## Nu-Metrics Traffic Analyzer Study Computer Generated Summary Report <br> City: Stettler <br> Street: 62 St. <br> Location: by the Spray Park

A study of vehicle traffic was conducted with HI-STAR unit number 0001. The study was done in the Southbound lane at 62 St . in Stettler, AB in Stettler county. The study began on Aug-06-09 at 14:07 and concluded on Aug-12-09 at 10:08, lasting a total of 140.02 hours. Traffic statistics were recorded in 60 minute time periods. The total recorded volume showed 2738 vehicles passed through the location with a peak volume of 58 on Aug-11-09 at [16:07-17:07] and a minimum volume of 0 on Aug-07-09 at [03:07-04:07]. The AADT count for this study was 469.

## SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin. At least half the vehicles were traveling in the $48-56 \mathrm{KM} / \mathrm{H}$ range or lower. The average speed for all classifed vehicles was 49 $\mathrm{KM} / \mathrm{H}$ with $99.05 \%$ vehicles exceeding the posted speed of $30 \mathrm{KM} / \mathrm{H}$. The HI-STAR found 0.04 percent of the total vehicles were traveling in excess of $89 \mathrm{KM} / \mathrm{H}$. The mode speed for this traffic study was $48 \mathrm{KM} / \mathrm{H}$ and the 85th percentile was $59.94 \mathrm{KM} / \mathrm{H}$.

| $<$ to 15 | $\begin{aligned} & 16 \\ & \text { to } \\ & 23 \end{aligned}$ | $\begin{aligned} & 24 \\ & \text { to } \\ & 31 \end{aligned}$ | $\begin{aligned} & 32 \\ & \text { to } \\ & 39 \end{aligned}$ | $\begin{aligned} & 40 \\ & \text { to } \\ & 47 \end{aligned}$ | $\begin{gathered} 48 \\ \text { to } \\ 55 \end{gathered}$ | $\begin{aligned} & 56 \\ & \text { to } \\ & 63 \end{aligned}$ | $\begin{aligned} & 64 \\ & \text { to } \\ & 71 \end{aligned}$ | $\begin{aligned} & 72 \\ & \text { to } \\ & 79 \end{aligned}$ | $\begin{aligned} & 80 \\ & \text { to } \\ & 88 \end{aligned}$ | $\begin{aligned} & 89 \\ & \text { to } \\ & 96 \end{aligned}$ | $\begin{gathered} 97 \\ \text { to } \\ 104 \end{gathered}$ | $\begin{gathered} 105 \\ \text { to } \\ 112 \end{gathered}$ | $\begin{gathered} 113 \\ \text { to } \\ 120 \end{gathered}$ | $\begin{gathered} 121 \\ \text { to } \\ > \end{gathered}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10 | 16 | 70 | 386 | 782 | 850 | 432 | 146 | 39 | 4 | 2 | 1 | 0 | 0 | 0 |  |  |  |  |  |

CHART 1

## CLASSIFICATION

Chart 2 lists the values of the classification bins and the total traffic volume accumulated for each bin.
Most of the vehicles classified during the study were Passenger Vehicles. The number of Passenger Vehicles in the study was 1283 which represents 47 percent of the total classified vehicles. The number of Vans \& Pickups in the study was 1004 which represents 37 percent of the total classified vehicles. The number of Busses \& Trucks in the study was 374 which represents 14 percent of the total classified vehicles. The number of Tractor Tailers in the study was 77 which represents 3 percent of the total classified vehicles.

| $\begin{gathered} < \\ \text { to } \\ 3.0 \end{gathered}$ | $\begin{gathered} 3.1 \\ \text { to } \\ 4.5 \end{gathered}$ | $\begin{gathered} 4.6 \\ \text { to } \\ 6.0 \end{gathered}$ | $\begin{gathered} 6.1 \\ \text { to } \\ 7.5 \end{gathered}$ | $\begin{gathered} 7.6 \\ \text { to } \\ 9.0 \end{gathered}$ | $\begin{gathered} 9.1 \\ \text { to } \\ 10.6 \end{gathered}$ | $\begin{gathered} 10.7 \\ \text { to } \\ 12.1 \end{gathered}$ | $\begin{gathered} 12.2 \\ \text { to } \\ 13.6 \end{gathered}$ | $\begin{gathered} 13.7 \\ \text { to } \\ 15.1 \end{gathered}$ | $\begin{gathered} 15.2 \\ \text { to } \\ 16.7 \end{gathered}$ | $\begin{gathered} 16.8 \\ \text { to } \\ 18.2 \end{gathered}$ | $\begin{gathered} 18.3 \\ \text { to } \\ 19.7 \end{gathered}$ | $\begin{gathered} 19.8 \\ \text { to } \\ 21.2 \end{gathered}$ | $\begin{gathered} 21.3 \\ \text { to } \\ 22.8 \end{gathered}$ | $\begin{gathered} 22.9 \\ \text { to } \\ > \end{gathered}$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 158 | 68 | 1057 | 1004 | 327 | 30 | 17 | 23 | 11 | 20 | 16 | 5 | 2 | 0 | 0 |  |  |  |  |  |

CHART 2

## HEADWAY

During the peak traffic period, on Aug-11-09 at [16:07-17:07] the average headway between vehicles was 61.017 seconds. During the slowest traffic period, on Aug-07-09 at [03:07-04:07] the average headway between vehicles was 3600 seconds.

## WEATHER

The roadway surface temperature over the period of the study varied between 0.00 and 0.00 degrees C. The HI-STAR determined that the roadway surface was Dry 100.00\% of the time.

