.3	8.4
Internal Link Dist (m)		187.2			383.1			187.7			125.6	
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	261	1211	813	233	1267	677	414	757	444	402	721	422
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.84	0.57	0.79	0.68	0.29	0.79	0.71	0.34	0.66	0.77	0.22

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 39.4

Intersection LOS: D

Intersection Capacity Utilization 86.4%

ICU Level of Service E

Analysis Period (min) 15

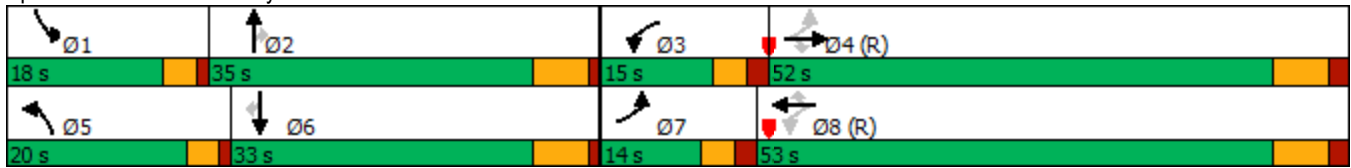
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
2: Taylor Drive & 67 Street

10-06-2025

Splits and Phases: 2: Taylor Drive & 67 Street



Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	496	393	101	834	186	437	377	74	124	315	81
Future Volume (vph)	112	496	393	101	834	186	437	377	74	124	315	81
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (m)	45.0			65.0			65.0			65.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.98	0.99		0.98			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1516	3101	1559	1568	3171	1434	3109	3136	1512	3447	3206	1512
Flt Permitted	0.204			0.402			0.950			0.950		
Satd. Flow (perm)	325	3101	1521	660	3171	1400	3109	3136	1473	3447	3206	1473
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			427			202			129			129
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	122	539	427	110	907	202	475	410	80	135	342	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	539	427	110	907	202	475	410	80	135	342	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.0			5.0			10.0			11.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1	0	1	1	1	1	0	0	1	0	0
Detector Template												
Leading Detector (m)	101.0	133.0	0.0	88.0	91.0	91.0	86.0	0.0	0.0	102.0	0.0	0.0
Trailing Detector (m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Position(m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Size(m)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.6	2.0	2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	24.0	24.0	8.0	24.0	24.0	8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	13.0	48.0	48.0	13.0	48.0	48.0	20.0	32.0	32.0	17.0	29.0	29.0
Total Split (%)	11.8%	43.6%	43.6%	11.8%	43.6%	43.6%	18.2%	29.1%	29.1%	15.5%	26.4%	26.4%
Maximum Green (s)	8.0	41.0	41.0	8.0	41.0	41.0	16.0	26.0	26.0	13.0	23.0	23.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	8.0	8.0	7.0	6.0	6.0	7.0	3.0	3.0	7.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Max	Min	Min	Max	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effct Green (s)	56.2	46.0	46.0	56.3	46.0	46.0	16.0	20.8	20.8	13.0	17.8	17.8
Actuated g/C Ratio	0.51	0.42	0.42	0.51	0.42	0.42	0.15	0.19	0.19	0.12	0.16	0.16
v/c Ratio	0.48	0.42	0.48	0.27	0.68	0.29	1.05	0.69	0.21	0.33	0.66	0.25
Control Delay	19.4	24.4	4.3	14.4	30.0	4.3	102.1	47.9	2.6	47.0	49.5	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.4	24.4	4.3	14.4	30.0	4.3	102.1	47.9	2.6	47.0	49.5	4.0
LOS	B	C	A	B	C	A	F	D	A	D	D	A
Approach Delay		15.9			24.3			70.9			41.8	
Approach LOS		B			C			E			D	
Queue Length 50th (m)	12.4	43.4	0.0	11.1	84.6	0.0	~60.4	46.3	0.0	14.6	39.0	0.0
Queue Length 95th (m)	25.0	64.3	20.3	22.8	119.2	15.1	#93.7	59.6	3.3	24.5	51.4	5.3
Internal Link Dist (m)		187.2			383.1			187.7			125.6	
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	255	1296	884	405	1326	703	452	741	446	407	670	410
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.42	0.48	0.27	0.68	0.29	1.05	0.55	0.18	0.33	0.51	0.21

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05

Intersection Signal Delay: 36.2

Intersection LOS: D

Intersection Capacity Utilization 84.1%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

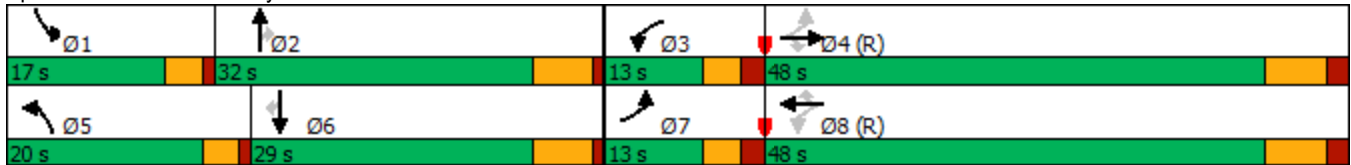
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings 2: Taylor Drive & 67 Street

10-06-2025

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Taylor Drive & 67 Street



Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	722	366	200	671	167	309	406	162	193	358	138
Future Volume (vph)	205	722	366	200	671	167	309	406	162	193	358	138
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (m)	45.0			65.0			65.0			65.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1516	3101	1559	1568	3171	1434	3109	3136	1512	3447	3206	1512
Flt Permitted	0.311			0.247			0.950			0.950		
Satd. Flow (perm)	494	3101	1521	407	3171	1400	3109	3136	1473	3447	3206	1473
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			398			182			179			179
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	223	785	398	217	729	182	336	441	176	210	389	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	785	398	217	729	182	336	441	176	210	389	150
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.0			5.0			10.0			11.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1	0	1	1	1	1	0	0	1	0	0
Detector Template												
Leading Detector (m)	101.0	133.0	0.0	88.0	91.0	91.0	86.0	0.0	0.0	102.0	0.0	0.0
Trailing Detector (m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Position(m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Size(m)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.6	2.0	2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

2035 Midday 3:16 pm 05-14-2025

Synchro 11 Report
Page 1

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	24.0	24.0	8.0	24.0	24.0	8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	13.0	46.0	46.0	19.0	52.0	52.0	16.0	29.0	29.0	16.0	29.0	29.0
Total Split (%)	11.8%	41.8%	41.8%	17.3%	47.3%	47.3%	14.5%	26.4%	26.4%	14.5%	26.4%	26.4%
Maximum Green (s)	8.0	39.0	39.0	14.0	45.0	45.0	12.0	23.0	23.0	12.0	23.0	23.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	8.0	8.0	7.0	6.0	6.0	7.0	3.0	3.0	7.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	Min	Min	Min	Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effct Green (s)	56.7	45.4	45.4	60.8	47.6	47.6	12.0	21.0	21.0	10.1	19.1	19.1
Actuated g/C Ratio	0.52	0.41	0.41	0.55	0.43	0.43	0.11	0.19	0.19	0.09	0.17	0.17
v/c Ratio	0.65	0.61	0.46	0.63	0.53	0.26	0.99	0.74	0.41	0.67	0.70	0.37
Control Delay	25.8	29.1	4.4	20.6	25.3	4.0	96.4	49.8	8.4	58.9	49.5	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	29.1	4.4	20.6	25.3	4.0	96.4	49.8	8.4	58.9	49.5	5.9
LOS	C	C	A	C	C	A	F	D	A	E	D	A
Approach Delay		21.6			21.0			58.6			43.4	
Approach LOS		C			C			E			D	
Queue Length 50th (m)	23.1	71.6	0.0	22.2	64.8	0.0	39.6	50.0	0.0	24.0	44.2	0.0
Queue Length 95th (m)	#50.2	103.1	20.4	39.4	84.7	13.5	#70.1	66.7	17.7	36.0	58.4	11.3
Internal Link Dist (m)		187.2			383.1			187.7			125.6	
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	341	1280	861	381	1372	709	339	655	449	376	670	449
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.61	0.46	0.57	0.53	0.26	0.99	0.67	0.39	0.56	0.58	0.33

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 33.6

Intersection LOS: C

Intersection Capacity Utilization 77.8%

ICU Level of Service D

Analysis Period (min) 15

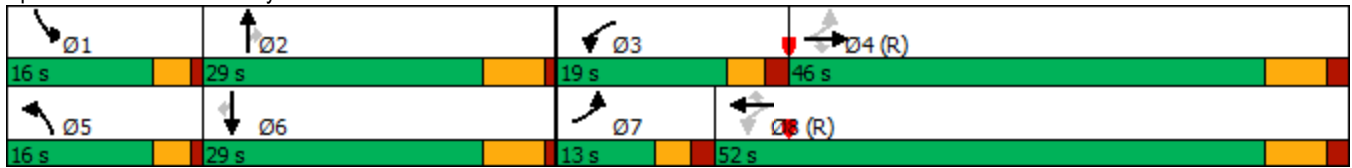
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings 2: Taylor Drive & 67 Street

10-06-2025

Splits and Phases: 2: Taylor Drive & 67 Street



Lanes, Volumes, Timings
2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	1107	507	202	940	215	358	588	165	291	605	101
Future Volume (vph)	213	1107	507	202	940	215	358	588	165	291	605	101
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	1		1	1		1	2		1	2		1
Taper Length (m)	45.0			65.0			65.0			65.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.98			0.98			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1516	3101	1559	1568	3171	1434	3109	3136	1512	3447	3206	1512
Flt Permitted	0.158			0.089			0.950			0.950		
Satd. Flow (perm)	252	3101	1521	147	3171	1400	3109	3136	1473	3447	3206	1473
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			315			234			129			129
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	232	1203	551	220	1022	234	389	639	179	316	658	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	1203	551	220	1022	234	389	639	179	316	658	110
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.0			5.0			10.0			11.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1	0	1	1	1	1	0	0	1	0	0
Detector Template												
Leading Detector (m)	101.0	133.0	0.0	88.0	91.0	91.0	86.0	0.0	0.0	102.0	0.0	0.0
Trailing Detector (m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Position(m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Size(m)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.6	2.0	2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

2035 PM 3:19 pm 05-14-2025

Synchro 11 Report
Page 1

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	24.0	24.0	8.0	24.0	24.0	8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	13.0	50.0	50.0	15.0	52.0	52.0	16.0	30.0	30.0	15.0	29.0	29.0
Total Split (%)	11.8%	45.5%	45.5%	13.6%	47.3%	47.3%	14.5%	27.3%	27.3%	13.6%	26.4%	26.4%
Maximum Green (s)	8.0	43.0	43.0	10.0	45.0	45.0	12.0	24.0	24.0	11.0	23.0	23.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	7.0	8.0	8.0	7.0	6.0	6.0	7.0	3.0	3.0	7.0	3.0	3.0
Recall Mode	Max	C-Max	C-Max	Max	C-Max	C-Max	Max	Max	Max	Max	Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effct Green (s)	53.0	43.0	43.0	57.0	45.0	45.0	12.0	24.0	24.0	11.0	23.0	23.0
Actuated g/C Ratio	0.48	0.39	0.39	0.52	0.41	0.41	0.11	0.22	0.22	0.10	0.21	0.21
v/c Ratio	1.09	0.99	0.70	1.07	0.79	0.33	1.15	0.93	0.42	0.92	0.98	0.27
Control Delay	108.6	58.1	16.9	111.5	33.7	4.1	139.4	64.5	15.3	81.4	74.6	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.6	58.1	16.9	111.5	33.7	4.1	139.4	64.5	15.3	81.4	74.6	6.1
LOS	F	E	B	F	C	A	F	E	B	F	E	A
Approach Delay		52.6			40.6			81.3			69.6	
Approach LOS		D			D			F			E	
Queue Length 50th (m)	~33.6	140.2	43.7	~40.1	104.1	0.0	~53.2	75.1	9.2	37.0	78.4	0.0
Queue Length 95th (m)	#84.9	#191.0	87.2	#90.0	131.5	15.0	#84.6	#110.8	29.8	#63.8	#117.5	11.1
Internal Link Dist (m)		187.2			383.1			187.7			125.6	
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	213	1212	786	205	1297	711	339	684	422	344	670	410
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.99	0.70	1.07	0.79	0.33	1.15	0.93	0.42	0.92	0.98	0.27

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 4:EBTL and 8:WBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.15

Intersection Signal Delay: 58.7

Intersection LOS: E

Intersection Capacity Utilization 95.6%

ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

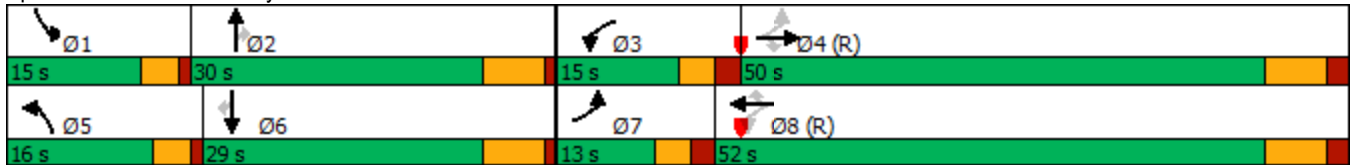
Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Taylor Drive & 67 Street



Traffic Analysis 2025 (Option 2)

Lanes, Volumes, Timings 2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	94	417	330	85	701	156	367	317	62	104	265	68
Future Volume (vph)	94	417	330	85	701	156	367	317	62	104	265	68
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (m)	45.0			65.0			65.0			65.0		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.97	0.99		0.97			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2940	3101	1559	3042	3171	1434	3109	3136	1512	3447	3206	1512
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2927	3101	1520	3006	3171	1398	3109	3136	1471	3447	3206	1471
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			359			170			164			200
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	102	453	359	92	762	170	399	345	67	113	288	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	453	359	92	762	170	399	345	67	113	288	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		9.0			10.0			10.0			11.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1	0	1	1	1	1	0	0	1	0	0
Detector Template												
Leading Detector (m)	101.0	133.0	0.0	88.0	91.0	91.0	86.0	0.0	0.0	102.0	0.0	0.0
Trailing Detector (m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Position(m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Size(m)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.6	2.0	2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	24.0	24.0	8.0	24.0	24.0	8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	21.0	38.0	38.0	28.0	45.0	45.0	24.0	36.0	36.0	18.0	30.0	30.0
Total Split (%)	17.5%	31.7%	31.7%	23.3%	37.5%	37.5%	20.0%	30.0%	30.0%	15.0%	25.0%	25.0%
Maximum Green (s)	16.0	31.0	31.0	23.0	38.0	38.0	20.0	30.0	30.0	14.0	24.0	24.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	8.0	8.0	7.0	6.0	6.0	7.0	3.0	3.0	7.0	3.0	3.0
Recall Mode	Min	C-Max	C-Max	Min	C-Max	C-Max	Max	Min	Min	Max	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effct Green (s)	8.7	52.0	52.0	8.7	52.0	52.0	20.0	23.4	23.4	14.0	17.4	17.4
Actuated g/C Ratio	0.07	0.43	0.43	0.07	0.43	0.43	0.17	0.20	0.20	0.12	0.14	0.14
v/c Ratio	0.48	0.34	0.42	0.42	0.55	0.24	0.77	0.57	0.16	0.28	0.62	0.19
Control Delay	61.2	24.2	4.1	59.0	28.0	4.5	58.8	47.2	0.8	50.5	54.1	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.2	24.2	4.1	59.0	28.0	4.5	58.8	47.2	0.8	50.5	54.1	1.1
LOS	E	C	A	E	C	A	E	D	A	D	D	A
Approach Delay		20.4			26.9			49.1			45.0	
Approach LOS		C			C			D			D	
Queue Length 50th (m)	12.8	37.2	0.0	11.4	70.3	0.0	49.2	41.7	0.0	13.4	36.2	0.0
Queue Length 95th (m)	21.9	58.1	19.8	20.0	103.7	14.5	#67.8	53.7	0.0	22.7	48.2	0.0
Internal Link Dist (m)		187.2			383.1			187.7			125.6	
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	392	1342	861	583	1373	701	518	784	490	402	641	454
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.34	0.42	0.16	0.55	0.24	0.77	0.44	0.14	0.28	0.45	0.16

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 33.3

Intersection LOS: C

Intersection Capacity Utilization 78.4%

ICU Level of Service D

Analysis Period (min) 15

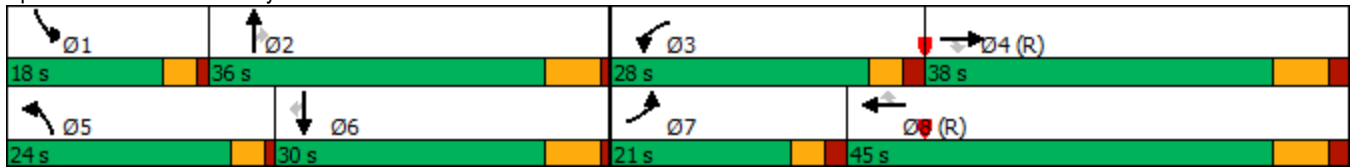
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
2: Taylor Drive & 67 Street

10-06-2025

Splits and Phases: 2: Taylor Drive & 67 Street



Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	172	607	308	168	564	140	260	341	136	162	301	116
Future Volume (vph)	172	607	308	168	564	140	260	341	136	162	301	116
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (m)	45.0			65.0			65.0			65.0		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	0.99		0.97	0.99		0.97			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2940	3101	1559	3042	3171	1434	3109	3136	1512	3447	3206	1512
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2924	3101	1520	3015	3171	1398	3109	3136	1471	3447	3206	1471
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			335			152			164			164
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	187	660	335	183	613	152	283	371	148	176	327	126
Shared Lane Traffic (%)												
Lane Group Flow (vph)	187	660	335	183	613	152	283	371	148	176	327	126
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		9.0			10.0			10.0			11.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1	0	1	1	1	1	0	0	1	0	0
Detector Template												
Leading Detector (m)	101.0	133.0	0.0	88.0	91.0	91.0	86.0	0.0	0.0	102.0	0.0	0.0
Trailing Detector (m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Position(m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Size(m)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.6	2.0	2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	24.0	24.0	8.0	24.0	24.0	8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	25.0	34.0	34.0	32.0	41.0	41.0	21.0	35.0	35.0	19.0	33.0	33.0
Total Split (%)	20.8%	28.3%	28.3%	26.7%	34.2%	34.2%	17.5%	29.2%	29.2%	15.8%	27.5%	27.5%
Maximum Green (s)	20.0	27.0	27.0	27.0	34.0	34.0	17.0	29.0	29.0	15.0	27.0	27.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	8.0	8.0	7.0	6.0	6.0	7.0	3.0	3.0	7.0	3.0	3.0
Recall Mode	Min	C-Max	C-Max	Min	C-Max	C-Max	Max	Min	Min	Max	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effct Green (s)	11.3	51.4	51.4	11.5	51.6	51.6	17.0	20.1	20.1	15.0	18.1	18.1
Actuated g/C Ratio	0.09	0.43	0.43	0.10	0.43	0.43	0.14	0.17	0.17	0.12	0.15	0.15
v/c Ratio	0.68	0.50	0.40	0.63	0.45	0.22	0.64	0.71	0.39	0.41	0.68	0.35
Control Delay	64.9	27.6	4.3	61.7	26.5	4.8	56.1	54.7	7.7	51.6	55.3	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.9	27.6	4.3	61.7	26.5	4.8	56.1	54.7	7.7	51.6	55.3	5.3
LOS	E	C	A	E	C	A	E	D	A	D	E	A
Approach Delay		26.9			29.8			46.5			44.2	
Approach LOS		C			C			D			D	
Queue Length 50th (m)	23.5	60.7	0.0	22.8	54.7	0.0	34.5	46.4	0.0	21.0	41.1	0.0
Queue Length 95th (m)	35.0	90.1	19.7	34.2	81.9	14.3	49.8	60.6	14.1	32.6	54.4	8.3
Internal Link Dist (m)		187.2			383.1			187.7			125.6	
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	490	1328	842	684	1364	688	440	757	479	430	721	458
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.50	0.40	0.27	0.45	0.22	0.64	0.49	0.31	0.41	0.45	0.28

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 35.2

Intersection LOS: D

Intersection Capacity Utilization 75.0%

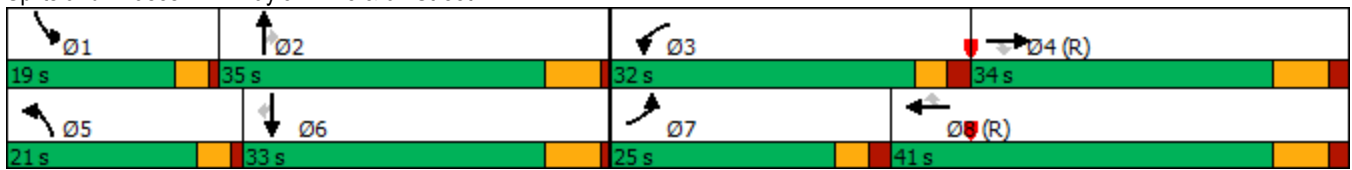
ICU Level of Service D

Analysis Period (min) 15

Lanes, Volumes, Timings 2: Taylor Drive & 67 Street

10-06-2025

Splits and Phases: 2: Taylor Drive & 67 Street



Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	931	426	170	790	181	301	494	139	245	509	85
Future Volume (vph)	179	931	426	170	790	181	301	494	139	245	509	85
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (m)	45.0			65.0			65.0			65.0		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.97	0.99		0.97			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2940	3101	1559	3042	3171	1434	3109	3136	1512	3447	3206	1512
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2929	3101	1520	3025	3171	1398	3109	3136	1471	3447	3206	1471
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			317			197			164			164
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	195	1012	463	185	859	197	327	537	151	266	553	92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1012	463	185	859	197	327	537	151	266	553	92
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		9.0			10.0			10.0			11.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1	0	1	1	1	1	0	0	1	0	0
Detector Template												
Leading Detector (m)	101.0	133.0	0.0	88.0	91.0	91.0	86.0	0.0	0.0	102.0	0.0	0.0
Trailing Detector (m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Position(m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Size(m)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.6	2.0	2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

2025 PM 3:00 pm 05-14-2025

Synchro 11 Report
Page 1

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	24.0	24.0	8.0	24.0	24.0	8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	23.0	55.0	55.0	15.0	47.0	47.0	18.0	33.0	33.0	17.0	32.0	32.0
Total Split (%)	19.2%	45.8%	45.8%	12.5%	39.2%	39.2%	15.0%	27.5%	27.5%	14.2%	26.7%	26.7%
Maximum Green (s)	18.0	48.0	48.0	10.0	40.0	40.0	14.0	27.0	27.0	13.0	26.0	26.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	8.0	8.0	7.0	6.0	6.0	7.0	3.0	3.0	7.0	3.0	3.0
Recall Mode	Min	C-Max	C-Max	Min	C-Max	C-Max	Max	Min	Min	Max	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effct Green (s)	11.5	50.1	50.1	9.7	48.2	48.2	14.0	25.3	25.3	13.0	24.3	24.3
Actuated g/C Ratio	0.10	0.42	0.42	0.08	0.40	0.40	0.12	0.21	0.21	0.11	0.20	0.20
v/c Ratio	0.69	0.78	0.57	0.76	0.67	0.29	0.90	0.81	0.34	0.71	0.85	0.21
Control Delay	65.3	36.1	11.2	73.7	33.7	4.8	80.8	55.7	6.9	63.1	59.6	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.3	36.1	11.2	73.7	33.7	4.8	80.8	55.7	6.9	63.1	59.6	1.2
LOS	E	D	B	E	C	A	F	E	A	E	E	A
Approach Delay		32.6			35.0			56.5			54.7	
Approach LOS		C			D			E			D	
Queue Length 50th (m)	24.5	115.9	24.8	23.4	92.7	0.0	41.8	66.0	0.0	33.3	68.8	0.0
Queue Length 95th (m)	36.2	144.8	58.9	#39.9	123.7	16.0	#69.0	86.9	14.7	48.2	90.3	0.0
Internal Link Dist (m)		187.2			383.1			187.7			125.6	
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	441	1293	819	255	1274	679	362	705	458	373	694	447
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.78	0.57	0.73	0.67	0.29	0.90	0.76	0.33	0.71	0.80	0.21

Intersection Summary

Area Type: Other

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.90

Intersection Signal Delay: 42.4

Intersection LOS: D

Intersection Capacity Utilization 82.5%

ICU Level of Service E

Analysis Period (min) 15

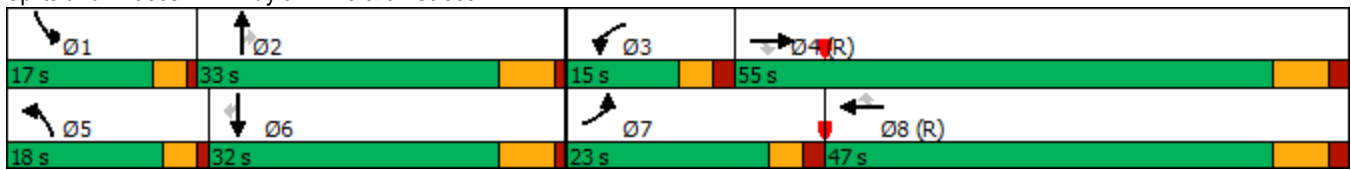
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
2: Taylor Drive & 67 Street

10-06-2025

Splits and Phases: 2: Taylor Drive & 67 Street



Traffic Analysis 2035 (Option 2)

Lanes, Volumes, Timings 2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	112	496	393	101	834	186	437	377	74	124	315	81
Future Volume (vph)	112	496	393	101	834	186	437	377	74	124	315	81
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (m)	45.0			65.0			65.0			65.0		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.98	0.99		0.98			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2940	3101	1559	3042	3171	1434	3109	3136	1512	3447	3206	1512
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2930	3101	1521	3013	3171	1400	3109	3136	1473	3447	3206	1473
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			427			202			179			179
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	122	539	427	110	907	202	475	410	80	135	342	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	122	539	427	110	907	202	475	410	80	135	342	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		9.0			10.0			10.0			11.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1	0	1	1	1	1	0	0	1	0	0
Detector Template												
Leading Detector (m)	101.0	133.0	0.0	88.0	91.0	91.0	86.0	0.0	0.0	102.0	0.0	0.0
Trailing Detector (m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Position(m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Size(m)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.6	2.0	2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	24.0	24.0	8.0	24.0	24.0	8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	16.0	34.0	34.0	26.0	44.0	44.0	21.0	29.0	29.0	21.0	29.0	29.0
Total Split (%)	14.5%	30.9%	30.9%	23.6%	40.0%	40.0%	19.1%	26.4%	26.4%	19.1%	26.4%	26.4%
Maximum Green (s)	11.0	27.0	27.0	21.0	37.0	37.0	17.0	23.0	23.0	17.0	23.0	23.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	8.0	8.0	7.0	6.0	6.0	7.0	3.0	3.0	7.0	3.0	3.0
Recall Mode	Min	C-Max	C-Max	Min	C-Max	C-Max	Max	Min	Min	Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effct Green (s)	8.8	44.3	44.3	8.9	44.4	44.4	17.0	26.1	26.1	8.7	17.8	17.8
Actuated g/C Ratio	0.08	0.40	0.40	0.08	0.40	0.40	0.15	0.24	0.24	0.08	0.16	0.16
v/c Ratio	0.52	0.43	0.49	0.45	0.71	0.29	0.99	0.55	0.16	0.50	0.66	0.23
Control Delay	56.4	25.9	4.6	53.9	32.1	4.7	85.7	39.6	0.7	55.0	49.5	1.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.4	25.9	4.6	53.9	32.1	4.7	85.7	39.6	0.7	55.0	49.5	1.4
LOS	E	C	A	D	C	A	F	D	A	E	D	A
Approach Delay		21.0			29.5			59.1			43.3	
Approach LOS		C			C			E			D	
Queue Length 50th (m)	14.0	44.4	0.0	12.5	86.2	0.0	55.8	43.0	0.0	15.4	39.0	0.0
Queue Length 95th (m)	23.2	68.3	22.2	21.3	#127.6	16.1	#90.3	56.9	0.0	25.2	51.4	0.0
Internal Link Dist (m)		187.2			383.1			187.7			125.6	
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	294	1250	867	580	1279	685	480	744	486	532	670	449
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.43	0.49	0.19	0.71	0.29	0.99	0.55	0.16	0.25	0.51	0.20

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.99

Intersection Signal Delay: 36.6

Intersection LOS: D

Intersection Capacity Utilization 79.1%

ICU Level of Service D

Analysis Period (min) 15

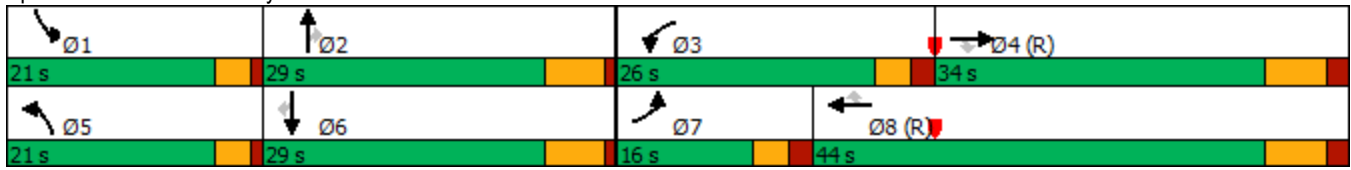
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings 2: Taylor Drive & 67 Street

10-06-2025

Splits and Phases: 2: Taylor Drive & 67 Street



Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	205	722	366	200	671	167	309	406	162	193	358	138
Future Volume (vph)	205	722	366	200	671	167	309	406	162	193	358	138
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (m)	45.0			65.0			65.0			65.0		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.98	0.99		0.98			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2940	3101	1559	3042	3171	1434	3109	3136	1512	3447	3206	1512
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2927	3101	1521	3021	3171	1400	3109	3136	1473	3447	3206	1473
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			374			182			179			179
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	223	785	398	217	729	182	336	441	176	210	389	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	223	785	398	217	729	182	336	441	176	210	389	150
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		9.0			10.0			10.0			11.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1	0	1	1	1	1	0	0	1	0	0
Detector Template												
Leading Detector (m)	101.0	133.0	0.0	88.0	91.0	91.0	86.0	0.0	0.0	102.0	0.0	0.0
Trailing Detector (m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Position(m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Size(m)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.6	2.0	2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

2035 Midday 3:16 pm 05-14-2025

Synchro 11 Report
Page 1

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	24.0	24.0	8.0	24.0	24.0	8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	13.0	34.0	34.0	30.0	51.0	51.0	17.0	31.0	31.0	15.0	29.0	29.0
Total Split (%)	11.8%	30.9%	30.9%	27.3%	46.4%	46.4%	15.5%	28.2%	28.2%	13.6%	26.4%	26.4%
Maximum Green (s)	8.0	27.0	27.0	25.0	44.0	44.0	13.0	25.0	25.0	11.0	23.0	23.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	8.0	8.0	7.0	6.0	6.0	7.0	3.0	3.0	7.0	3.0	3.0
Recall Mode	Min	C-Max	C-Max	Min	C-Max	C-Max	Max	Min	Min	Min	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effct Green (s)	11.5	44.2	44.2	12.0	44.7	44.7	13.0	22.0	22.0	9.8	18.8	18.8
Actuated g/C Ratio	0.10	0.40	0.40	0.11	0.41	0.41	0.12	0.20	0.20	0.09	0.17	0.17
v/c Ratio	0.73	0.63	0.48	0.65	0.57	0.27	0.92	0.70	0.40	0.69	0.71	0.38
Control Delay	63.2	30.4	5.7	56.1	27.4	4.2	78.4	47.5	8.0	60.6	50.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	30.4	5.7	56.1	27.4	4.2	78.4	47.5	8.0	60.6	50.4	6.0
LOS	E	C	A	E	C	A	E	D	A	E	D	A
Approach Delay		28.6			29.2			51.1			44.4	
Approach LOS		C			C			D			D	
Queue Length 50th (m)	25.3	73.2	3.2	24.6	66.4	0.0	39.2	49.5	0.0	24.0	44.3	0.0
Queue Length 95th (m)	#53.7	107.7	27.8	36.0	86.1	13.8	#66.6	65.0	17.2	36.4	58.4	11.3
Internal Link Dist (m)		187.2			383.1			187.7			125.6	
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	307	1246	835	691	1289	677	367	712	473	344	670	449
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.63	0.48	0.31	0.57	0.27	0.92	0.62	0.37	0.61	0.58	0.33

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

Intersection Signal Delay: 36.6

Intersection LOS: D

Intersection Capacity Utilization 73.3%

ICU Level of Service D

Analysis Period (min) 15

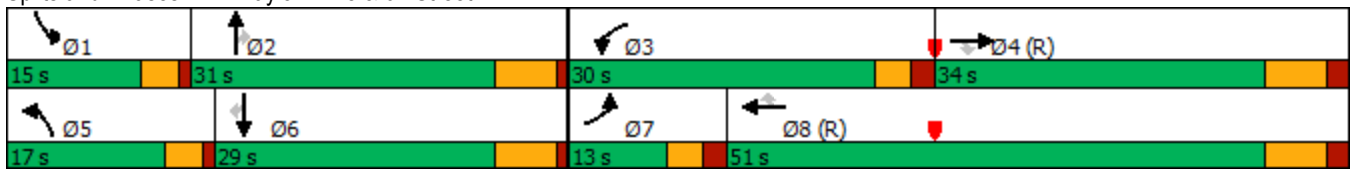
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
2: Taylor Drive & 67 Street

10-06-2025

Splits and Phases: 2: Taylor Drive & 67 Street



Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	1107	507	202	940	215	358	588	165	291	605	101
Future Volume (vph)	213	1107	507	202	940	215	358	588	165	291	605	101
Ideal Flow (vphpl)	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Lane Width (m)	3.3	3.5	4.6	3.6	3.7	3.8	3.8	3.6	4.3	4.8	3.8	4.3
Storage Length (m)	85.0		0.0	90.0		0.0	90.0		35.0	90.0		0.0
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (m)	45.0			65.0			65.0			65.0		
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Ped Bike Factor	1.00		0.98	1.00		0.98			0.97			0.97
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	2940	3101	1559	3042	3171	1434	3109	3136	1512	3447	3206	1512
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	2931	3101	1521	3030	3171	1399	3109	3136	1472	3447	3206	1472
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			313			234			123			123
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		211.2			407.1			211.7			149.6	
Travel Time (s)		12.7			24.4			12.7			9.0	
Confl. Peds. (#/hr)	10		10	10		10			10			10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Adj. Flow (vph)	232	1203	551	220	1022	234	389	639	179	316	658	110
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	1203	551	220	1022	234	389	639	179	316	658	110
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		9.0			10.0			10.0			11.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.20	1.17	1.01	1.15	1.14	1.12	1.12	1.15	1.05	0.98	1.12	1.05
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1	0	1	1	1	1	0	0	1	0	0
Detector Template												
Leading Detector (m)	101.0	133.0	0.0	88.0	91.0	91.0	86.0	0.0	0.0	102.0	0.0	0.0
Trailing Detector (m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Position(m)	99.0	131.0	0.0	86.0	89.0	89.0	84.0	0.0	0.0	100.0	0.0	0.0
Detector 1 Size(m)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.6	2.0	2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6

Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	8.0	24.0	24.0	8.0	24.0	24.0	8.0	15.0	15.0	8.0	15.0	15.0
Minimum Split (s)	13.0	31.0	31.0	13.0	31.0	31.0	12.0	21.0	21.0	12.0	21.0	21.0
Total Split (s)	14.0	54.0	54.0	13.0	53.0	53.0	19.0	32.0	32.0	16.0	29.0	29.0
Total Split (%)	12.2%	47.0%	47.0%	11.3%	46.1%	46.1%	16.5%	27.8%	27.8%	13.9%	25.2%	25.2%
Maximum Green (s)	9.0	47.0	47.0	8.0	46.0	46.0	15.0	26.0	26.0	12.0	23.0	23.0
Yellow Time (s)	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.0	7.0	5.0	7.0	7.0	4.0	6.0	6.0	4.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	7.0	8.0	8.0	7.0	6.0	6.0	7.0	3.0	3.0	7.0	3.0	3.0
Recall Mode	Max	C-Max	C-Max	Max	C-Max	C-Max	Max	Min	Min	Max	Min	Min
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		20.0	20.0		20.0	20.0		16.0	16.0		16.0	16.0
Pedestrian Calls (#/hr)		10	10		10	10		10	10		10	10
Act Effct Green (s)	9.0	47.0	47.0	8.0	46.0	46.0	15.0	26.0	26.0	12.0	23.0	23.0
Actuated g/C Ratio	0.08	0.41	0.41	0.07	0.40	0.40	0.13	0.23	0.23	0.10	0.20	0.20
v/c Ratio	1.01	0.95	0.68	1.04	0.81	0.33	0.96	0.90	0.42	0.88	1.03	0.28
Control Delay	114.7	49.2	16.3	125.6	36.6	4.3	86.0	60.6	16.4	76.4	88.0	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	114.7	49.2	16.3	125.6	36.6	4.3	86.0	60.6	16.4	76.4	88.0	7.3
LOS	F	D	B	F	D	A	F	E	B	E	F	A
Approach Delay		47.7			44.7			62.2			76.4	
Approach LOS		D			D			E			E	
Queue Length 50th (m)	~29.1	142.6	45.0	~29.0	111.2	0.0	47.8	77.8	10.7	38.6	~87.6	0.0
Queue Length 95th (m)	#55.9	#191.2	87.6	#54.7	139.3	15.7	#79.1	#111.8	31.7	#64.1	#125.8	12.6
Internal Link Dist (m)		187.2			383.1			187.7			125.6	
Turn Bay Length (m)	85.0			90.0			90.0		35.0	90.0		
Base Capacity (vph)	230	1267	806	211	1268	700	405	709	427	359	641	392
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.01	0.95	0.68	1.04	0.81	0.33	0.96	0.90	0.42	0.88	1.03	0.28

Intersection Summary

Area Type: Other

Cycle Length: 115

Actuated Cycle Length: 115

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04

Intersection Signal Delay: 55.4

Intersection LOS: E

Intersection Capacity Utilization 89.8%

ICU Level of Service E

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

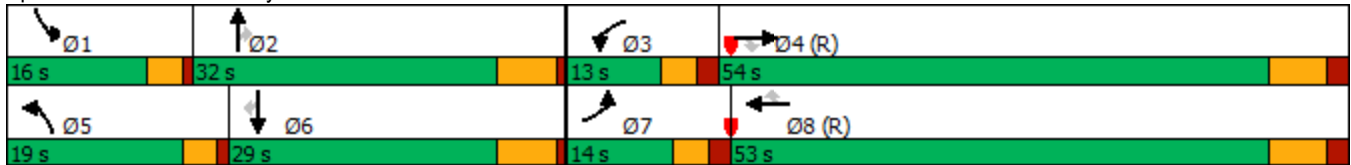
Lanes, Volumes, Timings

2: Taylor Drive & 67 Street

10-06-2025

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

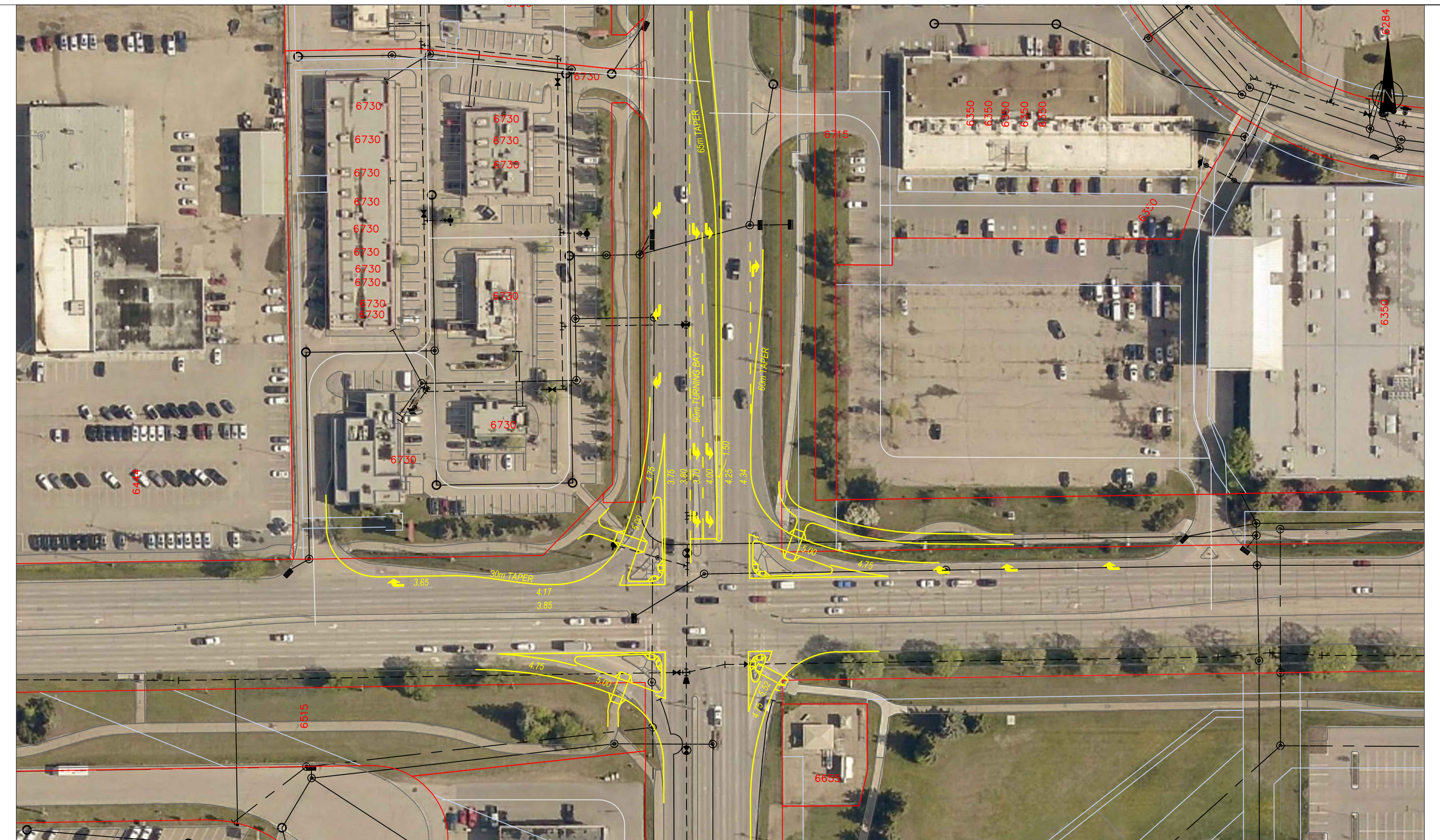
Splits and Phases: 2: Taylor Drive & 67 Street

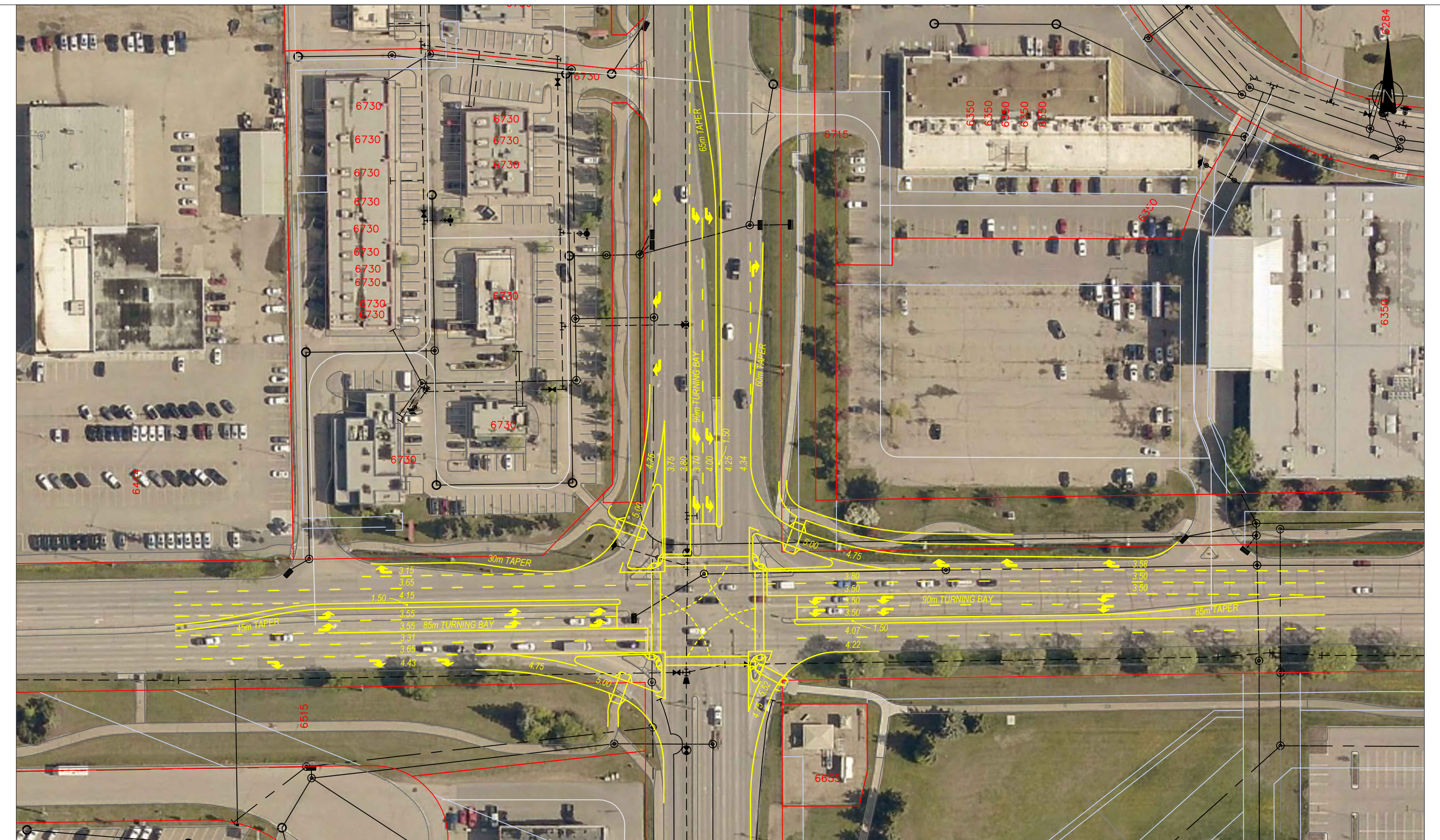


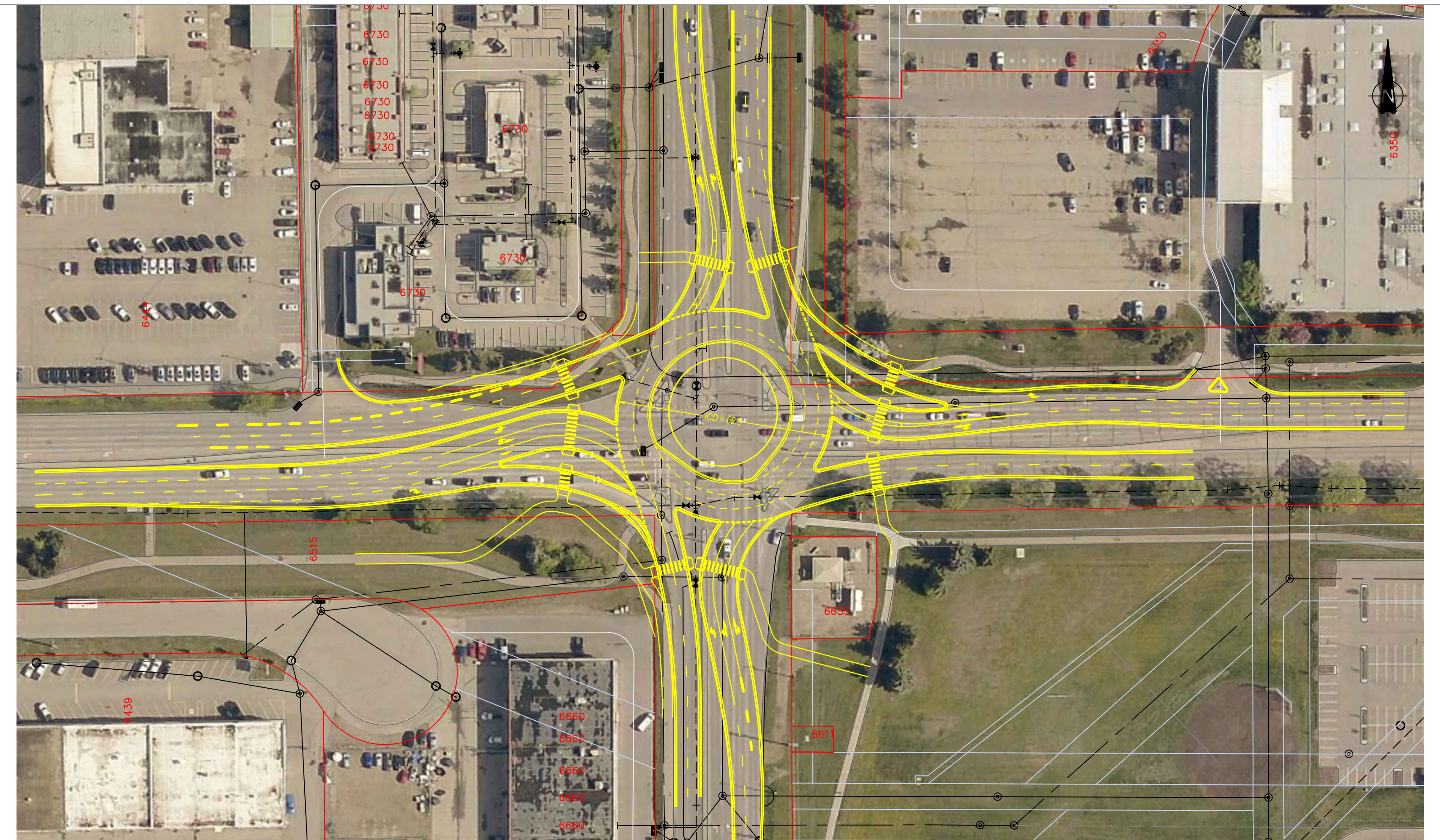
C

Appendix C

Conceptual Plans and Geometric Design Checks







Red Deer, Alberta

67 Street and Taylor Drive

ROUNABOUT DESIGN CHECKS PACKAGE

CIMA+ Project No.: Z0026225

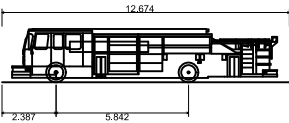
DRAWING LIST	
DWG No.	TITLE SHEET
1	DESIGN VEHICLE PROFILES
2	HORIZONTAL GEOMETRY - INTERIM CONFIGURATION
3	HORIZONTAL GEOMETRY - ULTIMATE CONFIGURATION
4	NOVA BUS DESIGN VEHICLE TURNS
5	FIRE TRUCK DESIGN VEHICLE TURNS
6	B-TRAIN DESIGN VEHICLE RIGHT TURNS
7	B-TRAIN DESIGN VEHICLE LEFT TURNS
8	WB-21 DESIGN VEHICLE THROUGH MOVEMENTS
9	WB-21 DESIGN VEHICLE RIGHT TURNS
10	WB-21 DESIGN VEHICLE LEFT TURNS

11	WB-36 MODIFIED DESIGN VEHICLE RIGHT TURNS
12	WB-36 MODIFIED DESIGN VEHICLE LEFT TURNS
13	PLATFORM TRAILER DESIGN VEHICLE THROUGH MOVEMENTS
14	ENTRY PATH RADII - INTERIM CONFIGURATION
15	ENTRY PATH RADII - ULTIMATE CONFIGURATION
16	PATH OVERLAP TANGENTS- ULTIMATE CONFIGURATION
17	ENTRY ANGLES AND SIGHT-TO-THE-LEFT
18	SPEED RADIUS CALCULATIONS AND GEOMETRIC DESIGN SUMMARY



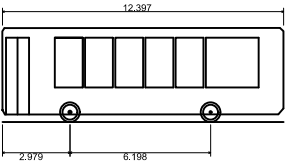
FILEBLOCK 11A17 LA LING 33

Fire Truck



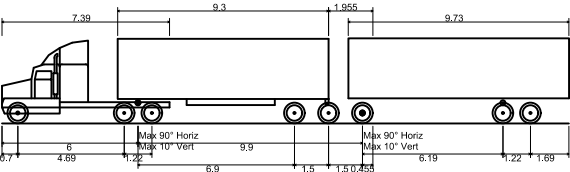
Overall Length 12,674m
Overall Width 2,463m
Overall Body Height 2,356m
Min Body Ground Clearance 0,195m
Track Width 2,463m
Lock-to-lock time 5,00s
Max Wheel Angle 45,00°

Nova



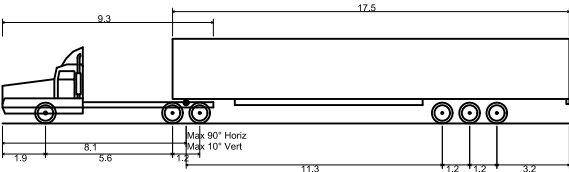
Overall Length 12,397m
Overall Width 2,646m
Overall Body Height 4,150m
Min Body Ground Clearance 0,336m
Track Width 2,496m
Lock-to-lock time 4,00s
Curb to Curb Turning Radius 12,440m

B-TRAIN - B-Train Double



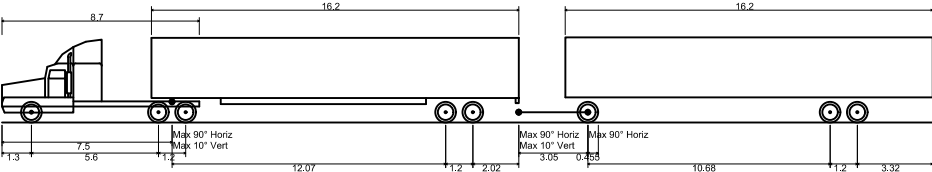
Overall Length 25,000m
Overall Width 2,600m
Overall Body Height 3,755m
Min Body Ground Clearance 0,435m
Track Width 2,600m
Lock-to-lock time 5,00s
Curb to Curb Turning Radius 12,200m

WB-21 - Semitrailer



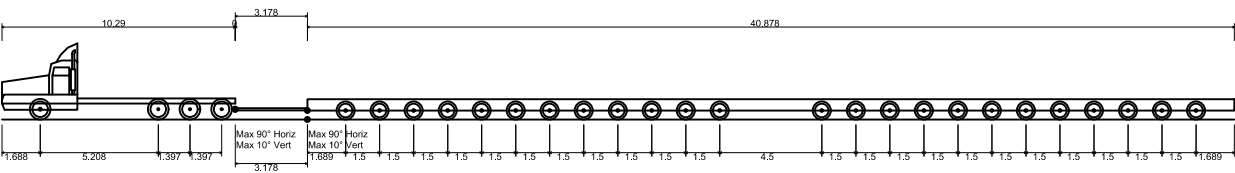
Overall Length 25,000m
Overall Width 2,600m
Overall Body Height 3,730m
Min Body Ground Clearance 0,435m
Track Width 2,600m
Lock-to-lock time 4,00s
Curb to Curb Turning Radius 15,000m

WB-36 Modified



Overall Length 41,040m
Overall Width 2,600m
Overall Body Height 3,755m
Min Body Ground Clearance 0,435m
Track Width 2,600m
Lock-to-lock time 6,00s
Curb to Curb Turning Radius 21,400m

Platform Trailer (24 Axle)

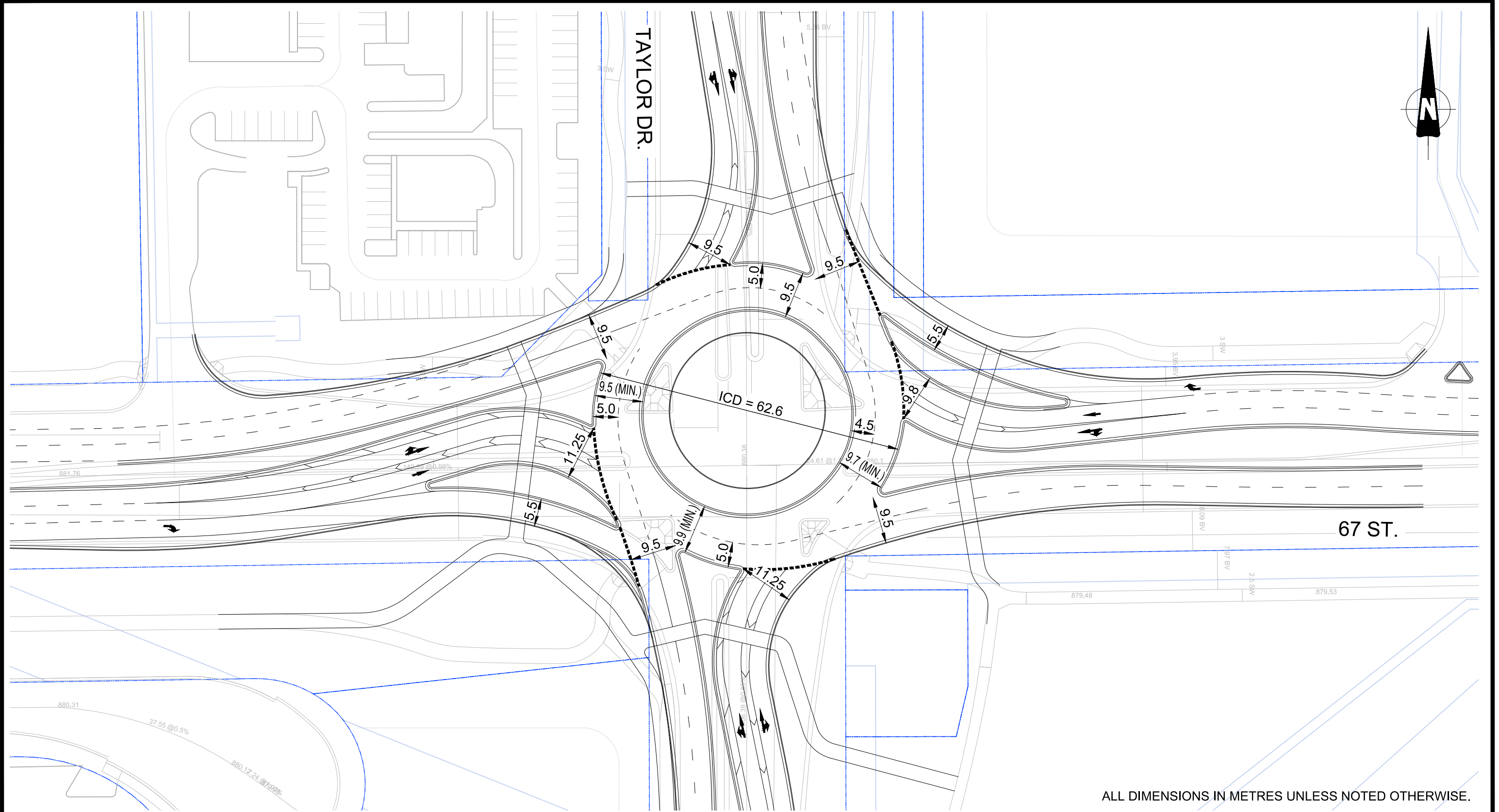


Overall Length 54,346m
Overall Width 3,200m
Overall Body Height 3,358m
Min Body Ground Clearance 0,400m
Max Track Width 2,600m
Lock-to-lock time 6,00s
Curb to Curb Turning Radius 22,000m



Design Vehicle Profiles
67 Street and Taylor Drive

DRAFTER: CM	SCALE: N.T.S.
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 1 of 18	DRAWING No: 1

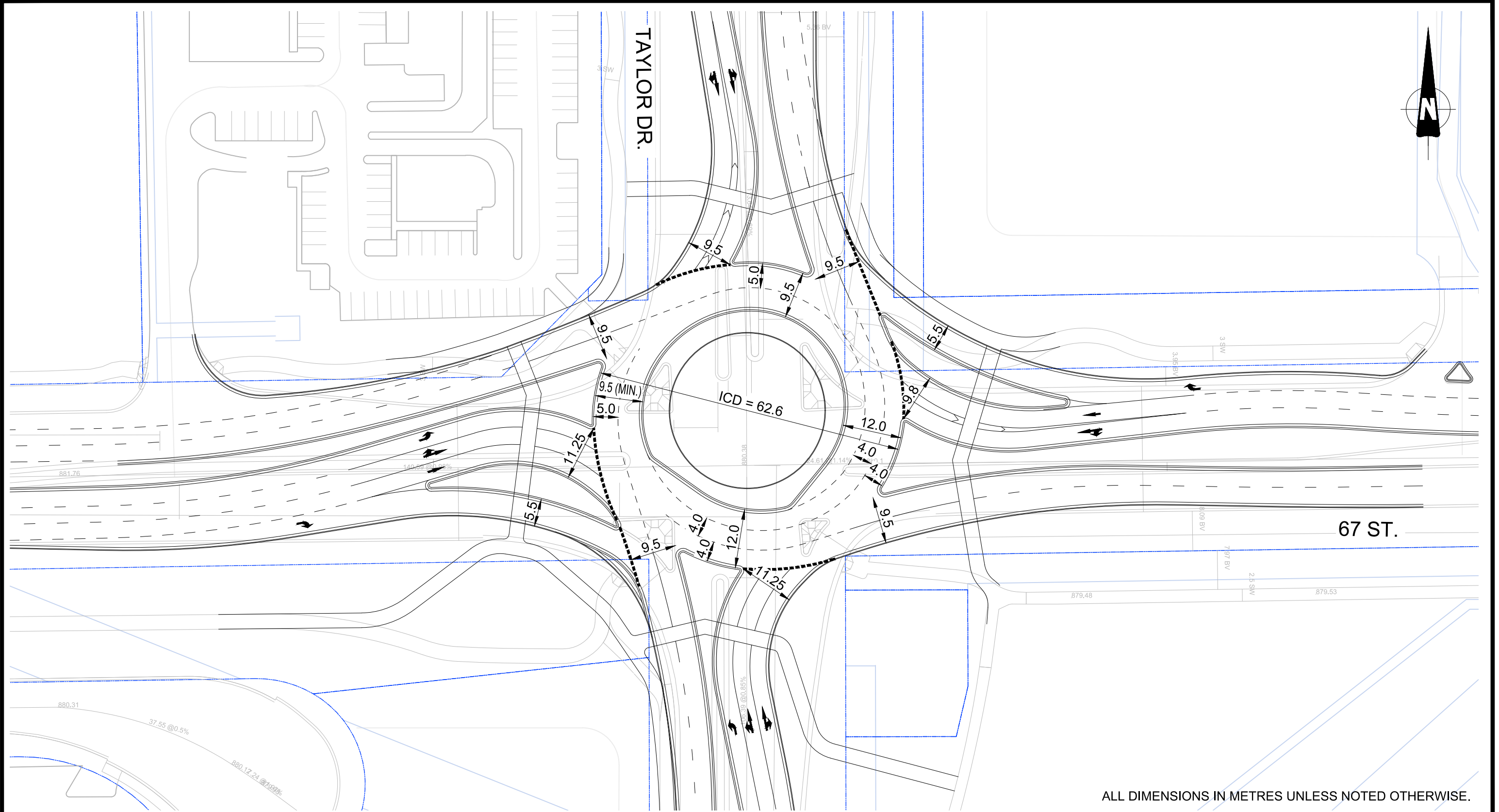


ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE.



Horizontal Geometry -
Interim Configuration
67 Street and Taylor Drive

DRAFTER: CM	SCALE: 1:750
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 2 of 18	DRAWING No: 2

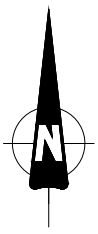
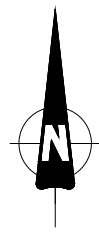


ALL DIMENSIONS IN METRES UNLESS NOTED OTHERWISE.



Horizontal Geometry -
Ultimate Configuration
67 Street and Taylor Drive

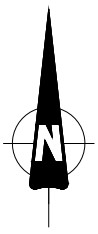
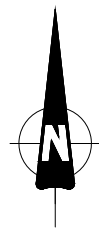
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DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 3 of 18	DRAWING No: 3



1. REFER TO DRAWING 1 FOR VEHICLE PROFILE.



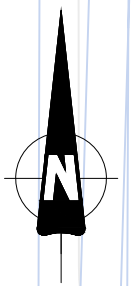
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DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: 20026225
SHEET No: 4 of 18	DRAWING No: 4



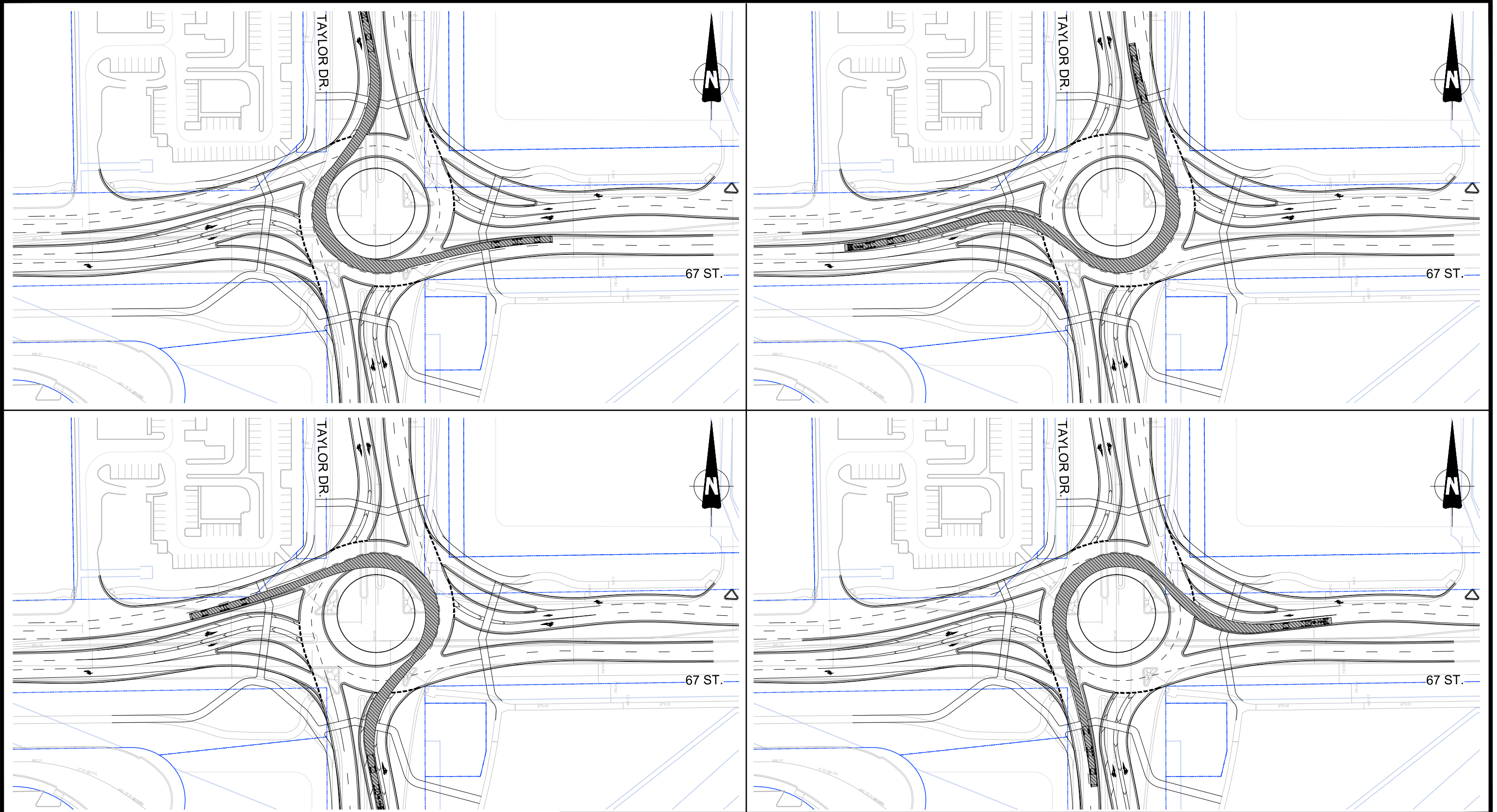
1. REFER TO DRAWING 1 FOR VEHICLE PROFILE.



DRAFTER: CM	SCALE: 1:1000
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: 20262225
SHEET No: 5 of 18	DRAWING No: 5



DRAFTER: CM	SCALE: 1:750
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 6 of 18	DRAWING No: 6



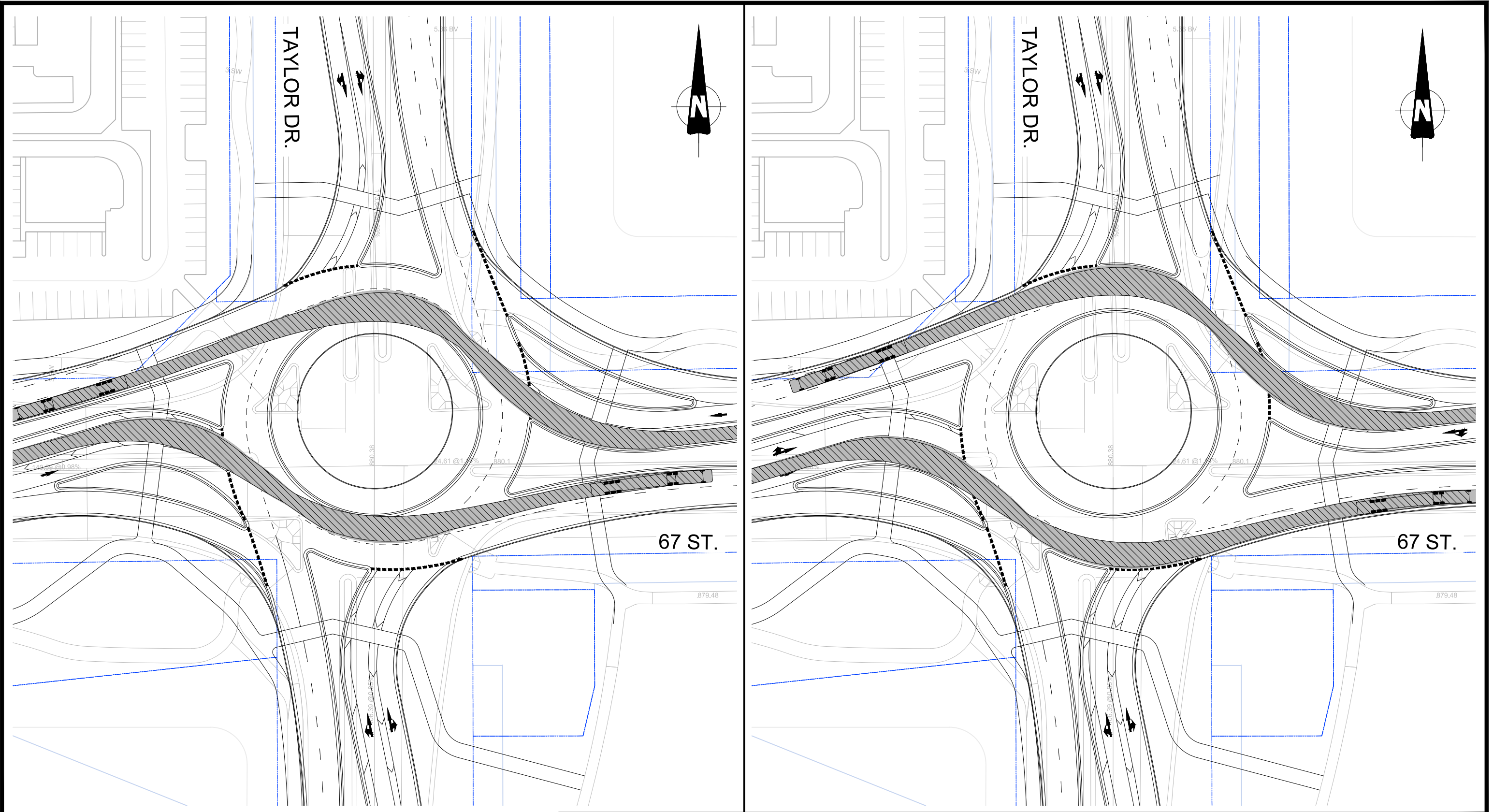
NOTE:
1. REFER TO DRAWING 1 FOR VEHICLE
PROFILE.



B-Train Design Vehicle Left Turns

67 Street and Taylor Drive

DRAFTER: CM	SCALE: 1:1500
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 7 of 18	DRAWING No: 7



NOTE:
1. REFER TO DRAWING 1 FOR VEHICLE PROFILE.



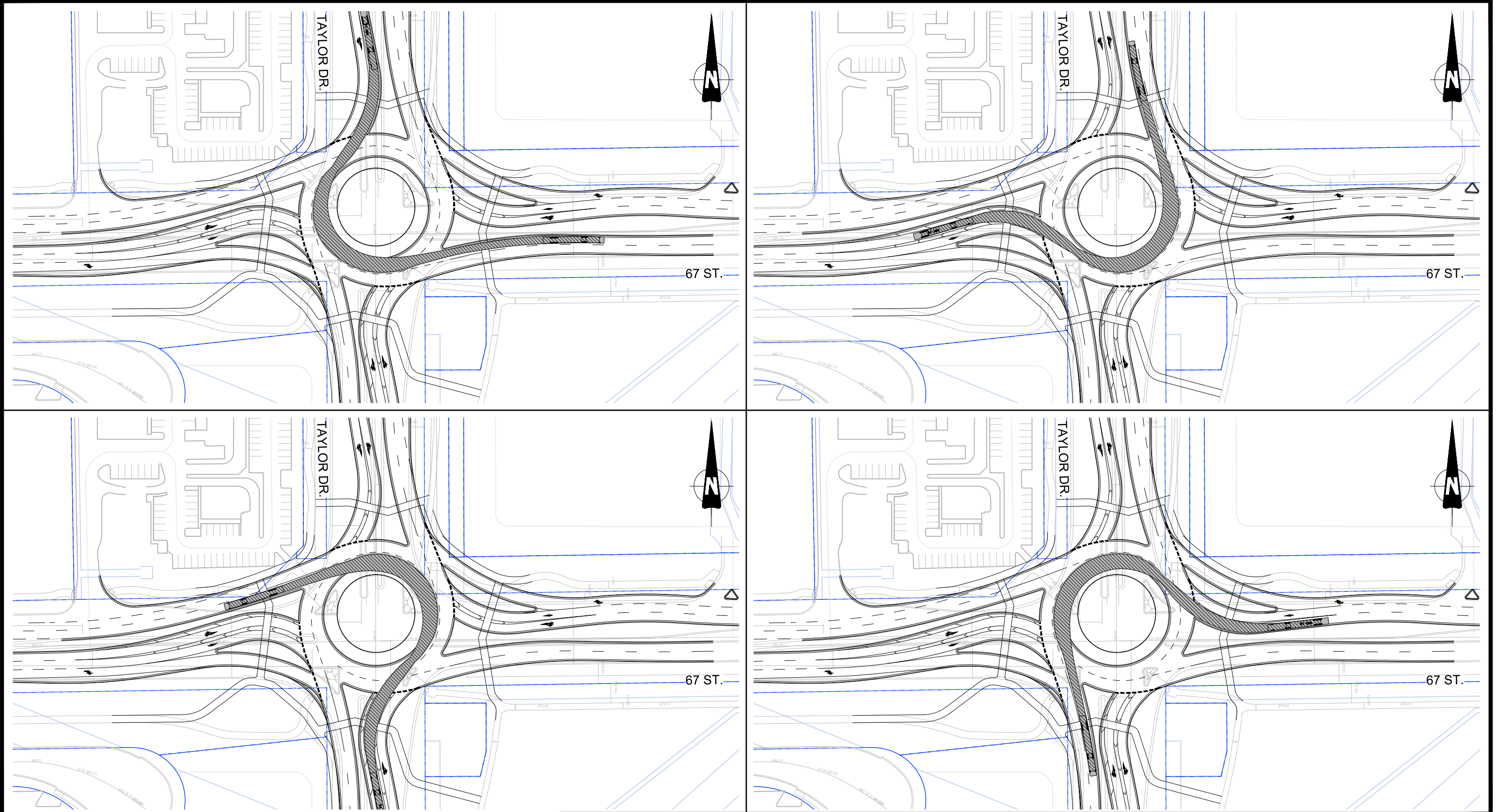
WB-21 Design Vehicle Through Movements

67 Street and Taylor Drive

DRAFTER: CM	SCALE: 1:750
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 8 of 18	DRAWING No: 8



DRAFTER: CM	SCALE: 1:750
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: 0026225
SHEET No: 9 of 18	DRAWING No: 9



NOTE:
1. REFER TO DRAWING 1 FOR VEHICLE PROFILE.



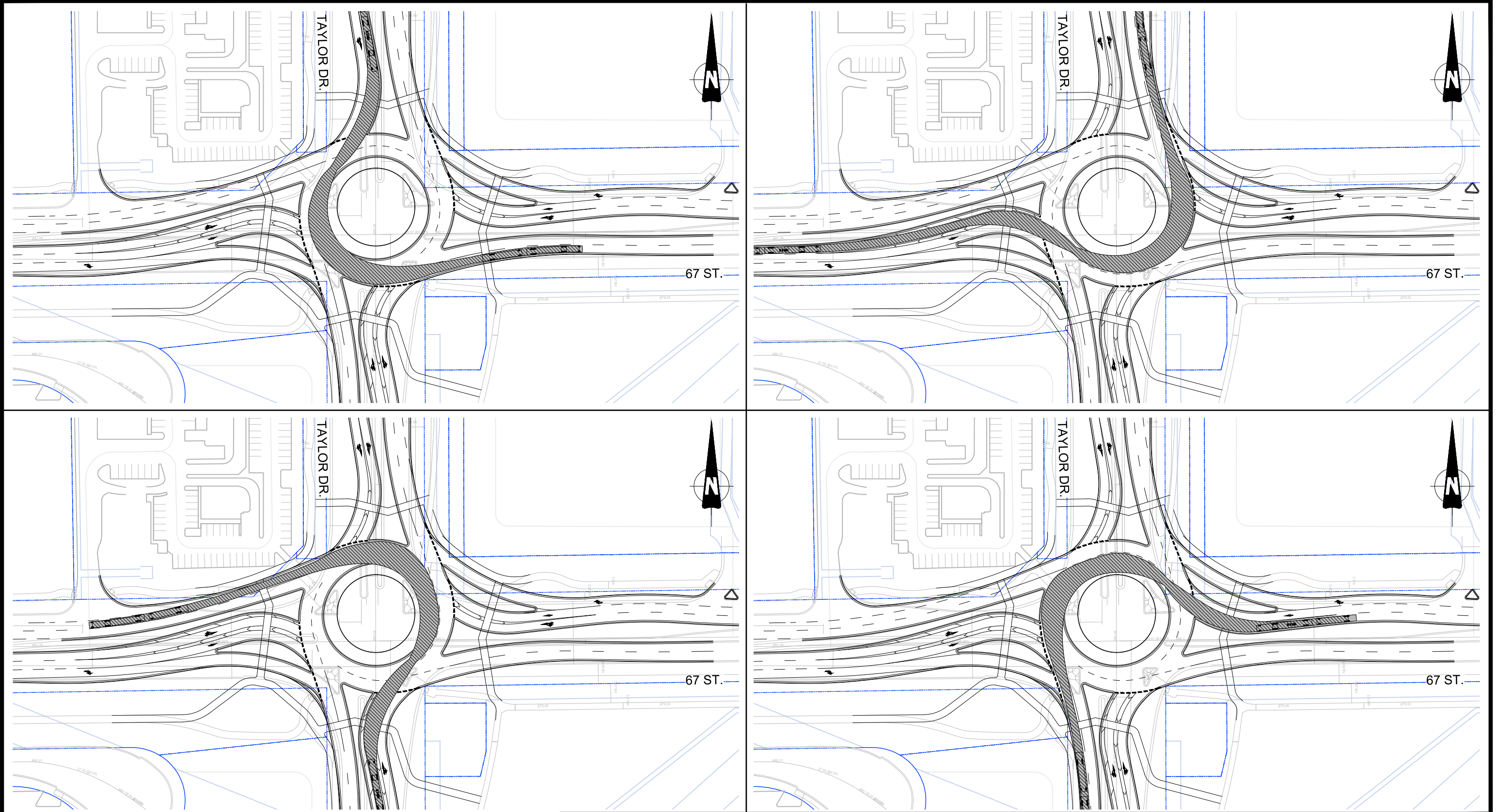
WB-21 Design Vehicle Left Turns

67 Street and Taylor Drive

DRAFTER: CM	SCALE: 1:1500
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 10 of 18	DRAWING No: 10



DRAFTER: CM	SCALE: 1:750
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 11 of 18	DRAWING No: 11



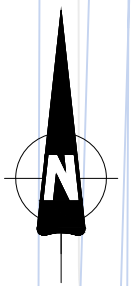
NOTE:
1. REFER TO DRAWING 1 FOR VEHICLE
PROFILE.



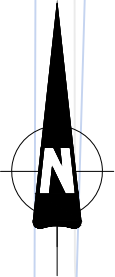
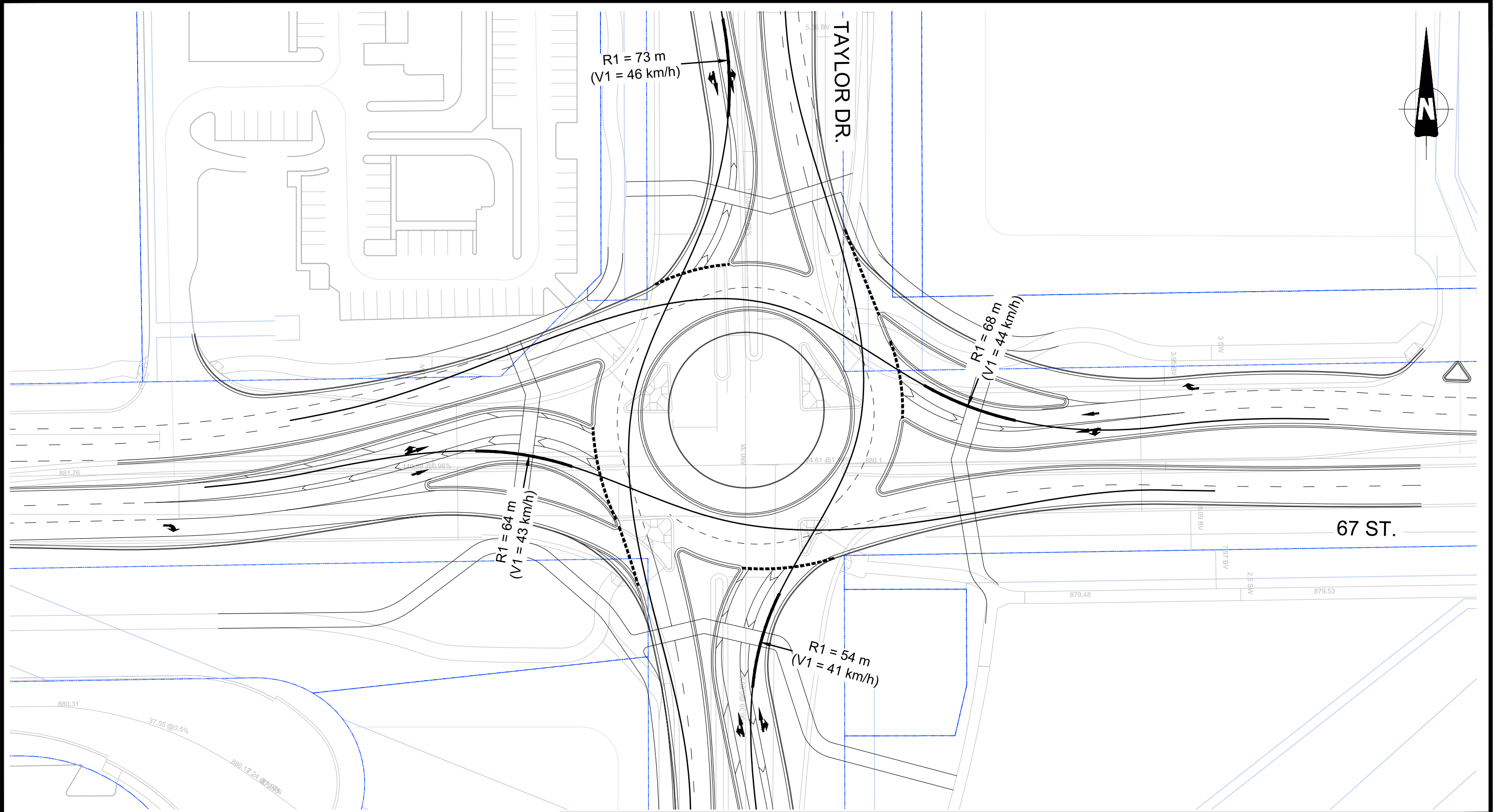
WB-36 Modified Design Vehicle Left Turns

67 Street and Taylor Drive

DRAFTER: CM	SCALE: 1:1500
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 12 of 18	DRAWING No: 12

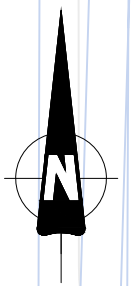


DRAFTER: CM	SCALE: 1:750
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 13 of 18	DRAWING No: 13

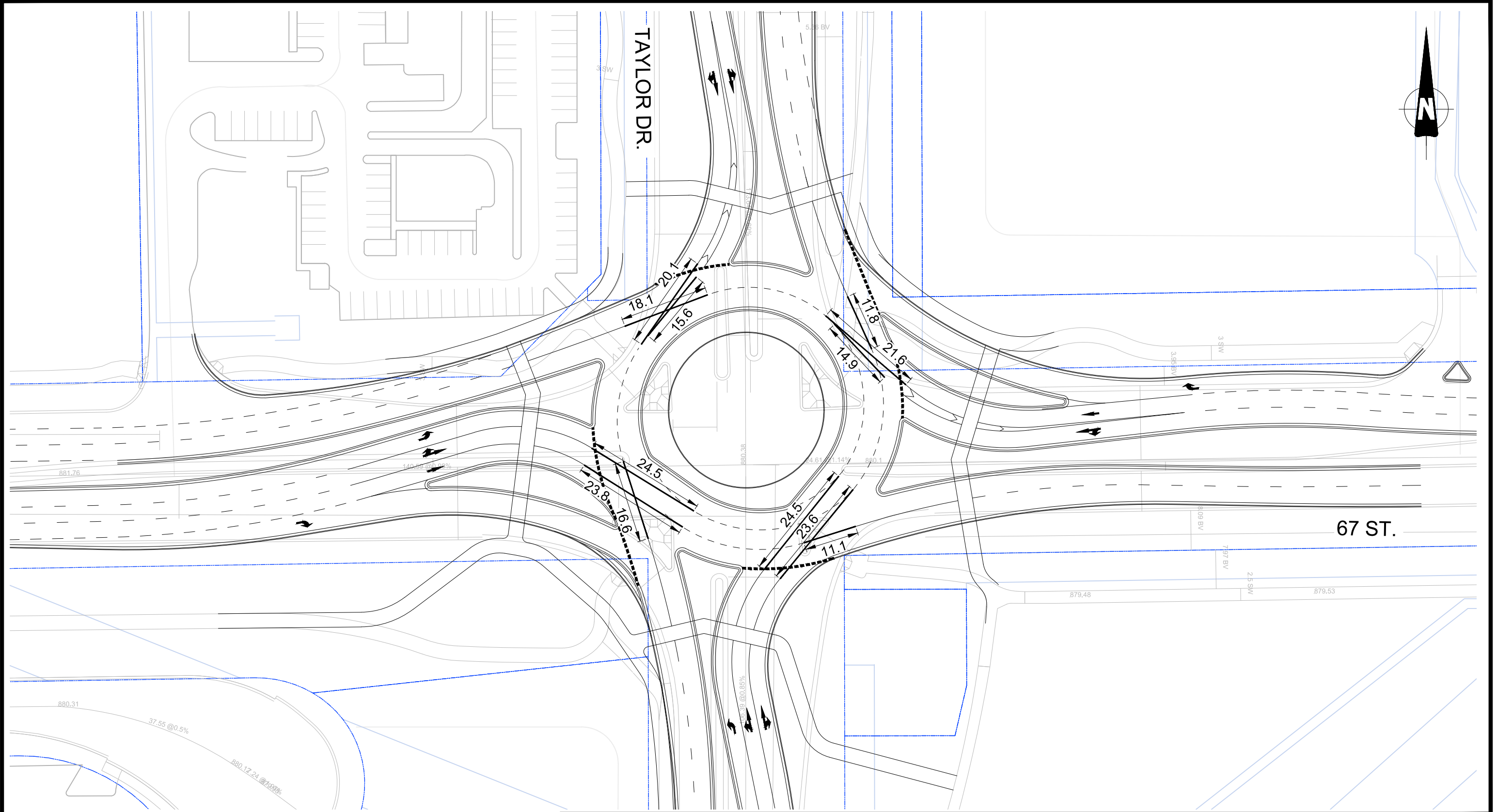


Entry Path Radii -
Interim Configuration
67 Street and Taylor Drive

DRAFTER: CM	SCALE: 1:750
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 14 of 18	DRAWING No: 14

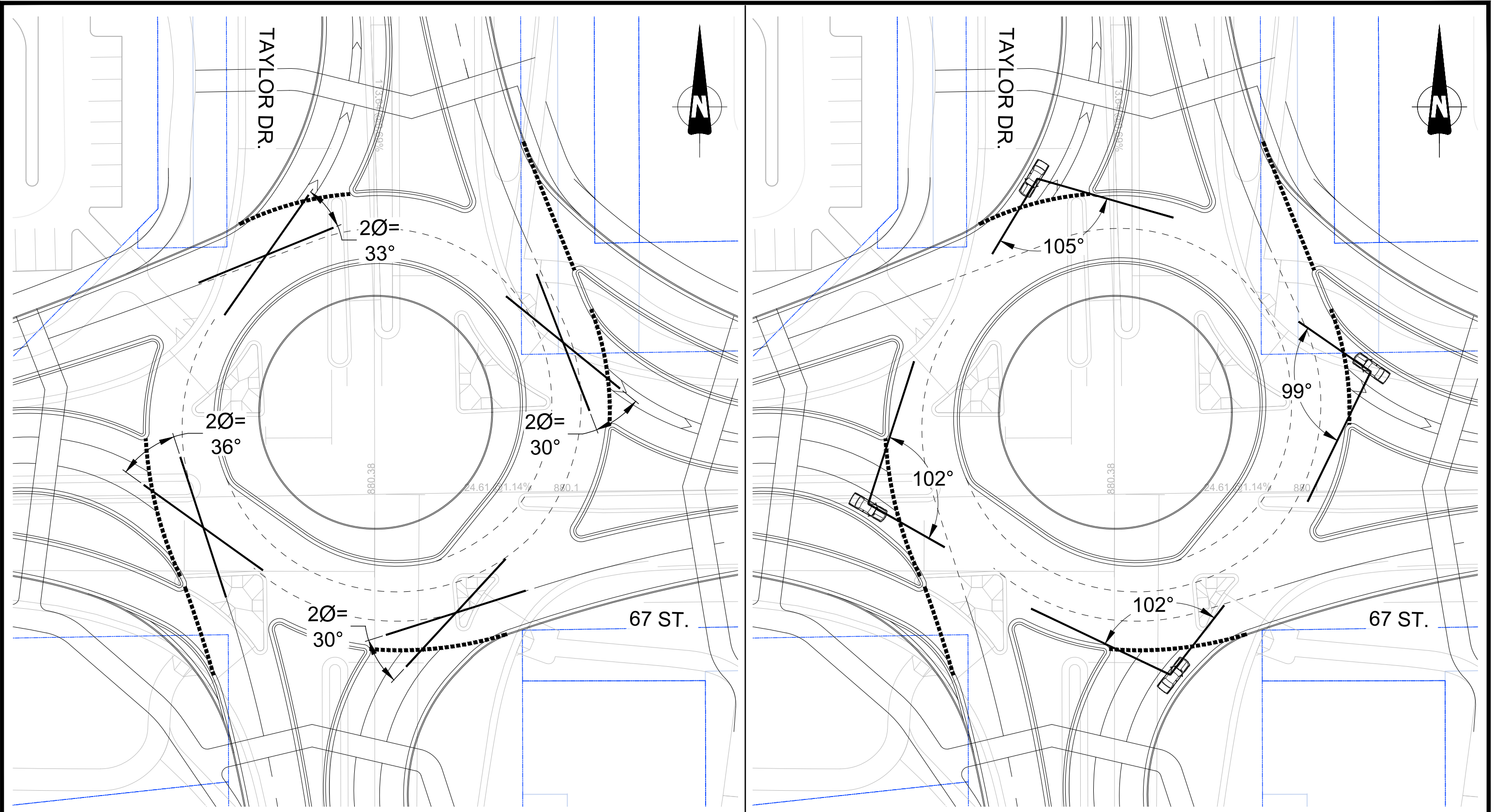


DRAFTER: CM	SCALE: 1:750
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 15 of 18	DRAWING No: 15



Path Overlap Tangents -
Ultimate Configuration
67 Street and Taylor Drive

DRAFTER: CM	SCALE: 1:750
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 16 of 18	DRAWING No: 16



Entry Angles And Sight-to-the-Left

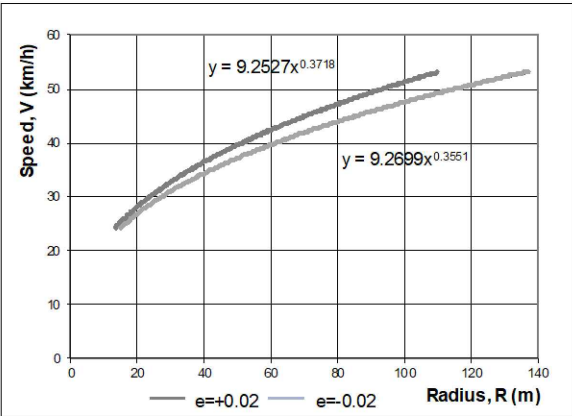
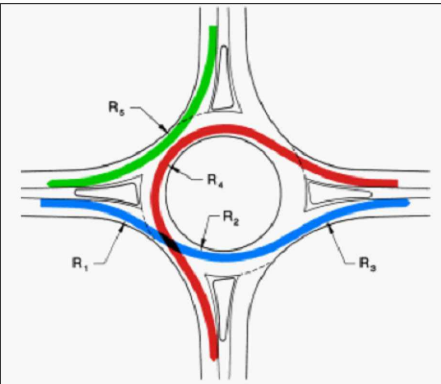
67 Street and Taylor Drive

DRAFTER: CM	SCALE: 1:500
DESIGNER: CM	DATE: 2025/10/07
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 17 of 18	DRAWING No: 17

Roundabout Speed-Radius Calculations



Project: Z0026225 - 67 Street and Taylor Drive (Ultimate Configuration)
Date: October 7, 2025



NCHRP Report 672, Figure 6-46

	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6
	Taylor Dr. SB	67 St. EB	Taylor Dr. NB	67 St. WB		
Vehicle Path Radii						
Entry, R1 (m)	73	80	76	68		
Circulating, R2 (m)	55	90	54	41		
Exit, R3 (m)	277	267	294	308		
Left-Turn, R4 (m)	20	21	20	21		
Right-Turn, R5 (m)	31	33	29	32		
Fastest-Path Speeds						
Entry, V1 (km/h)	46	47	46	44		
Circulating, V2 (km/h)	41	49	41	37		
Exit, V3 (km/h)	75	74	77	78		
Left-Turn, V4 (km/h)	28	29	28	29		
Right-Turn, V5 (km/h)	33	34	32	34		
Other Speed-Radius Checks						
Maximum V (km/h)	47	46	46	47		
Minimum V (km/h)	28	29	28	29		
Delta V (km/h)	19	18	17	18		
Distance to Exit Crosswalk (m)	46	41	43	49		
V2 or V5 plus Acceleration (km/h)	65	68	63	63		
Fastest-Path Exit Speed (km/h)	65	68	63	63		

- Notes:
- Vehicle path radii measured by offsetting 1.5 m from face of curb (not edge of pavement), and 1.0 m from roadway centreline. No offsets are assumed from any other pavement markings.
 - Crossfalls for speed calculations are assumed to be +2% for V1, V3 and V5, and -2% for V2 and V4. If the circulatory roadway is crowned then use +2% for V2 and V4.
 - Maximum, Minimum and Delta V are checks of speed differentials between successive movements. As an example, conflicting with southbound V4 would be northbound and eastbound V1 and V5 movements.
 - Exit speed is the lesser of V3, or acceleration from the midpoint of V2 of the same entry or V5 from the next entry to the location of an exit crosswalk (whether present or not). In some cases V1 plus acceleration to the exit crosswalk may govern. Acceleration rate is 2.1 m/s² in accordance with NCHRP Report 572, page 71.

Roundabout Geometric Design Summary



Project: Z0026225 - 67 Street and Taylor Drive (Ultimate Configuration)
Date: November 24, 2025

	Leg 1	Leg 2	Leg 3	Leg 4	Leg 5	Leg 6
	Taylor Dr. SB	67 St. EB	Taylor Dr. NB	67 St. WB		
Design Parameters						
Entry Width, E (m)	9.50	11.25	11.25	9.80		
Effective Flare Length, l' (m)	26.0	21.0	58.2	27.4		
Road Half Width, V (m)	7.60	10.40	7.50	7.30		
Entry Radius, R (m)	39.0	34.2	32.7	38.0		
Entry Angle, Ø (degrees)	17	18	15	15		
Approach Width (m)	7.6-8.3	10.9	10.9	8.0		
Inscribed Circle Diameter, ICD (m)	62.6	62.0	62.6	62.0		
Central Island Diameter (m)	32.0	32.0	32.0	32.0		
Upstream Circ. Road Width (m)	9.50	9.50	12.00	12.00		
Truck Apron Width (m)	5.5	5.5	5.8	4.7		
Exit Width (m)	9.50	9.50	9.50	9.50		
Exit Radius (m)	100.0	508.0	200.0	200.0		
Splitter Island Length (m)	CONT.	CONT.	CONT.	CONT.		
Pedestrian Crosswalk Setback (m)	12.1	11.7	12.1	12.1		
Pedestrian Refuge Width (m)	7.0	4.8	3.9	6.1		

Minimum Sight Distances						
Posted Speed Limit (km/h)	60	60	60	60		
Approach Design Speed (km/h)	70	70	70	70		
Approach SSD (m)	105	105	105	105		
Circulating (V4) SSD (m)	29	29	29	29		
Pedestrian & Cyclist (V5) SSD (m)	36	37	34	36		
Entering ISD (m)	56	60	67	61		
Circulating ISD (m)	39	40	39	40		
Angle of Visibility (degrees)	105	102	102	99		

- Notes:
- Stopping and intersection sight distances (SSD and ISD) are for the purposes of a combined sight distance diagram, which may or may not be part of this design submission.
 - ISD based on 5.0 s critical headway as per NCHRP Report 672, page 6-64.
 - Angle of Visibility measured from straight ahead for a driver at entry to view oncoming traffic in the circulatory road (middle of outside lane if multi-lane), or from the previous entry at a distance equal to the ISD.

Design Vehicle	Various movements - Refer to Figures 4 through 10
Control Vehicle	WB-36 for all movements, Platform trailer for through movements on 67 Street.
Pedestrian Facilities	Crossings and ladder crosswalks on all legs.
Cyclist Facilities	No special accommodation.
Other Comments	Double spiral design EB and NB to avoid trapping left-turn movements.

Design and Review
Reviewer Name and Signature CIMA Canada Inc.
Phil Weber, P.Eng.

Nov 24/25

The reviewer signature indicates that the horizontal geometry has been reviewed and is in compliance with good roundabout design principles. The project design engineer in responsible charge of final plan development will stamp the detailed design drawings when applicable.



Speed Radius Calculations and Geometric Design Summary
67 Street and Taylor Drive

DRAFTER: CM	SCALE: N.T.S.
DESIGNER: CM	DATE: 2025/11/25
APPROVER: PW	PROJECT No: Z0026225
SHEET No: 18 of 18	DRAWING No: 18

D

Appendix D ARCADY Files

ARCADY Analysis Summary

67 Street and Taylor Drive, City of Red Deer

October 15, 2025

Page 1 of 3



1 Traffic Volumes

2025 AM Peak Hour

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Total
SB - Taylor Dr	68	265	104	0	437
EB - 67 St	330	417	94	0	841
NB - Taylor Dr	62	317	367	0	746
WB - 67 St	156	701	85	0	942
Total	616	1700	650	0	-

2025 Midday Peak Hour

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Total
SB - Taylor Dr	116	301	162	0	579
EB - 67 St	308	607	172	0	1087
NB - Taylor Dr	136	341	260	0	737
WB - 67 St	140	564	168	0	872
Total	700	1813	762	0	-

2025 PM Peak Hour

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Total
SB - Taylor Dr	85	509	245	0	839
EB - 67 St	426	931	179	0	1536
NB - Taylor Dr	139	494	301	0	934
WB - 67 St	181	790	170	0	1141
Total	831	2724	895	0	-

2 Roundabout Geometry – Interim

Leg	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only	Leg has bypass	Percentage intercept adjustment (%)
SB - Taylor Dr	7.50	8.00	10.0	39.0	62.6	17.0	☐	☐	95.00
EB - 67 St	7.50	8.00	10.0	34.0	62.6	18.0	☐	☒	95.00
NB - Taylor Dr	7.50	8.00	10.0	33.0	62.6	15.0	☐	☐	95.00
WB - 67 St	7.50	8.00	10.0	38.0	62.6	15.0	☐	☒	95.00

3 Analysis Results

	AM Peak Hour							Midday Peak Hour							PM Peak Hour						
	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS	Network Residual Capacity	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS	Network Residual Capacity	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS	Network Residual Capacity
Interim Geometry - 2025																					
SB - Taylor Dr	2.0	3.63	0.33	A	3.35	A	56 % [WB - 67 St]	2.9	3.75	0.40	A	3.81	A	48 % [NB - Taylor Dr]	2.4	7.69	0.66	A	8.59	A	10 % [NB - Taylor Dr]
EB - 67 St	1.1	2.50	0.28	A				2.1	3.57	0.46	A				7.9	8.59	0.75	A			
NB - Taylor Dr	2.6	3.35	0.43	A				1.9	4.34	0.49	A				14.4	12.19	0.78	B			
WB - 67 St	1.8	3.96	0.49	A				2.4	3.70	0.45	A				2.5	6.32	0.65	A			

Notes

- Because ARCADY was developed in the United Kingdom, where roundabouts are more common than in Canada, a y-intercept adjustment of the capacity prediction in ARCADY should be applied to account for driver unfamiliarity. Based on research and observation it is appropriate to apply a 10% downwards adjustment soon after opening, and a lesser 5% adjustment after several years of operation.
- Queue lengths are given in 95th percentile values in vehicles by approach. They can be converted to metres per lane by multiplying by 7 and dividing by number of lanes, accounting for the storage effects of flared entries where appropriate.
- Residual capacity is defined as the percent growth in traffic for one of the legs to reach level of service (LOS) 'E' as per Exhibit 17-2 of the Highway Capacity Manual (2010).

ARCADY Analysis Summary

67 Street and Taylor Drive, City of Red Deer

October 15, 2025

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1 Traffic Volumes

2035 AM Peak Hour

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Total
SB - Taylor Dr	81	315	124	0	520
EB - 67 St	393	496	112	0	1001
NB - Taylor Dr	74	377	437	0	888
WB - 67 St	186	834	101	0	1121
Total	734	2022	774	0	-

2035 Midday Peak Hour

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Total
SB - Taylor Dr	138	358	193	0	689
EB - 67 St	366	722	205	0	1293
NB - Taylor Dr	162	406	309	0	877
WB - 67 St	167	671	200	0	1038
Total	833	2157	907	0	-

2035 PM Peak Hour

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Total
SB - Taylor Dr	101	605	291	0	997
EB - 67 St	507	1107	213	0	1827
NB - Taylor Dr	165	588	358	0	1111
WB - 67 St	215	940	202	0	1357
Total	988	3240	1064	0	-

2 Roundabout Geometry – Interim

Leg	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only	Leg has bypass	Percentage intercept adjustment (%)
SB - Taylor Dr	7.50	8.00	10.0	39.0	62.6	17.0	☐	☐	95.00
EB - 67 St	7.50	8.00	10.0	34.0	62.6	18.0	☐	☒	95.00
NB - Taylor Dr	7.50	8.00	10.0	33.0	62.6	15.0	☐	☐	95.00
WB - 67 St	7.50	8.00	10.0	38.0	62.6	15.0	☐	☒	95.00

3 Analysis Results

	AM Peak Hour							Midday Peak Hour							PM Peak Hour						
	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS	Network Residual Capacity	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS	Network Residual Capacity	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS	Network Residual Capacity
Interim Geometry - 2035																					
SB - Taylor Dr	3.2	4.94	0.44	A	4.45	A	31 % [WB - 67 St]	2.1	5.20	0.52	A	5.38	A	24 % [NB - Taylor Dr]	41.1	26.20	0.90	D	52.02	F	-8 % [NB - Taylor Dr]
EB - 67 St	2.4	2.84	0.35	A				1.6	4.79	0.58	A				78.1	41.72	0.96	E			
NB - Taylor Dr	1.5	4.36	0.54	A				2.2	6.72	0.64	A				112.9	140.14	1.08	F			
WB - 67 St	2.0	5.72	0.62	A				1.5	5.11	0.58	A				20.0	12.71	0.82	B			

Notes

1. Because ARCADY was developed in the United Kingdom, where roundabouts are more common than in Canada, a y-intercept adjustment of the capacity prediction in ARCADY should be applied to account for driver unfamiliarity. Based on research and observation it is appropriate to apply a 10% downwards adjustment soon after opening, and a lesser 5% adjustment after several years of operation.
2. Queue lengths are given in 95th percentile values in vehicles by approach. They can be converted to metres per lane by multiplying by 7 and dividing by number of lanes, accounting for the storage effects of flared entries where appropriate.
3. Residual capacity is defined as the percent growth in traffic for one of the legs to reach level of service (LOS) 'E' as per Exhibit 17-2 of the Highway Capacity Manual (2010).

ARCADY Analysis Summary

67 Street and Taylor Drive, City of Red Deer

October 15, 2025

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1 Traffic Volumes

2035 AM Peak Hour

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Total
SB - Taylor Dr	81	315	124	0	520
EB - 67 St	393	496	112	0	1001
NB - Taylor Dr	74	377	437	0	888
WB - 67 St	186	834	101	0	1121
Total	734	2022	774	0	-

2035 Midday Peak Hour

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Total
SB - Taylor Dr	138	358	193	0	689
EB - 67 St	366	722	205	0	1293
NB - Taylor Dr	162	406	309	0	877
WB - 67 St	167	671	200	0	1038
Total	833	2157	907	0	-

2035 PM Peak Hour

From \ To	1st exit	2nd exit	3rd exit	U-Turn	Total
SB - Taylor Dr	101	605	291	0	997
EB - 67 St	507	1107	213	0	1827
NB - Taylor Dr	165	588	358	0	1111
WB - 67 St	215	940	202	0	1357
Total	988	3240	1064	0	-

2 Roundabout Geometry – Ultimate

Leg	V - Approach road half-width (m)	E - Entry width (m)	F - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only	Leg has bypass	Percentage intercept adjustment (%)
SB - Taylor Dr	7.50	8.00	10.0	39.0	62.6	17.0	☐	☐	95.00
EB - 67 St	7.50	11.25	30.0	34.0	62.6	18.0	☐	☒	95.00
NB - Taylor Dr	7.50	11.25	30.0	33.0	62.6	15.0	☐	☐	95.00
WB - 67 St	7.50	8.00	10.0	38.0	62.6	15.0	☐	☒	95.00

3 Analysis Results

	AM Peak Hour						Midday Peak Hour						PM Peak Hour								
	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS	Network Residual Capacity	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS	Network Residual Capacity	95% Queue (Veh)	Delay (s)	V/C Ratio	LOS	Intersection Delay (s)	Intersection LOS	Network Residual Capacity
Ultimate Geometry - 2035																					
SB - Taylor Dr	3.2	4.94	0.44	A	3.74	A	31 % [WB - 67 St]	2.1	5.20	0.52	A	3.95	A	36 % [SB - Taylor Dr]	47.4	30.28	0.91	D	14.15	B	1 % [SB - Taylor Dr]
EB - 67 St	1.4	1.93	0.26	A				2.6	2.73	0.44	A				4.3	6.26	0.72	A			
NB - Taylor Dr	2.8	2.57	0.41	A				2.2	3.41	0.48	A				12.5	10.22	0.78	B			
WB - 67 St	2.0	5.72	0.62	A				1.5	5.11	0.58	A				27.5	16.14	0.85	C			

Notes

- Because ARCADY was developed in the United Kingdom, where roundabouts are more common than in Canada, a y-intercept adjustment of the capacity prediction in ARCADY should be applied to account for driver unfamiliarity. Based on research and observation it is appropriate to apply a 10% downwards adjustment soon after opening, and a lesser 5% adjustment after several years of operation.
- Queue lengths are given in 95th percentile values in vehicles by approach. They can be converted to metres per lane by multiplying by 7 and dividing by number of lanes, accounting for the storage effects of flared entries where appropriate.
- Residual capacity is defined as the percent growth in traffic for one of the legs to reach level of service (LOS) 'E' as per Exhibit 17-2 of the Highway Capacity Manual (2010).

E

Appendix E Collision Data

Collision Data (1991-2025)

Accident Year	Severity Of Collision	Location	Primary Event	No Of Injured	No Of Fatalities	No Of Vehicles
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2025	02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2024	02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	04 - Passing - Left Turn	0	0	2
2024	02 - Injury	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	1	0	3
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2024	02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2024	02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	07 - Other/Specify	0	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	3
2023 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2023 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	2	0	2
2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	3
2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	11 - Passing - Right Turn	0	0	2
2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2023 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2022 02 - Injury	TAYLOR DR @ 67 ST (163)	01 - Struck Object	1	0	1
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1

2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 02 - Injury	TAYLOR DR @ 67 ST (163)	01 - Struck Object	1	0	1
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2020 02 - Injury	TAYLOR DR @ 67 ST (163)	01 - Struck Object	1	0	1
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	2	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	3
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2018 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	3
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	07 - Other/Specify	0	0	1
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2

2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	1
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	3
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	3
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	4
2017 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	07 - Other/Specify	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	04 - Passing - Left Turn	0	0	4
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2

2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	3	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	1
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	2	0	3
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	4
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 02 - Injury	TAYLOR DR @ 67 ST (163)	03 - Right Angle	1	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	07 - Other/Specify	0	0	2
2016 02 - Injury	TAYLOR DR @ 67 ST (163)	03 - Right Angle	1	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	07 - Other/Specify	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	1
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 02 - Injury	TAYLOR DR @ 67 ST (163)	01 - Struck Object	1	0	4
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2015 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	4
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2015 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	07 - Other/Specify	0	0	3
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2014 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2014 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2014 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2013 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	4
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	99 - Unknown	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2

2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
2013 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2013 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2013 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	04 - Passing - Left Turn	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2012 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2

2012 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2012 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2012 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	2	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2012 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2011 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2011 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2011 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2011 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2011 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2011 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2011 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2011 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	2
2011 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2011 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2011 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
2011 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2011 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2011 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2011 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	2
2011 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2011 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2011 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2011 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

[illegible]

2010 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2010 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2010 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2010 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2010 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2010 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2010 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2010 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2010 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2010 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2010 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
2010 03 - Property Damage	TAYLOR DR @ 67 ST (163)	04 - Passing - Left Turn	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	09 - Off Road Right	0	0	1
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2009 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	3
2008 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	2	0	2
2008 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	2	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	07 - Other/Specify	0	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2008 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	3
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2008 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2008 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	11 - Passing - Right Turn	0	0	2
2008 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	3
2008 03 - Property Damage	TAYLOR DR @ 67 ST (163)	99 - Unknown	0	0	2
2008 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	11 - Passing - Right Turn	0	0	2
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	2
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	01 - Struck Object	1	0	1
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	07 - Other/Specify	0	0	2
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	3
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	03 - Right Angle	1	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	3	0	2
2007 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
2007 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	3
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 02 - Injury	TAYLOR DR @ 67 ST (163)	03 - Right Angle	1	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2006 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	3	0	3
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 02 - Injury	TAYLOR DR @ 67 ST (163)	09 - Off Road Right	1	0	1
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 02 - Injury	TAYLOR DR @ 67 ST (163)	07 - Other/Specify	1	0	1
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2006 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2005 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2005 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2005 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2005 02 - Injury	TAYLOR DR @ 67 ST (163)	03 - Right Angle	4	0	2
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
2005 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2005 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	2
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2005 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2005 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2005 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2005 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2005 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
2005 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	99 - Unknown	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	2	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2004 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	99 - Unknown	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2004 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	06 - Side Swipe - Opposite Direction	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	02 - Off Road Left	0	0	1
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	11 - Passing - Right Turn	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	02 - Off Road Left	0	0	3
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2003 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2003 02 - Injury	TAYLOR DR @ 67 ST (163)	01 - Struck Object	1	0	1
2003 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2002 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
2002 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2002 02 - Injury	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	1	0	2
2002 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2002 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2002 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
2002 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2002 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2002 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2002 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2002 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2002 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2002 02 - Injury	TAYLOR DR @ 67 ST (163)	03 - Right Angle	2	0	2
2002 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2002 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2002 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2002 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2002 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2001 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2001 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2001 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2001 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
2001 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2001 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2

2001 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2001 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2001 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
2001 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2001 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
2001 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2001 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2000 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	2
2000 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
2000 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	3
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2000 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2000 02 - Injury	TAYLOR DR @ 67 ST (163)	07 - Other/Specify	1	0	1
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2000 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2000 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
2000 03 - Property Damage	TAYLOR DR @ 67 ST (163)	99 - Unknown	0	0	2
1999 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1999 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
1999 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

1999 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1999 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	3
1999 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1999 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1999 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
1999 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
1999 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
1999 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
1999 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
1999 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	3
1999 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
1999 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	3
1999 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1999 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
1999 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1999 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1999 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
1998 02 - Injury	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	2	0	2
1998 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
1998 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	99 - Unknown	0	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1998 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
1998 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	99 - Unknown	0	0	2
1998 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2

1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1997 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	4
1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1997 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1997 02 - Injury	TAYLOR DR @ 67 ST (163)	03 - Right Angle	1	0	2
1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
1997 02 - Injury	TAYLOR DR @ 67 ST (163)	03 - Right Angle	1	0	4
1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1997 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
1997 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	3
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	11 - Passing - Right Turn	0	0	2
1996 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1996 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	1	0	3
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	12 - Sideswipe - Same Direction	0	0	2
1996 03 - Property Damage	TAYLOR DR @ 67 ST (163)	07 - Other/Specify	0	0	2
1996 02 - Injury	TAYLOR DR @ 67 ST (163)	01 - Struck Object	1	0	1

1995 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1995 02 - Injury	TAYLOR DR @ 67 ST (163)	01 - Struck Object	1	0	1
1995 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1995 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
1995 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1995 03 - Property Damage	TAYLOR DR @ 67 ST (163)	99 - Unknown	0	0	2
1995 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	2	0	2
1995 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
1995 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
1995 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1995 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
1995 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1995 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	2
1995 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
1995 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	1	0	2
1995 03 - Property Damage	TAYLOR DR @ 67 ST (163)	01 - Struck Object	0	0	1
1995 02 - Injury	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	5	0	2
1995 02 - Injury	TAYLOR DR @ 67 ST (163)	08 - Rear End	2	0	2
1994 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1994 03 - Property Damage	TAYLOR DR @ 67 ST (163)	09 - Off Road Right	0	0	1
1994 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1994 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	3
1994 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1994 02 - Injury	TAYLOR DR @ 67 ST (163)	03 - Right Angle	1	0	2
1994 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1994 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1994 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1994 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
1994 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1994 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
1994 03 - Property Damage	TAYLOR DR @ 67 ST (163)	05 - Left Turn - Across Path	0	0	2
1994 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1993 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1993 02 - Injury	TAYLOR DR @ 67 ST (163)	03 - Right Angle	1	0	2
1993 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1993 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2
1993 03 - Property Damage	TAYLOR DR @ 67 ST (163)	13 - Backing	0	0	2
1993 03 - Property Damage	TAYLOR DR @ 67 ST (163)	03 - Right Angle	0	0	2
1992 03 - Property Damage	TAYLOR DR @ 67 ST (163)	08 - Rear End	0	0	2

1991 03 - Property Damage	TAYLOR DR @ 67 ST (163)	09 - Off Road Right	0	0	2
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Collision Data (2015-2025)

Accident Year	Severity Of Collision	Location	Accident Date	Primary Event	Special Fac Road	Road Alignr	Road Alignr	Road Class	Collision Location	Weather	Surface Co	Vehicle 1 O	Unsafe Spe	Vehicle 1 Direction	Vehicle 2 O	Unsafe Speed
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2025-04-20	03 - Right Angle	01 - N/A	01 - Level	01 - Straigh	04 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	West bound	01 - Passer	02 - No
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2025-03-25	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	99 - Unknow	99 - Unknow	None	02 - Pick-Up	02 - No
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2025-03-21	08 - Rear End	01 - N/A	01 - Level	02 - Curve	01 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	Southbound	03 - Mini-Ve	02 - No
2025	02 - Injury	TAYLOR DR @ 67 ST (163)	2025-02-06	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	02 - Pick-Up	02 - No	Southbound	03 - Mini-Ve	02 - No
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2025-01-30	05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	04 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	East bound	03 - Mini-Ve	02 - No
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2025-01-28	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	02 - Wet	03 - Mini-Ve	02 - No	West bound	01 - Passen	02 - No
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2025-01-02	03 - Right Angle	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	01 - Passer	02 - No	Southbound	03 - Mini-Ve	99 - Unknown - N
2025	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2025-01-02	08 - Rear End	01 - N/A	01 - Level	02 - Curve	02 - Undivic	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	04 - Truck >	02 - No	None	03 - Mini-Ve	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-12-21	05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	99 - Unknow	99 - Unknow	04 - Truck >	02 - No	West bound	01 - Passen	99 - Unknown - N
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-12-18	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	03 - Mini-Ve	02 - No	East bound	02 - Pick-Up	02 - No
2024	02 - Injury	TAYLOR DR @ 67 ST (163)	2024-12-05	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Ve	02 - No	Southbound	03 - Mini-Ve	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-11-23	03 - Right Angle	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	01 - Passer	02 - No	Southbound	01 - Passen	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-11-21	05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	03 - Mini-Ve	02 - No	East bound	01 - Passen	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-09-03	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	04 - Truck >	99 - Unknow	None	03 - Mini-Ve	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-09-01	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	Southbound	03 - Mini-Ve	02 - No
2024	03 - Property Collasie	TAYLOR DR @ 67 ST (163)	2024-08-23	04 - Passing - Left Turn	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	West bound	99 - Unknow	99 - Unknown - N
2024	02 - Injury	TAYLOR DR @ 67 ST (163)	2024-08-23	12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	North bound	02 - Pick-Up	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-08-14	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	North bound	01 - Passen	02 - No
2024	02 - Injury	TAYLOR DR @ 67 ST (163)	2024-07-11	08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	Southbound	02 - Pick-Up	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-06-06	05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	East bound	01 - Passen	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-05-25	08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	None	02 - Pick-Up	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-04-23	08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	Southbound	03 - Mini-Ve	02 - No
2024	02 - Injury	TAYLOR DR @ 67 ST (163)	2024-04-03	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	Southbound	01 - Passen	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-03-31	07 - Other/Specify	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	99 - Unknow	99 - Unknow	None	03 - Mini-Ve	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-03-12	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	99 - Unknow	99 - Unknow	99 - Unknow	None	02 - Pick-Up	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-03-05	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	04 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	02 - Pick-Up	02 - No	North bound	03 - Mini-Ve	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-03-02	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	02 - Pick-Up	02 - No	West bound	02 - Pick-Up	99 - Unknown - N
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-03-01	08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	01 - Passer	01 - Yes	Southbound	02 - Pick-Up	02 - No
2024	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2024-01-08	08 - Rear End	01 - N/A	01 - Level	02 - Curve	04 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	None	99 - Unknow	99 - Unknown - N
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-12-14	01 - Struck Object	01 - N/A	01 - Level	02 - Curve	04 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	02 - Pick-Up	02 - No	North bound	13 - Fixed Object	
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-11-23	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	04 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	West bound	03 - Mini-Ve	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-11-15	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Ve	02 - No	Southbound	03 - Mini-Ve	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-10-26	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	01 - Passer	99 - Unknow	West bound	02 - Pick-Up	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-10-23	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	03 - Mini-Ve	99 - Unknow	East bound	04 - Truck >	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-10-23	01 - Struck Object	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	03 - Mini-Ve	02 - No	North bound	13 - Fixed Object	
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-10-12	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	04 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	West bound	03 - Mini-Ve	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-09-21	08 - Rear End	01 - N/A	01 - Level	02 - Curve	01 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	99 - Unknow	Southbound	03 - Mini-Ve	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-09-12	08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	East bound	02 - Pick-Up	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-08-24	12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	North bound	01 - Passen	02 - No
2023	02 - Injury	TAYLOR DR @ 67 ST (163)	2023-07-27	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	02 - Wet	01 - Passer	02 - No	East bound	02 - Pick-Up	99 - Unknown - N
2023	02 - Injury	TAYLOR DR @ 67 ST (163)	2023-06-10	05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Ve	02 - No	North bound	03 - Mini-Ve	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-06-06	08 - Rear End	01 - N/A	01 - Level	02 - Curve	01 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Ve	02 - No	None	03 - Mini-Ve	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-05-26	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	West bound	03 - Mini-Ve	02 - No
2023	02 - Injury	TAYLOR DR @ 67 ST (163)	2023-05-14	05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	East bound	02 - Pick-Up	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-05-08	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	02 - Raining	02 - Wet	02 - Pick-Up	02 - No	East bound	02 - Pick-Up	99 - Unknown - N
2023	02 - Injury	TAYLOR DR @ 67 ST (163)	2023-05-04	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Ve	02 - No	North bound	03 - Mini-Ve	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-04-24	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	01 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Ve	02 - No	West bound	03 - Mini-Ve	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-03-29	08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Ve	99 - Unknow	None	03 - Mini-Ve	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-03-24	01 - Struck Object	01 - N/A	01 - Level	01 - Straigh	04 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	01 - Yes	East bound	13 - Fixed Object	
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-03-22	08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Ve	02 - No	Southbound	01 - Passen	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-03-17	08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	Southbound	01 - Passen	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-03-08	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	01 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	Southbound	03 - Mini-Ve	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-03-08	11 - Passing - Right Turn	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	02 - Pick-Up	99 - Unknow	West bound	03 - Mini-Ve	99 - Unknown - N
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-02-23	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	01 - Undivic	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	01 - Passer	02 - No	Southbound	01 - Passen	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-02-21	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	03 - Mini-Ve	02 - No	None	01 - Passen	02 - No
2023	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2023-01-20	12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	04 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	01 - Passer	02 - No	North bound	01 - Passen	02 - No
2022	02 - Injury	TAYLOR DR @ 67 ST (163)	2022-12-26	01 - Struck Object	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	02 - Pick-Up	99 - Unknow	North bound	13 - Fixed Object	
2022	03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-11-25	08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	01 - Passer	02 - No	None	03 - Mini-Ve	02 - No

2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-11-15 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	04 - Divid	02 - Intersection/Intersecti	01 - Clear	03 - Slush/ƒ	99 - Unkn	99 - Unkn	None	01 - Passen	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-11-10 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	03 - Slush/ƒ	02 - Pick-Uj	02 - No	East bound	02 - Pick-Uj	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-11-10 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	04 - Snow	03 - Slush/ƒ	02 - Pick-Uj	02 - No	Southbound	01 - Passen	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-11-10 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	04 - Snow	03 - Slush/ƒ	01 - Passen	02 - No	East bound	03 - Mini-V;	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-11-08 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	03 - Slush/ƒ	03 - Mini-V;	02 - No	Southbound	01 - Passen	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-11-04 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	01 - Undiv	02 - Intersection/Intersecti	01 - Clear	03 - Slush/ƒ	03 - Mini-V;	02 - No	East bound	03 - Mini-V;	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-10-27 08 - Rear End	01 - N/A	01 - Level	02 - Curve	04 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V;	99 - Unkn	East bound	01 - Passen	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-10-01 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	99 - Unkn	East bound	01 - Passen	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-08-11 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V;	02 - No	East bound	01 - Passen	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-08-04 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	04 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	05 - Truck T	02 - No	East bound	01 - Passen	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-07-18 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	West bound	01 - Passen	01 - Yes
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-07-18 13 - Backing	01 - N/A	01 - Level	01 - Straigh	04 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	04 - Truck >	02 - No	None	01 - Passen	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-07-15 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	99 - Unkn	East bound	02 - Pick-Uj	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-07-11 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	04 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	04 - Truck >	02 - No	East bound	04 - Truck >	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-06-20 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	04 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	Southbound	03 - Mini-V;	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-05-08 03 - Right Angle	01 - N/A	01 - Level	01 - Straigh	04 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	North bound	05 - Truck T	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-04-28 03 - Right Angle	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	West bound	02 - Pick-Uj	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-04-03 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	99 - Unkn	99 - Unkn	None	03 - Mini-V;	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-04-01 01 - Struck Object	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	15 - Animal		None	03 - Mini-V;	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-03-23 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V;	02 - No	North bound	02 - Pick-Uj	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-03-21 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	04 - Truck >	02 - No	North bound	02 - Pick-Uj	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-03-17 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	04 - Truck >	02 - No	West bound	02 - Pick-Uj	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-02-25 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	04 - Snow	03 - Slush/ƒ	03 - Mini-V;	99 - Unkn	East bound	03 - Mini-V;	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-02-25 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	03 - Slush/ƒ	01 - Passen	02 - No	North bound	01 - Passen	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-02-23 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	04 - Divid	02 - Intersection/Intersecti	99 - Unkn	03 - Slush/ƒ	03 - Mini-V;	02 - No	North bound	03 - Mini-V;	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-02-22 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	04 - Snow	03 - Slush/ƒ	01 - Passen	02 - No	East bound	02 - Pick-Uj	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-02-18 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	04 - Snow	99 - Unkn	03 - Mini-V;	02 - No	North bound	03 - Mini-V;	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-02-04 01 - Struck Object	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	03 - Slush/ƒ	03 - Mini-V;	02 - No	East bound	13 - Fixed Object	
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-02-03 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	01 - Undiv	02 - Intersection/Intersecti	04 - Snow	03 - Slush/ƒ	03 - Mini-V;	99 - Unkn	East bound	01 - Passen	02 - No
2022 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2022-01-06 08 - Rear End	01 - N/A	01 - Level	02 - Curve	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V;	02 - No	East bound	03 - Mini-V;	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-12-23 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	04 - Snow	03 - Slush/ƒ	03 - Mini-V;	02 - No	East bound	03 - Mini-V;	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-12-21 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	03 - Slush/ƒ	02 - Pick-Uj	02 - No	North bound	01 - Passen	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-12-18 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divid	02 - Intersection/Intersecti	01 - Clear	03 - Slush/ƒ	03 - Mini-V;	02 - No	West bound	03 - Mini-V;	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-12-10 13 - Backing	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	East bound	03 - Mini-V;	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-12-09 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V;	02 - No	Southbound	01 - Passen	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-11-24 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V;	02 - No	East bound	01 - Passen	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-11-09 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	East bound	99 - Unkn	99 - Unknown - N
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-11-04 08 - Rear End	02 - Interch	01 - Level	02 - Curve	01 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	Southbound	01 - Passen	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-10-26 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V;	02 - No	East bound	03 - Mini-V;	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-10-15 03 - Right Angle	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	North bound	02 - Pick-Uj	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-09-13 08 - Rear End	01 - N/A	01 - Level	02 - Curve	01 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	East bound	03 - Mini-V;	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-08-22 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	None	01 - Passen	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-08-11 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	04 - Truck >	02 - No	East bound	02 - Pick-Uj	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-06-29 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	None	03 - Mini-V;	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-06-22 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	99 - Unkn	99 - Unkn	None	01 - Passen	99 - Unknown - N
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-06-10 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	Southbound	01 - Passen	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-06-04 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	None	03 - Mini-V;	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-04-29 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V;	02 - No	East bound	02 - Pick-Uj	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-04-23 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	99 - Unkn	99 - Unkn	None	02 - Pick-Uj	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-04-23 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	West bound	99 - Unkn	99 - Unknown - N
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-04-17 08 - Rear End	01 - N/A	01 - Level	02 - Curve	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V;	02 - No	Southbound	02 - Pick-Uj	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-04-01 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	East bound	02 - Pick-Uj	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-03-18 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V;	02 - No	East bound	02 - Pick-Uj	02 - No
2021 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2021-02-05 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	04 - Snow	03 - Slush/ƒ	03 - Mini-V;	02 - No	East bound	02 - Pick-Uj	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-11-19 01 - Struck Object	01 - N/A	01 - Level	09 - Unkn	09 - Unkn	02 - Intersection/Intersecti	99 - Unkn	99 - Unkn	03 - Mini-V;	02 - No	None	13 - Fixed Object	
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-11-17 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	03 - Slush/ƒ	01 - Passen	99 - Unkn	None	01 - Passen	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-11-10 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	04 - Snow	03 - Slush/ƒ	02 - Pick-Uj	01 - Yes	North bound	03 - Mini-V;	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-11-10 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divid	02 - Intersection/Intersecti	04 - Snow	03 - Slush/ƒ	03 - Mini-V;	01 - Yes	North bound	03 - Mini-V;	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-11-05 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divid	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	None	02 - Pick-Uj	02 - No

2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-11-03 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	None	03 - Mini-Vz	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-10-24 08 - Rear End	01 - N/A	02 - Grade	02 - Curve	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	99 - Unkn	99 - Unkn	None	99 - Unkn	99 - Unknown - N
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-10-20 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	East bound	03 - Mini-Vz	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-10-07 08 - Rear End	01 - N/A	01 - Level	02 - Curve	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	North bound	03 - Mini-Vz	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-09-20 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	None	02 - Pick-Uj	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-09-04 03 - Right Angle	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	99 - Unkn	West bound	03 - Mini-Vz	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-08-16 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	East bound	01 - Passen	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-07-22 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	05 - Truck T	02 - No	None	03 - Mini-Vz	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-06-18 08 - Rear End	01 - N/A	01 - Level	02 - Curve	01 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz	02 - No	None	03 - Mini-Vz	02 - No
2020 02 - Injury	TAYLOR DR @ 67 ST (163)	2020-06-07 01 - Struck Object	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	02 - Raining	02 - Wet	02 - Pick-Uj	02 - No	Southbound	07 - Pedestrian	
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-05-08 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	04 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	Southbound	01 - Passen	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-03-20 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz	02 - No	West bound	02 - Pick-Uj	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-03-09 08 - Rear End	01 - N/A	01 - Level	02 - Curve	04 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz	99 - Unkn	North bound	03 - Mini-Vz	99 - Unknown - N
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-02-26 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	None	03 - Mini-Vz	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-02-07 01 - Struck Object	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	99 - Unkn	North bound	13 - Fixed Object	
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-01-22 01 - Struck Object	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	03 - Mini-Vz	02 - No	East bound	13 - Fixed Object	
2020 02 - Injury	TAYLOR DR @ 67 ST (163)	2020-01-21 01 - Struck Object	10 - Dividex	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	99 - Unkn	None	13 - Fixed Object	
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-01-13 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	01 - Passen	02 - No	Southbound	01 - Passen	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-01-11 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz	02 - No	North bound	01 - Passen	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-01-10 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	99 - Unkn	99 - Unkn	None	03 - Mini-Vz	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-01-06 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz	02 - No	Southbound	03 - Mini-Vz	02 - No
2020 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2020-01-06 08 - Rear End		01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	02 - Pick-Uj	02 - No	None	03 - Mini-Vz	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-12-24 08 - Rear End	07 - Traffic	01 - Level	02 - Curve	08 - Other	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	02 - Pick-Uj	02 - No	None	03 - Mini-Vz	01 - Yes
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-12-17 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	02 - Wet	02 - Pick-Uj	01 - Yes	East bound	02 - Pick-Uj	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-11-22 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	04 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	East bound	02 - Pick-Uj	02 - No
2019 02 - Injury	TAYLOR DR @ 67 ST (163)	2019-11-18 08 - Rear End					02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	None	99 - Unkn	99 - Unknown - N
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-11-06 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	01 - Passen	02 - No	West bound	01 - Passen	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-10-31 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	99 - Unkn	99 - Unkn	None	02 - Pick-Uj	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-10-23 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz	02 - No	East bound	01 - Passen	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-09-20 08 - Rear End	01 - N/A	01 - Level	02 - Curve	01 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	Southbound	01 - Passen	02 - No
2019 02 - Injury	TAYLOR DR @ 67 ST (163)	2019-09-03 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	20 - Off-Hig	01 - Yes	Southbound	18 - Emergt	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-08-30 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	None	03 - Mini-Vz	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-08-23 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	North bound	01 - Passen	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-08-23 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	East bound	03 - Mini-Vz	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-08-08 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	West bound	01 - Passen	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-07-14 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	None	03 - Mini-Vz	02 - No
2019 02 - Injury	TAYLOR DR @ 67 ST (163)	2019-06-28 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz	02 - No	North bound	03 - Mini-Vz	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-06-26 08 - Rear End	01 - N/A	01 - Level	02 - Curve	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz	02 - No	East bound	03 - Mini-Vz	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-06-13 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz	02 - No	East bound	03 - Mini-Vz	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-06-12 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	North bound	03 - Mini-Vz	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-06-04 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	01 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	Southbound	03 - Mini-Vz	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-06-04 08 - Rear End	01 - N/A	01 - Level	02 - Curve	08 - Other	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz	02 - No	East bound	02 - Pick-Uj	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-05-28 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	Southbound	01 - Passen	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-05-22 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz	02 - No	Southbound	01 - Passen	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-05-01 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz	02 - No	None	02 - Pick-Uj	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-04-25 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj	02 - No	West bound	03 - Mini-Vz	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-04-22 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz	02 - No	Southbound	01 - Passen	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-04-11 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	02 - Raining	02 - Wet	03 - Mini-Vz	99 - Unkn	Southbound	03 - Mini-Vz	99 - Unknown - N
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-03-12 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	99 - Unkn	99 - Unkn	None	01 - Passen	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-03-08 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	01 - Passen	02 - No	None	03 - Mini-Vz	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-03-08 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	02 - Pick-Uj	02 - No	East bound	03 - Mini-Vz	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-02-11 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	01 - Passen	02 - No	Southbound	03 - Mini-Vz	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-02-11 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	01 - Passen	02 - No	None	03 - Mini-Vz	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-02-06 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	02 - Pick-Uj	02 - No	Southbound	02 - Pick-Uj	02 - No
2019 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2019-02-06 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	02 - Pick-Uj	02 - No	West bound	01 - Passen	02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-12-14 05 - Left Turn - Across Path					02 - Intersection/Intersecti	04 - Snow	02 - Wet	03 - Mini-Vz	02 - No	None	03 - Mini-Vz	02 - No
2018 02 - Injury	TAYLOR DR @ 67 ST (163)	2018-12-08 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undivic	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	West bound	02 - Pick-Uj	02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-12-06 03 - Right Angle	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen	02 - No	None	03 - Mini-Vz	02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-12-06 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Dividex	02 - Intersection/Intersecti	01 - Clear	01 - Dry	09 - School	02 - No	North bound	01 - Passen	02 - No

2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-12-06 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 03 - Mini-Vz 02 - No	None	03 - Mini-Vz 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-11-23 03 - Right Angle	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ 03 - Mini-Vz 02 - No	None	18 - Emerge 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-11-16 01 - Struck Object	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ 01 - Passen 02 - No	West bound	13 - Fixed Object
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-10-31 08 - Rear End	01 - N/A	01 - Level	02 - Curve 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 03 - Mini-Vz 02 - No	Southbound	03 - Mini-Vz 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-10-04 08 - Rear End	01 - N/A	01 - Level	02 - Curve 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 01 - Passen 02 - No	None	98 - Other 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-09-28 08 - Rear End	01 - N/A	01 - Level	02 - Curve 01 - Undivic 02 - Intersection/Intersecti	01 - Clear	01 - Dry 02 - Pick-Uj 02 - No	None	03 - Mini-Vz 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-08-13 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 03 - Mini-Vz 02 - No	West bound	03 - Mini-Vz 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-07-28 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 01 - Passen 02 - No	West bound	04 - Truck >99 - Unknown - N
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-07-20 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 02 - Pick-Uj 02 - No	Southbound	03 - Mini-Vz 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-07-14 08 - Rear End	01 - N/A	01 - Level	02 - Curve 01 - Undivic 02 - Intersection/Intersecti	01 - Clear	01 - Dry 03 - Mini-Vz 02 - No	East bound	03 - Mini-Vz 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-04-20 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	01 - Dry 02 - Pick-Uj 02 - No	North bound	02 - Pick-Uj 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-04-13 13 - Backing	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	East bound	01 - Passen 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-03-31 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 03 - Mini-Vz 02 - No	North bound	01 - Passen 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-03-28 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	01 - Dry 03 - Mini-Vz 02 - No	East bound	03 - Mini-Vz 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-03-20 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 03 - Mini-Vz 02 - No	East bound	01 - Passen 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-03-14 07 - Other/Specify	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ 03 - Mini-Van/MPV/SUV	None	
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-03-13 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 01 - Passen 02 - No	Southbound	02 - Pick-Uj 02 - No
2018 02 - Injury	TAYLOR DR @ 67 ST (163)	2018-02-09 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	North bound	01 - Passen 99 - Unknown - N
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-02-07 01 - Struck Object	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	East bound	13 - Fixed Object
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-01-29 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 01 - Passen 02 - No	West bound	01 - Passen 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-01-12 08 - Rear End	01 - N/A	01 - Level	02 - Curve 03 - Divider 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	None	03 - Mini-Vz 02 - No
2018 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2018-01-09 03 - Right Angle	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	North bound	13 - Fixed Object
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-12-30 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	None	02 - Pick-Uj 99 - Unknown - N
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-12-23 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ 01 - Passen 02 - No	None	01 - Passen 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-12-12 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 03 - Mini-Vz 02 - No	None	03 - Mini-Vz 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-12-01 08 - Rear End			02 - Intersection/Intersecti	01 - Clear	99 - Unknow 03 - Mini-Vz 02 - No	None	03 - Mini-Vz 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-10-16 12 - Sideswipe - Same Direction			02 - Intersection/Intersecti	01 - Clear	01 - Dry 02 - Pick-Uj 02 - No	None	03 - Mini-Vz 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-10-13 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	04 - Snow	02 - Wet 01 - Passen 02 - No	West bound	02 - Pick-Uj 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-10-04 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 03 - Mini-Vz 02 - No	East bound	01 - Passen 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-09-03 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	01 - Dry 03 - Mini-Vz 02 - No	North bound	01 - Passen 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-08-30 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	01 - Dry 03 - Mini-Vz 02 - No	West bound	03 - Mini-Vz 02 - No
2017 02 - Injury	TAYLOR DR @ 67 ST (163)	2017-08-22 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	01 - Dry 02 - Pick-Uj 02 - No	East bound	01 - Passen 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-08-15 08 - Rear End	01 - N/A	01 - Level	02 - Curve 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 03 - Mini-Vz 02 - No	None	01 - Passen 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-08-12 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 03 - Mini-Vz 02 - No	West bound	03 - Mini-Vz 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-07-09 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 02 - Pick-Uj 02 - No	East bound	01 - Passen 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-07-07 13 - Backing	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	01 - Dry 01 - Passen 02 - No	West bound	03 - Mini-Vz 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-07-04 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	01 - Dry 01 - Passen 02 - No	Southbound	03 - Mini-Vz 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-06-08 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 01 - Passen 02 - No	East bound	03 - Mini-Vz 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-06-04 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	01 - Dry 02 - Pick-Uj 02 - No	Southbound	01 - Passen 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-05-29 03 - Right Angle	07 - Traffic	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 01 - Passen 02 - No	West bound	02 - Pick-Uj 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-04-03 08 - Rear End		01 - Level	01 - Straigh 04 - Divider 02 - Intersection/Intersecti	01 - Clear	01 - Dry 01 - Passen 02 - No	None	99 - Unknow 99 - Unknown - N
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-03-27 07 - Other/Specify	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	01 - Dry 03 - Mini-Vz 02 - No	East bound	99 - Unknow 99 - Unknown - N
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-03-25 08 - Rear End	01 - N/A	01 - Level	02 - Curve 03 - Divider 02 - Intersection/Intersecti	05 - Fog/Sn	03 - Slush/Ǝ 03 - Mini-Vz 02 - No	Southbound	03 - Mini-Vz 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-03-08 01 - Struck Object	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 03 - Mini-Vz 02 - No	East bound	13 - Fixed Object
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-03-08 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	East bound	02 - Pick-Uj 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-02-08 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 03 - Mini-Vz 02 - No	Southbound	03 - Mini-Vz 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-02-06 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	East bound	01 - Passen 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-02-06 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	East bound	02 - Pick-Uj 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-02-06 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	East bound	02 - Pick-Uj 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-02-06 08 - Rear End	01 - N/A	01 - Level	02 - Curve 03 - Divider 02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ 01 - Passen 02 - No	Southbound	04 - Truck > 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-02-06 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	East bound	03 - Mini-Van/MPV/SUV
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-01-28 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	02 - Curve 03 - Divider 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 03 - Mini-Vz 02 - No	North bound	01 - Passen 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-01-23 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	Southbound	02 - Pick-Uj 02 - No
2017 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2017-01-05 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	North bound	01 - Passen 02 - No
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-12-29 04 - Passing - Left Turn	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 02 - Pick-Uj 02 - No	East bound	01 - Passen 02 - No
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-12-29 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 03 - Mini-Vz 02 - No	East bound	02 - Pick-Uj 02 - No
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-12-28 03 - Right Angle	01 - N/A	01 - Level	01 - Straigh 03 - Divider 02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ 01 - Passen 02 - No	East bound	01 - Passen 02 - No
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-12-24 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ 03 - Mini-Vz 02 - No	Southbound	01 - Passen 02 - No
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-12-22 13 - Backing	01 - N/A	01 - Level	01 - Straigh 02 - Undivic 02 - Intersection/Intersecti	01 - Clear	01 - Dry 02 - Pick-Uj 99 - Unknow	West bound	03 - Mini-Vz 02 - No

2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-12-20 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz 02 - No	East bound	03 - Mini-Vz 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-12-15 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undiv	02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ	01 - Passen 02 - No	East bound	99 - Unknown - N	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-12-15 01 - Struck Object	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ	02 - Pick-Uj 02 - No	Southbound	13 - Fixed Object	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-12-07 01 - Struck Object	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	North bound	15 - Animal	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-12-04 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ	01 - Passen 02 - No	East bound	01 - Passen 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-12-02 01 - Struck Object	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ	01 - Passen 02 - No	East bound	03 - Mini-Vz 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-12-01 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ	01 - Passen 02 - No	East bound	04 - Truck > 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-12-01 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 09 - Unkn	02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ	01 - Passen 02 - No	Southbound	03 - Mini-Vz 02 - No	
2016 02 - Injury	TAYLOR DR @ 67 ST (163)	2016-11-24 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz 02 - No	North bound	03 - Mini-Vz 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-11-21 01 - Struck Object	01 - N/A	01 - Level	01 - Straigh 02 - Undiv	02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ	02 - Pick-Uj 02 - No	Southbound	13 - Fixed Object	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-11-18 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	Southbound	01 - Passen 99 - Unknown - N	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-11-10 08 - Rear End	01 - N/A	01 - Level	02 - Curve	09 - Unkn	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	Southbound	03 - Mini-Vz 02 - No
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-11-09 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh 02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj 02 - No	Southbound	02 - Pick-Uj 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-10-27 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 09 - Unkn	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz 02 - No	Southbound	03 - Mini-Vz 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-10-23 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz 02 - No	Southbound	04 - Truck > 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-10-21 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	99 - Unknown 99 - Unkn	None	01 - Passen 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-10-18 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	East bound	02 - Pick-Uj 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-10-08 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj 02 - No	East bound	01 - Passen 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-09-20 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj 02 - No	Southbound	01 - Passen 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-09-14 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	North bound	03 - Mini-Vz 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-09-12 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	Southbound	02 - Pick-Uj 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-08-31 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz 02 - No	East bound	03 - Mini-Vz 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-08-25 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj 02 - No	East bound	02 - Pick-Uj 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-08-23 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz 02 - No	West bound	02 - Pick-Uj 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-08-22 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	02 - Rainin	02 - Wet	01 - Passen 02 - No	Southbound	01 - Passen 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-08-14 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	None	03 - Mini-Vz 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-08-08 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj 02 - No	East bound	03 - Mini-Vz 02 - No
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-08-06 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	West bound	02 - Pick-Uj 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-08-05 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	East bound	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-08-04 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	99 - Unknown 99 - Unkn	None	03 - Mini-Vz 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-07-29 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz 02 - No	West bound	02 - Pick-Uj 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-07-24 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	Southbound	02 - Pick-Uj 02 - No
2016 02 - Injury	TAYLOR DR @ 67 ST (163)	2016-07-18 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	None	01 - Passen 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-07-08 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh 02 - Undiv	02 - Intersection/Intersecti	02 - Rainin	02 - Wet	03 - Mini-Vz 02 - No	Southbound	01 - Passen 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-06-23 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	02 - Rainin	02 - Wet	01 - Passen 02 - No	East bound	04 - Truck > 99 - Unknown - N	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-06-16 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	Southbound	03 - Mini-Vz 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-06-11 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz 02 - No	Southbound	01 - Passen 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-05-05 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	North bound	01 - Passen 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-04-27 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj 02 - No	East bound	03 - Mini-Vz 02 - No	
2016 02 - Injury	TAYLOR DR @ 67 ST (163)	2016-04-17 03 - Right Angle	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 01 - Yes	East bound	03 - Mini-Vz 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-04-15 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj 02 - No	West bound	03 - Mini-Vz 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-04-04 07 - Other/Specify	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj 02 - No	West bound	99 - Unknown 99 - Unknown - N	
2016 02 - Injury	TAYLOR DR @ 67 ST (163)	2016-04-01 03 - Right Angle	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj 02 - No	East bound	01 - Passen 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-03-03 08 - Rear End	01 - N/A	01 - Level	02 - Curve	01 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz 99 - Unkn	Southbound	01 - Passen 02 - No
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-02-10 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz 02 - No	North bound	01 - Passen 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-02-08 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passen 02 - No	East bound	01 - Passen 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-01-11 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ	02 - Pick-Uj 02 - No	Southbound	01 - Passen 02 - No	
2016 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2016-01-07 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ	01 - Passen 02 - No	East bound	02 - Pick-Uj 02 - No	
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-12-15 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ	03 - Mini-Vz 02 - No	Southbound	03 - Mini-Vz 02 - No	
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-12-12 03 - Right Angle	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ	01 - Passen 02 - No	West bound	01 - Passen 02 - No	
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-12-09 07 - Other/Specify	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz 02 - No	East bound	01 - Passen 02 - No	
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-11-25 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 02 - Undiv	02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ	02 - Pick-Uj 02 - No	East bound	02 - Pick-Uj 02 - No	
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-11-23 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/Ǝ	02 - Pick-Uj 02 - No	Southbound	02 - Pick-Uj 02 - No	
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-11-17 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	99 - Unknown 99 - Unkn	None	02 - Pick-Uj 02 - No	
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-11-15 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/Ǝ	02 - Pick-Uj 02 - No	Southbound	01 - Passen 02 - No	
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-11-03 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj 02 - No	East bound	01 - Passen 02 - No	
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-10-18 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-Vz 02 - No	East bound		
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-10-06 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj 02 - No	East bound	01 - Passen 02 - No	
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-09-30 08 - Rear End	01 - N/A	01 - Level	01 - Straigh 03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Uj 02 - No	East bound	02 - Pick-Uj 02 - No	

2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-09-11 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	Southbound	02 - Pick-Up	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-09-08 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V	02 - No	North bound	02 - Pick-Up	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-08-19 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V	02 - No	North bound	01 - Passen	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-08-07 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	East bound	02 - Pick-Up	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-07-22 08 - Rear End	01 - N/A	01 - Level	02 - Curve	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	01 - Yes	East bound	03 - Mini-V	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-07-15 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	08 - Other	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V	02 - No	East bound	04 - Truck >	02 - No
2015 02 - Injury	TAYLOR DR @ 67 ST (163)	2015-07-09 01 - Struck Object	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	West bound	02 - Pick-Up	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-07-06 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	04 - Truck >	02 - No	Southbound	01 - Passen	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-07-04 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	West bound	03 - Mini-V	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-07-02 03 - Right Angle	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V	02 - No	West bound	01 - Passen	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-06-30 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	Southbound	02 - Pick-Up	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-06-29 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	01 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	North bound	03 - Mini-V	02 - No
2015 02 - Injury	TAYLOR DR @ 67 ST (163)	2015-06-24 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V	02 - No	Southbound	02 - Pick-Up	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-06-08 03 - Right Angle	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	99 - Unkn	None	01 - Passen	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-06-04 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	Southbound	02 - Pick-Up	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-06-01 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V	02 - No	Southbound	01 - Passen	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-05-25 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	04 - Truck >	02 - No	East bound	03 - Mini-V	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-05-22 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	03 - Mini-V	02 - No	Southbound	03 - Mini-V	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-05-17 12 - Sideswipe - Same Direction	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	Southbound	03 - Mini-V	02 - No
2015 02 - Injury	TAYLOR DR @ 67 ST (163)	2015-04-29 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	99 - Unkn	None	03 - Mini-V	99 - Unknown - N
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-03-29 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	01 - Yes	East bound	02 - Pick-Up	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-03-28 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	01 - Passer	02 - No	Southbound	02 - Pick-Up	02 - No
2015 02 - Injury	TAYLOR DR @ 67 ST (163)	2015-03-23 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	Southbound	03 - Mini-V	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-02-25 08 - Rear End	01 - N/A	01 - Level	02 - Curve	03 - Divider	02 - Intersection/Intersecti	04 - Snow	03 - Slush/	01 - Passer	02 - No	West bound	04 - Truck >	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-02-24 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	02 - Pick-Up	02 - No	East bound	03 - Mini-V	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-02-18 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	01 - Dry	02 - Pick-Up	02 - No	East bound	01 - Passen	02 - No
2015 02 - Injury	TAYLOR DR @ 67 ST (163)	2015-02-03 05 - Left Turn - Across Path	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	03 - Mini-V	02 - No	Southbound	01 - Passen	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-02-03 07 - Other/Specify	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	01 - Passer	02 - No	Southbound	02 - Pick-Up	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-01-30 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	03 - Mini-V	02 - No	North bound	02 - Pick-Up	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-01-07 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	02 - Undiv	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	04 - Truck >	02 - No	East bound	04 - Truck >	02 - No
2015 03 - Property Damage	TAYLOR DR @ 67 ST (163)	2015-01-04 08 - Rear End	01 - N/A	01 - Level	01 - Straigh	03 - Divider	02 - Intersection/Intersecti	01 - Clear	03 - Slush/	99 - Unkn	99 - Unkn	None	01 - Passen	02 - No

Summary - Collision Data (2015-2025)

	10+ year period	Direction										Weather										Surface							
		NB		SB		EB		WB		Unknown		Clear		Raining		Snow		Fog		Unknown		Dry		Wet		Icy		Unknown	
ALL Collisions	325	44	13.5%	78	24.0%	96	29.5%	43	13.2%	64	19.7%	275	84.6%	6	1.8%	40	12.3%	1	0.3%	3	0.9%	210	64.6%	11	3.4%	99	30.5%	5	1.5%
Rear-end	222	29	13.1%	57	25.7%	65	29.3%	27	12.2%	43	19.4%	194	87.4%	2	0.9%	23	10.4%	1	0.5%	1	0.5%	151	68.0%	5	2.3%	62	27.9%	3	1.4%
Left turn	30	2	6.7%	8	26.7%	12	40.0%	3	10.0%	5	16.7%	22	73.3%	2	6.7%	5	16.7%	0	0.0%	1	3.3%	17	56.7%	3	10.0%	9	30.0%	1	3.3%
Sideswipe	23	7	30.4%	6	26.1%	6	26.1%	3	13.0%	1	4.3%	19	82.6%	1	4.3%	3	13.0%	0	0.0%	0	0.0%	15	65.2%	2	8.7%	6	26.1%	0	0.0%
Right angle	17	3	17.6%	2	11.8%	3	17.6%	6	35.3%	3	17.6%	15	88.2%	0	0.0%	2	11.8%	0	0.0%	0	0.0%	11	64.7%	0	0.0%	6	35.3%	0	0.0%
Struck object	19	5	26.3%	3	15.8%	6	31.6%	2	10.5%	3	15.8%	12	63.2%	1	5.3%	5	26.3%	0	0.0%	1	5.3%	6	31.6%	1	5.3%	11	57.9%	1	5.3%
Other types	14	-2	-14.3%	2	14.3%	4	28.6%	2	14.3%	9	64.3%	13	92.9%	0	0.0%	2	14.3%	0	0.0%	0	0.0%	10	71.4%	0	0.0%	5	35.7%	0	0.0%

F

Appendix F Cost Estimates



Date: 05-Nov-25
File: Z0026225
Design By: Victoria Ly
Checked By: Glen Campbell

Cost Estimate Summary "B"

Contract #	Location	km	to	km	Length (km)
0	INT 67 Street and Taylor Drive	0.000		4.800	4.800

Bid Item		Description	Unit	Option 1	Option 2	Option 3 (Interim)	Ultimate
No.	Code						
1		Mobilization	LS	\$ 100,000.00	\$ 140,000.00	\$ 360,000.00	\$
2		Site Occupancy	Days	\$ 200,000.00	\$ 200,000.00	\$ 104,000.00	\$
3		Topsoil and Subsoil Stripping (0-500 mm)	m3	\$ 1,911.88	\$ 3,125.23	\$ 6,336.50	\$
4		Site Clearing and Grubbing	m2	\$ -	\$ -	\$ 229.48	\$
5		Borrow Excavation - Contractor Supplied	m3	\$ 10,350.00	\$ 17,181.00	\$ 105,018.00	\$
6		Sawcut, Remove, and Dispose Existing Asphalt (all depths)	m2	\$ 59,570.00	\$ 66,412.50	\$ 158,424.00	\$
7		Sawcut, Remove, and Dispose Existing Concrete Curb and Gutter	m	\$ 49,450.00	\$ 60,375.00	\$ 78,200.00	\$
8		Sawcut, Remove, and Dispose Existing Concrete Median	m2	\$ 34,845.00	\$ 54,970.00	\$ 34,845.00	\$
9		Concrete Surface - Remove and Dispose (Includes Ramps)	m2	\$ -	\$ -	\$ 13,110.00	\$
10		Remove and Salvage Existing Traffic Signage c/w Posts	EA	\$ 375.64	\$ 375.64	\$ 375.64	\$
11		Remove Existing Thermoplastic Line Markings (Stop Bar, Center Line, Skip, etc) Includes Fill and Seal.	m	\$ 45,942.50	\$ 199,898.75	\$ 166,175.00	\$
12		1,380,000	m2	\$ -	\$ -	\$ 7,187.50	\$
13		Granular Sub-Base 350mm - Pit Run	t	\$ 30,457.18	\$ 46,690.00	\$ 55,782.98	\$
14		Granular Base Course 200mm - 2-25	t	\$ 17,404.10	\$ 26,565.00	\$ 101,660.28	\$
15		Asphalt Concrete Pavement - EPS Mix Type H2 (PG 70-28)	t	\$ 21,890.25	\$ 36,225.00	\$ 159,847.47	\$
16		Supply and Install Curb and Gutter	m	\$ 116,207.50	\$ 143,232.50	\$ 335,110.00	\$
17		Supply and Install 125mm Semi-Mountable Curb	m	\$ -	\$ -	\$ 240,120.00	\$
18		Supply and Install 150mm Truck Apron Curb	m	\$ -	\$ -	\$ 32,200.00	\$
19		Concrete Truck Apron - White Topping	m2	\$ -	\$ -	\$ 232,242.50	\$
20		Supply and Install Concrete - Median	m2	\$ 94,472.50	\$ 94,472.50	\$ 1,168,411.50	\$
21		100mm Wide Solid - White Thermoplastic	m	\$ 14,950.00	\$ 19,550.00	\$ 6,670.00	\$
22		100mm Wide Skip - White Thermoplastic	m	\$ 14,950.00	\$ 40,020.00	\$ 26,795.00	\$
23		300mm Wide Stop Bar - White Thermoplastic	Message	\$ 4,830.00	\$ 9,660.00	\$ 84,525.00	\$
24		Painted Pavement Message - Gore Area	Message	\$ -	\$ -	\$ 9,660.00	\$
25		Painted Pavement Message - Turn Arrow	Message	\$ -	\$ 8,337.50	\$ 2,875.00	\$
26		3.0m Wide Concrete Ramp including base	m	\$ 8,280.00	\$ 4,140.00	\$ -	\$
27		Relocate and Re-install Existing Signage c/w Post	ea	\$ 862.50	\$ 862.50	\$ 690.00	\$
28		Relocate and Disposal Existing Signage c/w Post	ea	\$ 862.50	\$ 862.50	\$ 690.00	\$
29		Re- Align Existing Underground Traffic Conduit (Supply and Install New Conduit).	LS	\$ 230,000.00	\$ 230,000.00	\$ 230,000.00	\$
30		Rectangular Rapid Flashing Beacon (RRFB) (Deletable)	ea	\$ -	\$ -	\$ 35,880.00	\$
31		Combi Grid	m2	\$ 13,685.00	\$ 14,564.75	\$ 44,632.65	\$
32		Utility Hydrovac	LS	\$ 57,500.00	\$ 57,500.00	\$ 57,500.00	\$
33		Supply and Place Topsoil 200mm Depth	m2	\$ 17,020.00	\$ 17,135.00	\$ 52,509.00	\$
34		Hydro-Seed	m2	\$ 3,404.00	\$ 3,427.00	\$ 10,501.80	\$
SUB-TOTAL:				\$ 1,149,220.54	\$ 1,495,582.37	\$ 3,922,204.30	\$
SUB-TOTAL (ROUNDED):				\$ 1,150,000.00	\$ 1,496,000.00	\$ 3,923,000.00	\$
CONTINGENCIES (20%):				\$ 230,000.00	\$ 299,200.00	\$ 784,600.00	\$
TOTAL ESTIMATED COST:				\$ 1,380,000.00	\$ 1,795,200.00	\$ 4,707,600.00	\$
TOTAL ROUNDABOUT ESTIMATED COST (INTERIM + ULTIMATE):						\$	

Cost Estimate Summary 'B' - Bid Item

67 Street and Taylor Drive - Conceptual Design Option 1

Date: November 5, 2025



Bid Item	Item Description	Unit	B-Estimate Unit Price	INT 67 Street and Taylor Drive	
				Quantities	Cost
PROJECT TOTALS					
1	Mobilization	LS	\$ 100,000.00	1	\$ 100,000.00
2	Site Occupancy	Days	\$ 4,000.00	50	\$ 200,000.00
3	Topsoil and Subsoil Stripping (0-500 mm)	m3	\$ 4.75	402.5	\$ 1,911.88
4	Site Clearing and Grubbing	m2	\$ 0.65	0	\$ -
5	Borrow Excavation - Contractor Supplied	m3	\$ 30.00	345	\$ 10,350.00
6	Sawcut, Remove, and Dispose Existing Asphalt (all depths)	m2	\$ 70.00	851	\$ 59,570.00
7	Sawcut, Remove, and Dispose Existing Concrete Curb and Gutter	m	\$ 100.00	494.5	\$ 49,450.00
8	Sawcut, Remove, and Dispose Existing Concrete Median	m2	\$ 100.00	348	\$ 34,845.00
9	Concrete Surface - Remove and Dispose (Includes Ramps)	m2	\$ 40.00	0	\$ -
10	Remove and Salvage Existing Traffic Signage c/w Posts	EA	\$ 81.66	5	\$ 375.64
11	Remove Existing Thermoplastic Line Markings (Stop Bar, Center Line, Skip, etc) Includes Fill and Seal.	m	\$ 85.00	541	\$ 45,942.50
12	Prepare Subgrade Surface	m2	\$ 2.00	0	\$ -
13	Granular Sub-Base 350mm - Pit Run	t	\$ 35.00	870	\$ 30,457.18
14	Granular Base Course 200mm - 2-25	t	\$ 35.00	497.26	\$ 17,404.10
15	Asphalt Concrete Pavement - EPS Mix Type H2 (PG 70-28)	t	\$ 90.00	243	\$ 21,890.25
16	Supply and Install Curb and Gutter	m	\$ 235.00	495	\$ 116,207.50
17	Supply and Install 125mm Semi-Mountable Curb	m	\$ 200.00	0	\$ -
18	Supply and Install 150mm Truck Apron Curb	m	\$ 200.00	0	\$ -
19	Concrete Truck Apron - White Topping	m2	\$ 350.00	0	\$ -
20	Supply and Install Concrete - Median	m2	\$ 265.00	357	\$ 94,472.50
21	100mm Wide Solid - White Thermoplastic	m	\$ 20.00	748	\$ 14,950.00
22	100mm Wide Skip - White Thermoplastic	m	\$ 20.00	748	\$ 14,950.00
23	300mm Wide Stop Bar - White Thermoplastic	Message	\$ 700.00	7	\$ 4,830.00
24	Painted Pavement Message - Gore Area	Message	\$ 1,400.00	0	\$ -
25	Painted Pavement Message - Turn Arrow	Message	\$ 250.00	0	\$ -
26	3.0m Wide Concrete Ramp including base	m	\$ 300.00	28	\$ 8,280.00
27	Relocate and Re-install Existing Signage c/w Post	ea	\$ 150.00	6	\$ 862.50
28	Relocate and Disposal Existing Signage c/w Post	ea	\$ 150.00	6	\$ 862.50
29	Re- Align Existing Underground Traffic Conduit (Supply and Install New Conduit).	LS	\$ 200,000.00	1	\$ 230,000.00
30	Rectangular Rapid Flashing Beacon (RRFB) (Provisional)	ea	\$ 3,900.00	0	\$ -
31	Combi Grid	m2	\$ 17.00	805	\$ 13,685.00
32	Utility Hydrovac	LS	\$ 50,000.00	1	\$ 57,500.00
33	Supply and Place Topsoil 200mm Depth	m2	\$ 20.00	851	\$ 17,020.00
34	Hydro-Seed	m2	\$ 4.00	851	\$ 3,404.00
Notes:			SUB-TOTAL \$ 1,149,220.54		
1) Unit Prices are based on a combination of ATEC unit prices 2025, COE, and unit prices from previous projects experience.			SUBTOTAL (ROUNDED) \$ 1,150,000.00		
2) A 20% contingency for the total estimated cost is applied at this time.					
			CONTINGENCIES (20%) \$ 230,000.00		
			TOTAL ESTIMATED COST \$ 1,380,000.00		

Notes:

- Unit Prices are based on a combination of ATEC unit prices 2025, COE, and unit prices from previous projects experience.
- A 20% contingency for the total estimated cost is applied at this time.

Cost Estimate Summary 'B' - Bid Item

67 Street and Taylor Drive - Conceptual Design Option 2

Date: November 5, 2025



Bid Item	Item Description	Unit	B-Estimate Unit Price	INT 67 Street and Taylor Drive	
				Quantities	Cost
PROJECT TOTALS					
1	Mobilization	LS	\$ 140,000.00	1	\$ 140,000.00
2	Site Occupancy	Days	\$ 4,000.00	50	\$ 200,000.00
3	Topsoil and Subsoil Stripping (0-500 mm)	m3	\$ 4.75	658	\$ 3,125.23
4	Site Clearing and Grubbing	m2	\$ 0.65	0	\$ -
5	Borrow Excavation - Contractor Supplied	m3	\$ 30.00	573	\$ 17,181.00
6	Sawcut, Remove, and Dispose Existing Asphalt (all depths)	m2	\$ 70.00	949	\$ 66,412.50
7	Sawcut, Remove, and Dispose Existing Concrete Curb and Gutter	m	\$ 100.00	604	\$ 60,375.00
8	Sawcut, Remove, and Dispose Existing Concrete Median	m2	\$ 100.00	550	\$ 54,970.00
9	Concrete Surface - Remove and Dispose (Includes Ramps)	m2	\$ 40.00	0	\$ -
10	Remove and Salvage Existing Traffic Signage c/w Posts	EA	\$ 81.66	5	\$ 375.64
11	Remove Existing Thermoplastic Line Markings (Stop Bar, Center Line, Skip, etc) Includes Fill and Seal.	m	\$ 85.00	2,352	\$ 199,898.75
12	Prepare Subgrade Surface	m2	\$ 2.00	0	\$ -
13	Granular Sub-Base 350mm - Pit Run	t	\$ 35.00	1,334	\$ 46,690.00
14	Granular Base Course 200mm - 2-25	t	\$ 35.00	759	\$ 26,565.00
15	Asphalt Concrete Pavement - EPS Mix Type H2 (PG 70-28)	t	\$ 90.00	403	\$ 36,225.00
16	Supply and Install Curb and Gutter	m	\$ 235.00	610	\$ 143,232.50
17	Supply and Install 125mm Semi-Mountable Curb	m	\$ 200.00	0	\$ -
18	Supply and Install 150mm Truck Apron Curb	m	\$ 200.00	0	\$ -
19	Concrete Truck Apron - White Topping	m2	\$ 350.00	0	\$ -
20	Supply and Install Concrete - Median	m2	\$ 265.00	357	\$ 94,472.50
21	Utility Relocations	m	\$ 20.00	978	\$ 19,550.00
22	100mm Wide Skip - White Thermoplastic	m	\$ 20.00	2,001	\$ 40,020.00
23	300mm Wide Stop Bar - White Thermoplastic	Message	\$ 700.00	14	\$ 9,660.00
24	Painted Pavement Message - Gore Area	Message	\$ 1,400.00	0	\$ -
25	Painted Pavement Message - Turn Arrow	Message	\$ 250.00	33	\$ 8,337.50
26	3.0m Wide Concrete Ramp including base	m	\$ 300.00	14	\$ 4,140.00
27	Relocate and Re-install Existing Signage c/w Post	ea	\$ 150.00	6	\$ 862.50
28	Relocate and Disposal Existing Signage c/w Post	ea	\$ 150.00	6	\$ 862.50
29	Re- Align Existing Underground Traffic Conduit (Supply and Install New Conduit).	LS	\$ 200,000.00	1	\$ 230,000.00
30	Rectangular Rapid Flashing Beacon (RRFB) (Provisional)	ea	\$ 3,900.00	0	\$ -
31	Combi Grid	m2	\$ 17.00	857	\$ 14,564.75
32	Utility Hydrovac	LS	\$ 50,000.00	1	\$ 57,500.00
33	Supply and Place Topsoil 200mm Depth	m2	\$ 20.00	857	\$ 17,135.00
34	Hydro-Seed	m2	\$ 4.00	857	\$ 3,427.00
Notes:			SUB-TOTAL \$ 1,495,582.37		
1) Unit Prices are based on a combination of ATEC unit prices 2025, COE, and unit prices from previous projects experience.			SUBTOTAL (ROUNDED) \$ 1,496,000.00		
2) A 20% contingency for the total estimated cost is applied at this time.					
			CONTINGENCIES (20%) \$ 299,200.00		
			TOTAL ESTIMATED COST \$ 1,795,200.00		

Notes:

1) Unit Prices are based on a combination of ATEC unit prices 2025, COE, and unit prices from previous projects experience.

2) A 20% contingency for the total estimated cost is applied at this time.

Cost Estimate Summary 'B' - Bid Item

67 Street and Taylor Drive - Conceptual Design Option 3 (Interim)

Date: November 5, 2025



Bid Item	Item Description	Unit	B-Estimate Unit Price	INT 67 Street and Taylor Drive	
				Quantities	Cost
PROJECT TOTALS					
1	Mobilization	LS	\$ 360,000.00	1	\$ 360,000.00
2	Site Occupancy	Days	\$ 4,000.00	26	\$ 104,000.00
3	Topsoil and Subsoil Stripping (0-500 mm)	m3	\$ 4.75	1334.00	\$ 6,336.50
4	Site Clearing and Grubbing	m2	\$ 0.65	353.05	\$ 229.48
5	Borrow Excavation - Contractor Supplied	m3	\$ 30.00	3500.60	\$ 105,018.00
6	Sawcut, Remove, and Dispose Existing Asphalt (all depths)	m2	\$ 70.00	2263.20	\$ 158,424.00
7	Sawcut, Remove, and Dispose Existing Concrete Curb and Gutter	m	\$ 100.00	782.00	\$ 78,200.00
8	Sawcut, Remove, and Dispose Existing Concrete Median	m2	\$ 100.00	348.45	\$ 34,845.00
9	Concrete Surface - Remove and Dispose (Includes Ramps)	m2	\$ 40.00	327.75	\$ 13,110.00
10	Remove and Salvage Existing Traffic Signage c/w Posts	EA	\$ 81.66	4.60	\$ 375.64
11	Remove Existing Thermoplastic Line Markings (Stop Bar, Center Line, Skip, etc) Includes Fill and Seal.	m	\$ 85.00	1955.00	\$ 166,175.00
12	Prepare Subgrade Surface	m2	\$ 2.00	3593.75	\$ 7,187.50
13	Granular Sub-Base 350mm - Pit Run	t	\$ 35.00	1593.80	\$ 55,782.98
14	Granular Base Course 200mm - 2-25	t	\$ 35.00	2904.58	\$ 101,660.28
15	Asphalt Concrete Pavement - EPS Mix Type H2 (PG 70-28)	t	\$ 90.00	1776.08	\$ 159,847.47
16	Supply and Install Curb and Gutter	m	\$ 235.00	1426.00	\$ 335,110.00
17	Supply and Install 125mm Semi-Mountable Curb	m	\$ 200.00	1200.60	\$ 240,120.00
18	Supply and Install 150mm Truck Apron Curb	m	\$ 200.00	161.00	\$ 32,200.00
19	Concrete Truck Apron - White Topping	m2	\$ 350.00	663.55	\$ 232,242.50
20	Supply and Install Concrete - Median	m2	\$ 265.00	4409.10	\$ 1,168,411.50
21	Utility Relocations	m	\$ 20.00	333.50	\$ 6,670.00
22	100mm Wide Skip - White Thermoplastic	m	\$ 20.00	1339.75	\$ 26,795.00
23	300mm Wide Stop Bar - White Thermoplastic	Message	\$ 700.00	120.75	\$ 84,525.00
24	Painted Pavement Message - Gore Area	Message	\$ 1,400.00	6.90	\$ 9,660.00
25	Painted Pavement Message - Turn Arrow	Message	\$ 250.00	11.50	\$ 2,875.00
26	3.0m Wide Concrete Ramp including base	m	\$ 300.00	0.00	\$ -
27	Relocate and Re-install Existing Signage c/w Post	ea	\$ 150.00	4.60	\$ 690.00
28	Relocate and Disposal Existing Signage c/w Post	ea	\$ 150.00	4.60	\$ 690.00
29	Re- Align Existing Underground Traffic Conduit (Supply and Install New Conduit).	LS	\$ 200,000.00	1.15	\$ 230,000.00
30	Rectangular Rapid Flashing Beacon (RRFB) (Provisional)	ea	\$ 3,900.00	9.20	\$ 35,880.00
31	Combi Grid	m2	\$ 17.00	2625.45	\$ 44,632.65
32	Utility Hydrovac	LS	\$ 50,000.00	1.15	\$ 57,500.00
33	Supply and Place Topsoil 200mm Depth	m2	\$ 20.00	2625.45	\$ 52,509.00
34	Hydro-Seed	m2	\$ 4.00	2625.45	\$ 10,501.80
Notes:			SUB-TOTAL \$ 3,922,204.30		
1) Unit Prices are based on a combination of ATEC unit prices 2025, COE, and unit prices from previous projects experience.			SUBTOTAL (ROUNDED) \$ 3,923,000.00		
2) A 20% contingency for the total estimated cost is applied at this time.					
			CONTINGENCIES (20%) \$ 784,600.00		
			TOTAL ESTIMATED COST \$ 4,707,600.00		

Notes:

1) Unit Prices are based on a combination of ATEC unit prices 2025, COE, and unit prices from previous projects experience.

2) A 20% contingency for the total estimated cost is applied at this time.

Cost Estimate Summary 'B' - Bid Item

67 Street and Taylor Drive - Conceptual Design Option 3 (Ultimate)

Date: November 5, 2025



Bid Item	Item Description	Unit	B-Estimate Unit Price	INT 67 Street and Taylor Drive	
				Quantities	Cost
PROJECT TOTALS					
1	Mobilization	LS	\$ 30,000.00	1	\$ 30,000.00
2	Site Occupancy	Days	\$ 4,000.00	26	\$ 104,000.00
3	Topsoil and Subsoil Stripping (0-500 mm)	m3	\$ 4.75	0	\$ -
4	Site Clearing and Grubbing	m2	\$ 0.65	0	\$ -
5	Borrow Excavation - Contractor Supplied	m3	\$ 30.00	0	\$ -
6	Sawcut, Remove, and Dispose Existing Asphalt (all depths)	m2	\$ 70.00	0	\$ -
7	Sawcut, Remove, and Dispose Existing Concrete Curb and Gutter	m	\$ 100.00	334	\$ 33,350.00
8	Sawcut, Remove, and Dispose Existing Concrete Median	m2	\$ 100.00	118	\$ 11,819.47
9	Concrete Surface - Remove and Dispose (Includes Ramps)	m2	\$ 40.00	0	\$ -
10	Remove and Salvage Existing Traffic Signage c/w Posts	EA	\$ 81.66	0	\$ -
11	Remove Existing Thermoplastic Line Markings (Stop Bar, Center Line, Skip, etc) Includes Fill and Seal.	m	\$ 85.00	610	\$ 51,807.50
12	Prepare Subgrade Surface	m2	\$ 2.00	0	\$ -
13	Granular Sub-Base 350mm - Pit Run	t	\$ 35.00	0	\$ -
14	Granular Base Course 200mm - 2-25	t	\$ 35.00	0	\$ -
15	Asphalt Concrete Pavement - EPS Mix Type H2 (PG 70-28)	t	\$ 90.00	34	\$ 3,093.82
16	Supply and Install Curb and Gutter	m	\$ 235.00	0	\$ -
17	Supply and Install 125mm Semi-Mountable Curb	m	\$ 200.00	0	\$ -
18	Supply and Install 150mm Truck Apron Curb	m	\$ 200.00	334	\$ 66,700.00
19	Concrete Truck Apron - White Topping	m2	\$ 350.00	0	\$ -
20	Supply and Install Concrete - Median	m2	\$ 265.00	0	\$ -
21	Utility Relocations	m	\$ 20.00	288	\$ 5,750.00
22	100mm Wide Skip - White Thermoplastic	m	\$ 20.00	656	\$ 13,110.00
23	300mm Wide Stop Bar - White Thermoplastic	Message	\$ 700.00	0	\$ -
24	Painted Pavement Message - Gore Area	Message	\$ 1,400.00	0	\$ -
25	Painted Pavement Message - Turn Arrow	Message	\$ 250.00	8	\$ 2,012.50
26	3.0m Wide Concrete Ramp including base	m	\$ 300.00	0	\$ -
27	Relocate and Re-install Existing Signage c/w Post	ea	\$ 150.00	5	\$ 690.00
28	Relocate and Disposal Existing Signage c/w Post	ea	\$ 150.00	0	\$ -
29	Re- Align Existing Underground Traffic Conduit (Supply and Install New Conduit).	LS	\$ 200,000.00	0	\$ -
30	Rectangular Rapid Flashing Beacon (RRFB) (Provisional)	ea	\$ 3,900.00	0	\$ -
31	Combi Grid	m2	\$ 17.00	0	\$ -
32	Utility Hydrovac	LS	\$ 50,000.00	0	\$ -
33	Supply and Place Topsoil 200mm Depth	m2	\$ 20.00	0	\$ -
34	Hydro-Seed	m2	\$ 4.00	0	\$ -
Notes: 1) Unit Prices are based on a combination of ATEC unit prices 2025, COE, and unit prices from previous projects experience. 2) A 20% contingency for the total estimated cost is applied at this time.			SUB-TOTAL		\$ 322,333.29
			SUBTOTAL (ROUNDED)		\$ 323,000.00
			CONTINGENCIES (20%)		\$ 64,600.00
			TOTAL ESTIMATED COST		\$ 387,600.00