

MAY 12, 2023

PROJECT NO: 1190-4286

SENT VIA: ELECTRONIC SUBMISSION

City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**Attention: Michael Turco**  
**Traffic Planning Technologist**

**RE: TRAFFIC IMPACT STUDY ADDENDUM COMMENTS**  
**7211 AND 7233 AIRPORT ROAD (OZ 18/008 W5)**  
**CITY OF MISSISSAUGA, REGION OF PEEL**

Dear Michael,

This addendum letter, is in response to comments received regarding the submission of the Traffic Impact Study (TIS) Addendum, dated October 2021, prepared by Crozier for the development at 7211 and 7233 Airport Road (OZ 18/008 W5).

These comments were:

*A Traffic Impact Study Addendum prepared by Crozier dated October 2021 was submitted in support of the proposed development. Based on the information provided to date, staff have the following comments: (i) The report must be stamped, dated, and signed by a Licensed Professional Engineer in the Province of Ontario (P.Eng.) (ii) The Vehicle Turning Plans illustrate multiple instances of the design vehicles encroaching over parking stalls and striking curbs. The site layout / design must be revised accordingly to ensure that it can safely accommodate the design vehicles (fire/waste trucks) without manoeuvring over parking stalls or striking curbs. (iii) The TIS shall be revised to reflect the required changes to the site plan. Should any additional community concerns arise, these shall be addressed in the TIS.*

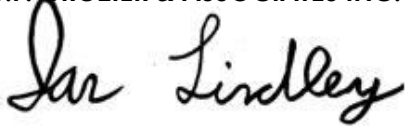
In response to these comments:

- i) Please see the stamped report attached to this letter. The updated site plan dated April 2, 2023, and the updated vehicle turning plans replaced their previous versions in the TIS.
- ii) Updated vehicle turning plans have replaced the previous one's in the TIS and are also attached separately to this letter. The conflicts with parking stalls and curbs have been removed.
- iii) The site plan changes did not have significant impacts on the operations that were presented in the TIS. Additional bicycle parking has been provided on site. Per the "Detailed Information and Preliminary Planning Analysis" appendix dated March 28, 2022, the City of Mississauga's Planning and Building Department did not receive any community questions or comments.

Should you have any questions or require any further information, please do not hesitate to contact the undersigned.

Sincerely,

**C.F. CROZIER & ASSOCIATES INC.**



Ian Lindley, M.A.S.c, P.Eng  
Project Engineer, Transportation

**C.F. CROZIER & ASSOCIATES INC.**



R. Aaron Wignall, Associate  
Senior Project Manager, Transportation

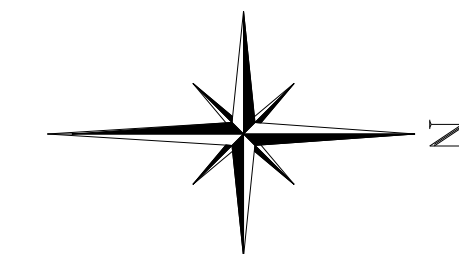
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Enclosure

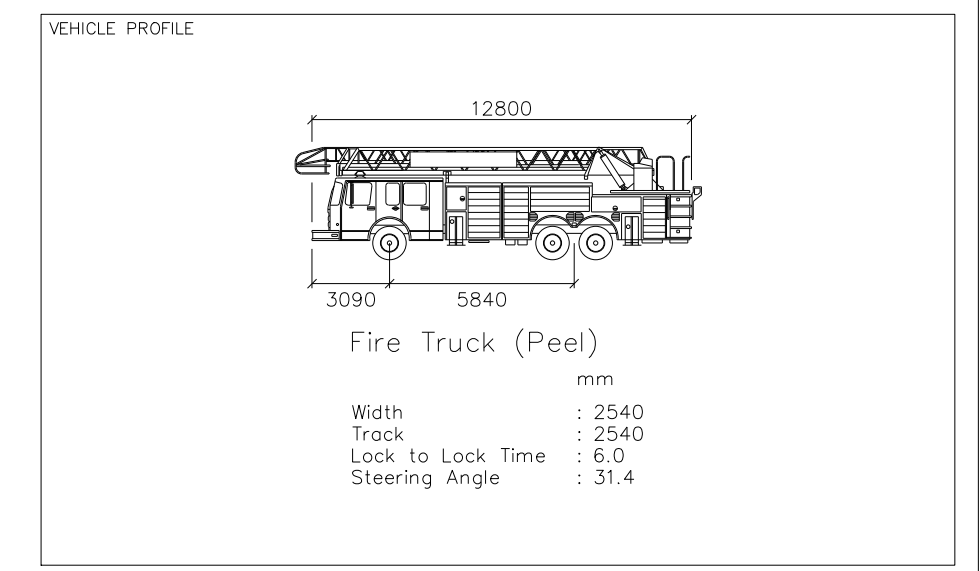
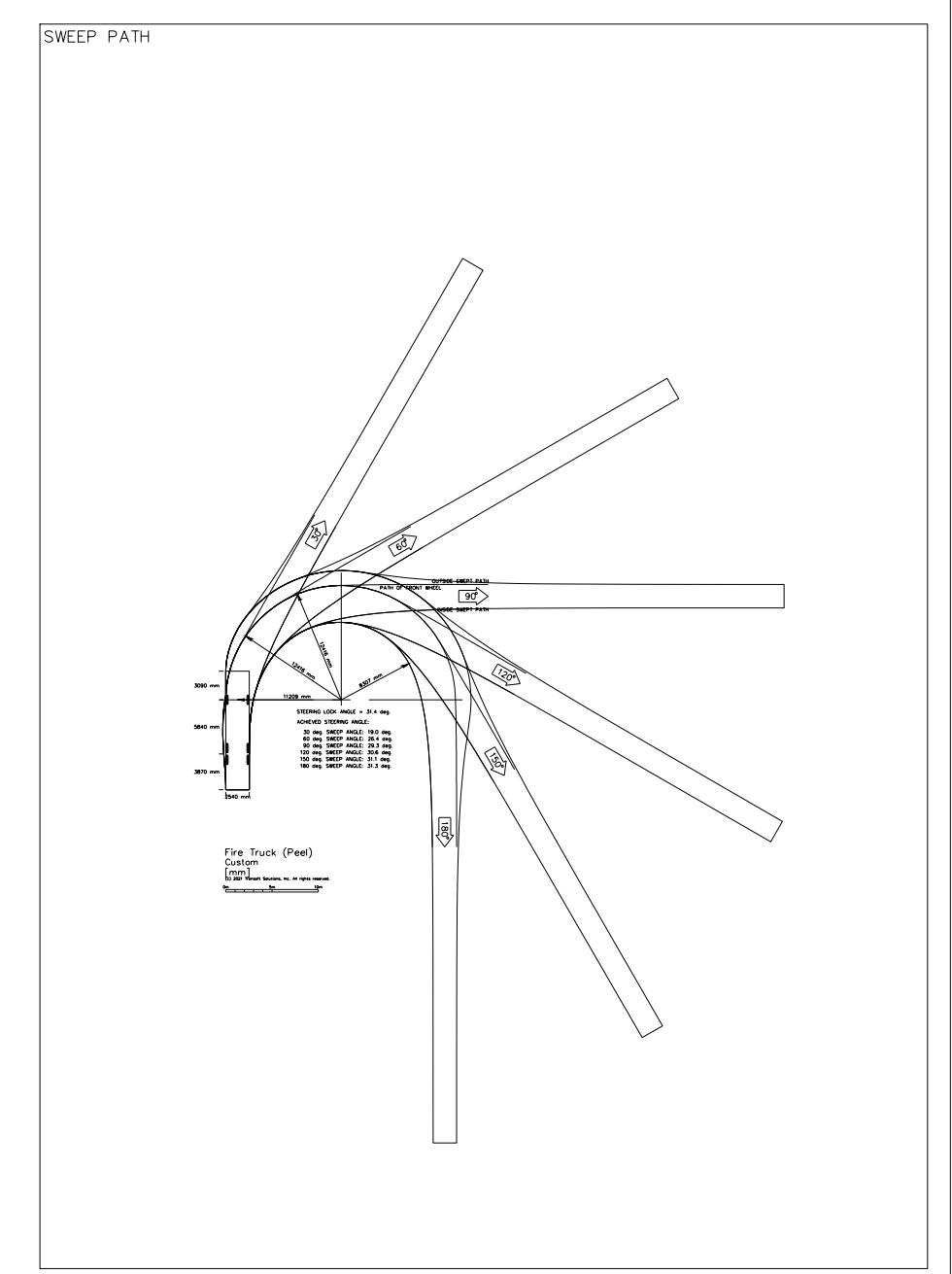
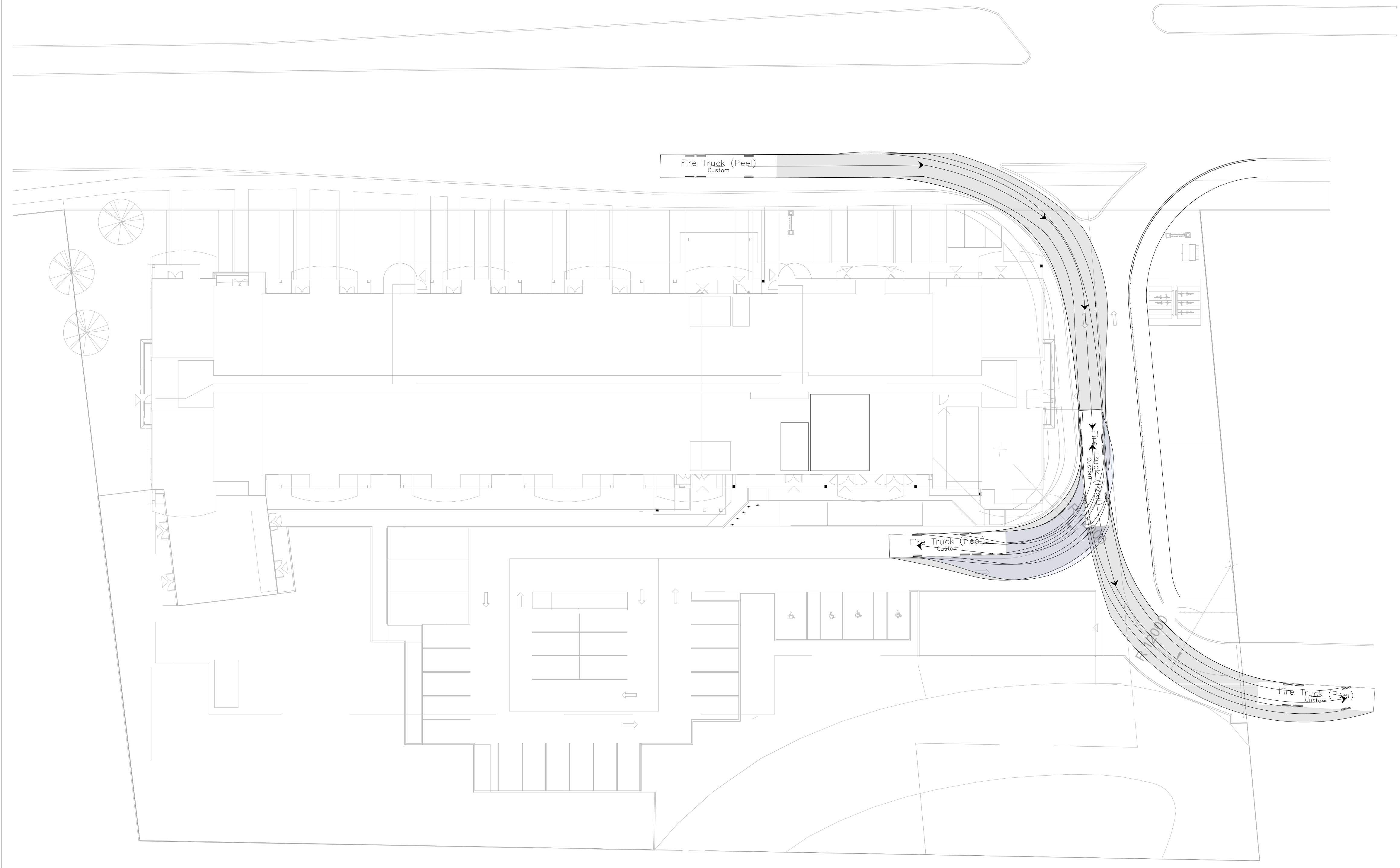
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# APPENDIX

## Vehicle Turning Plans



**FOR REVIEW**  
 NOT TO BE USED FOR CONSTRUCTION



No.	ISSUE	DATE: MM/DD/YYYY
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 7211-7233 AIRPORT ROAD  
 CITY OF MISSISSAUGA

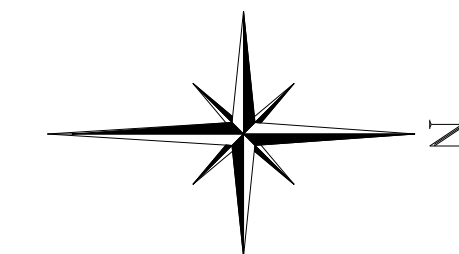
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**CROZIER & ASSOCIATES**  
 Consulting Engineers

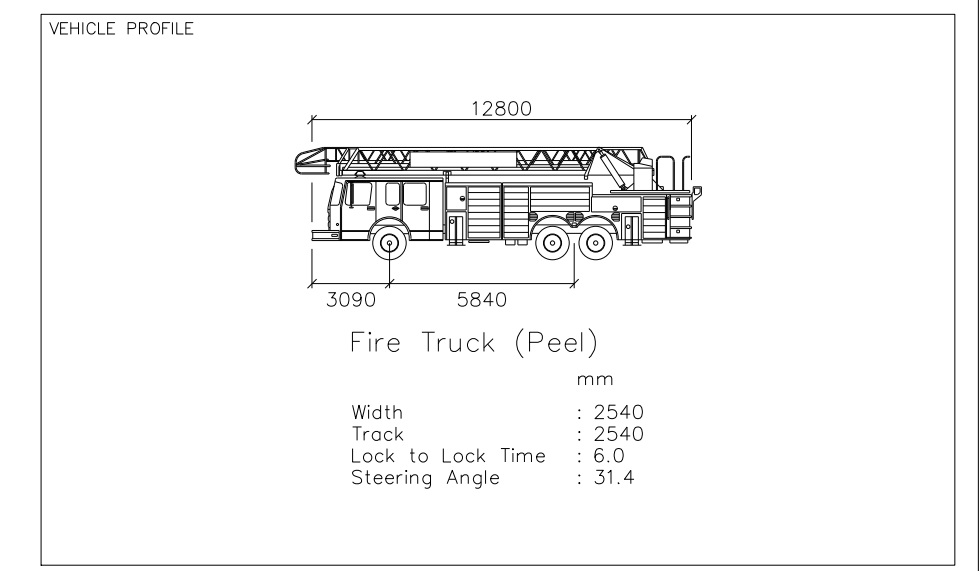
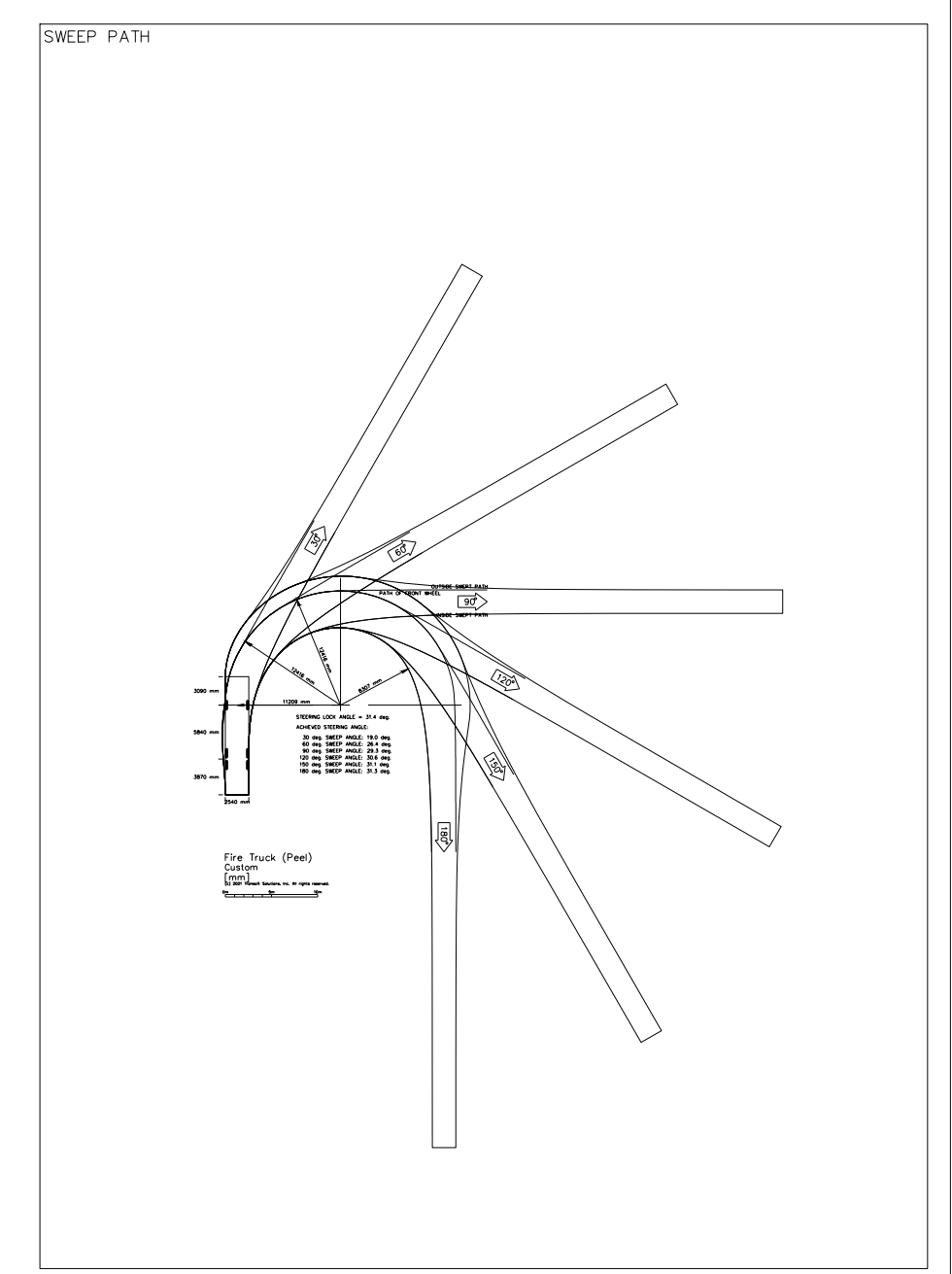
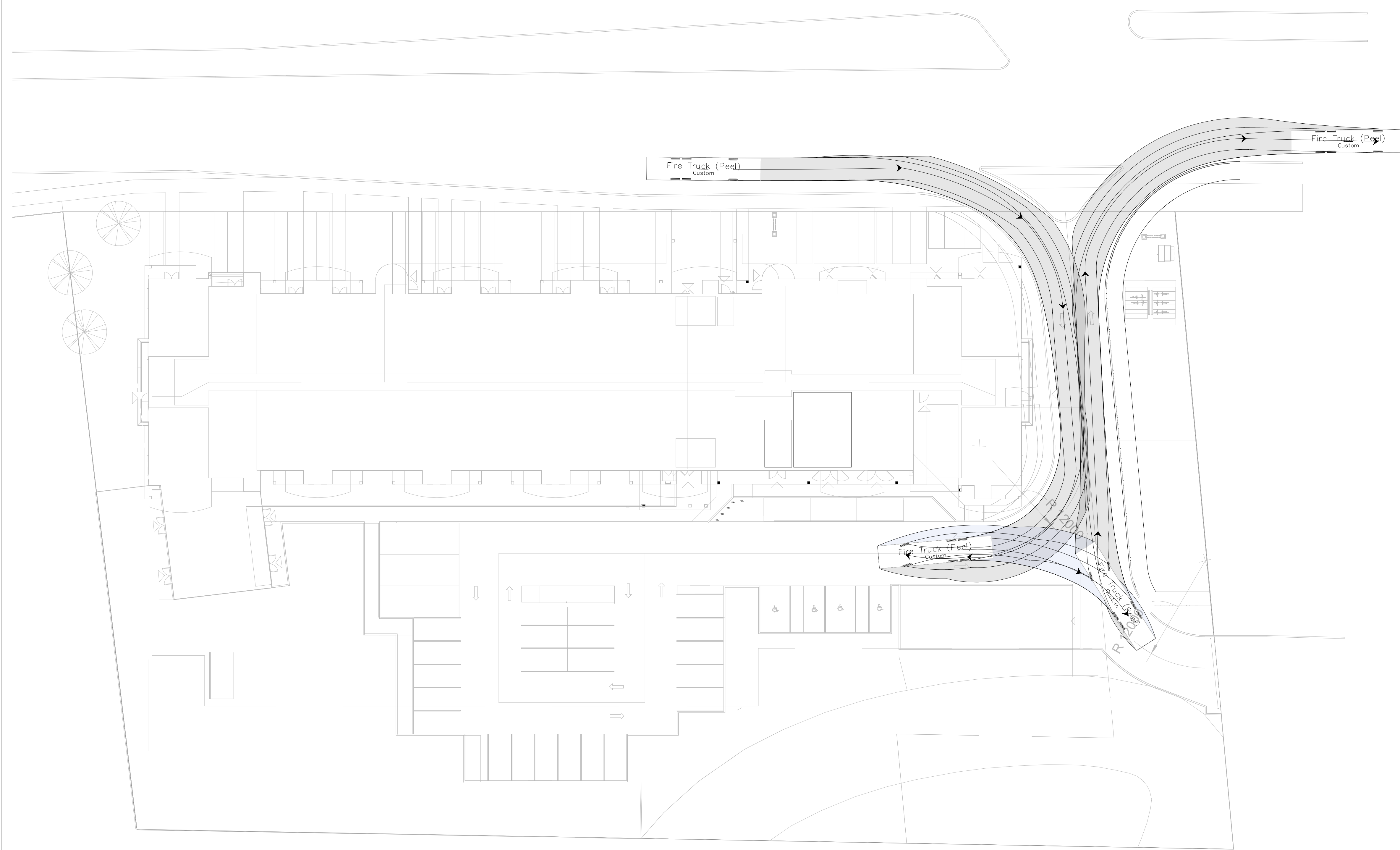
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7211-7233 AIRPORT ROAD  
CITY OF MISSISSAUGA

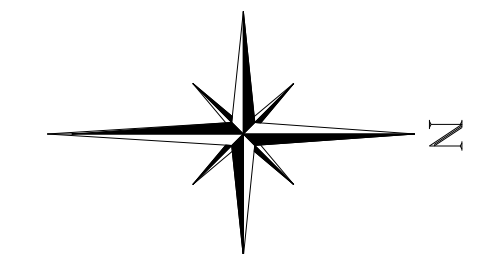
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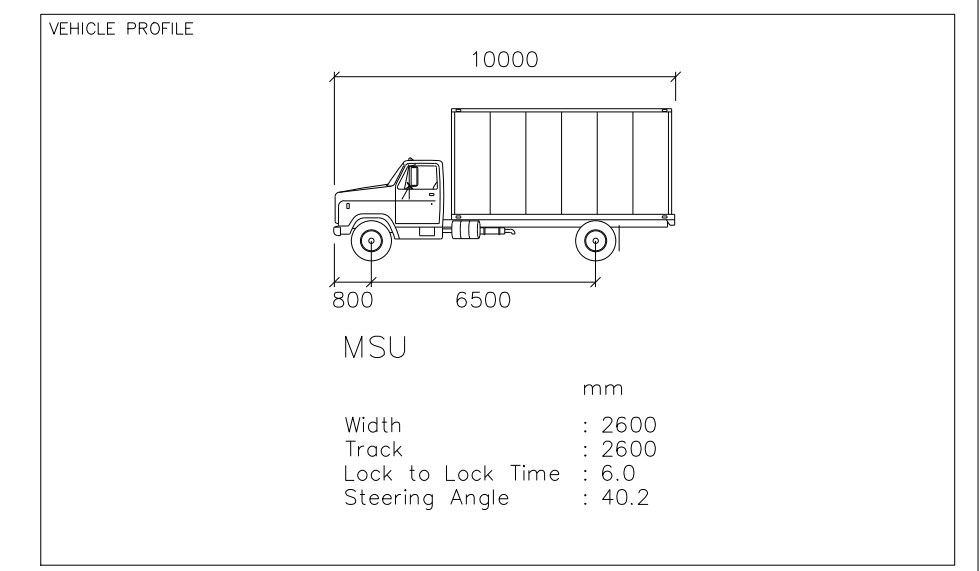
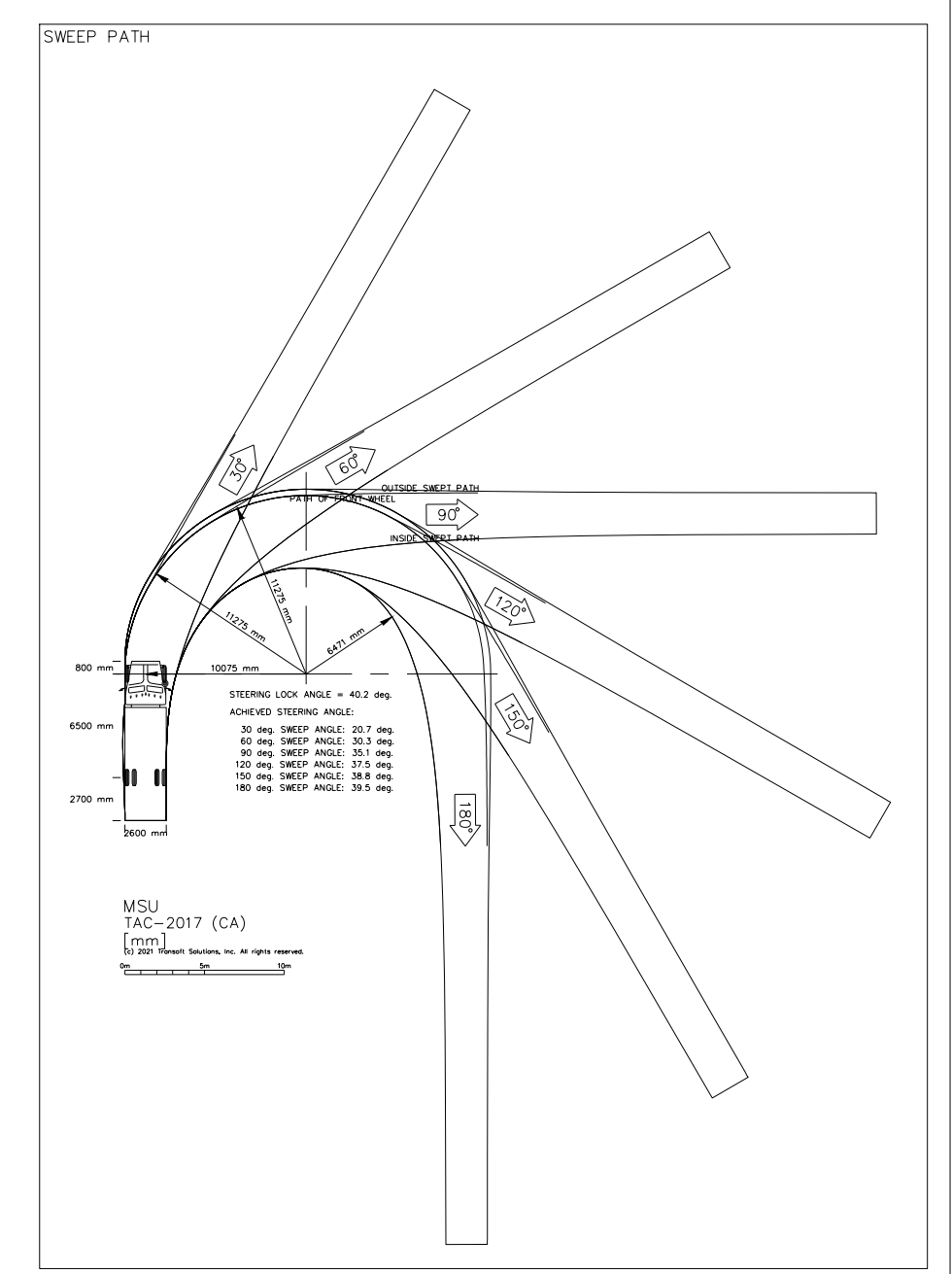
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 7211-7233 AIRPORT ROAD  
 CITY OF MISSISSAUGA

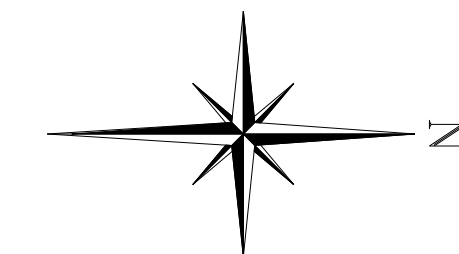
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 MEDIUM SINGLE UNIT  
 VEHICLE MANEUVERING ANALYSIS

**CROZIER & ASSOCIATES**  
 Consulting Engineers

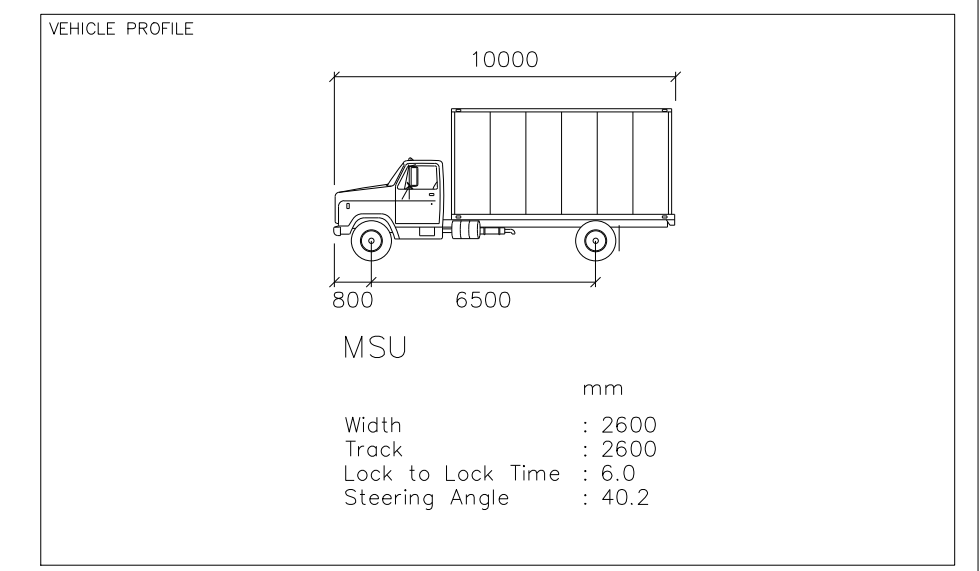
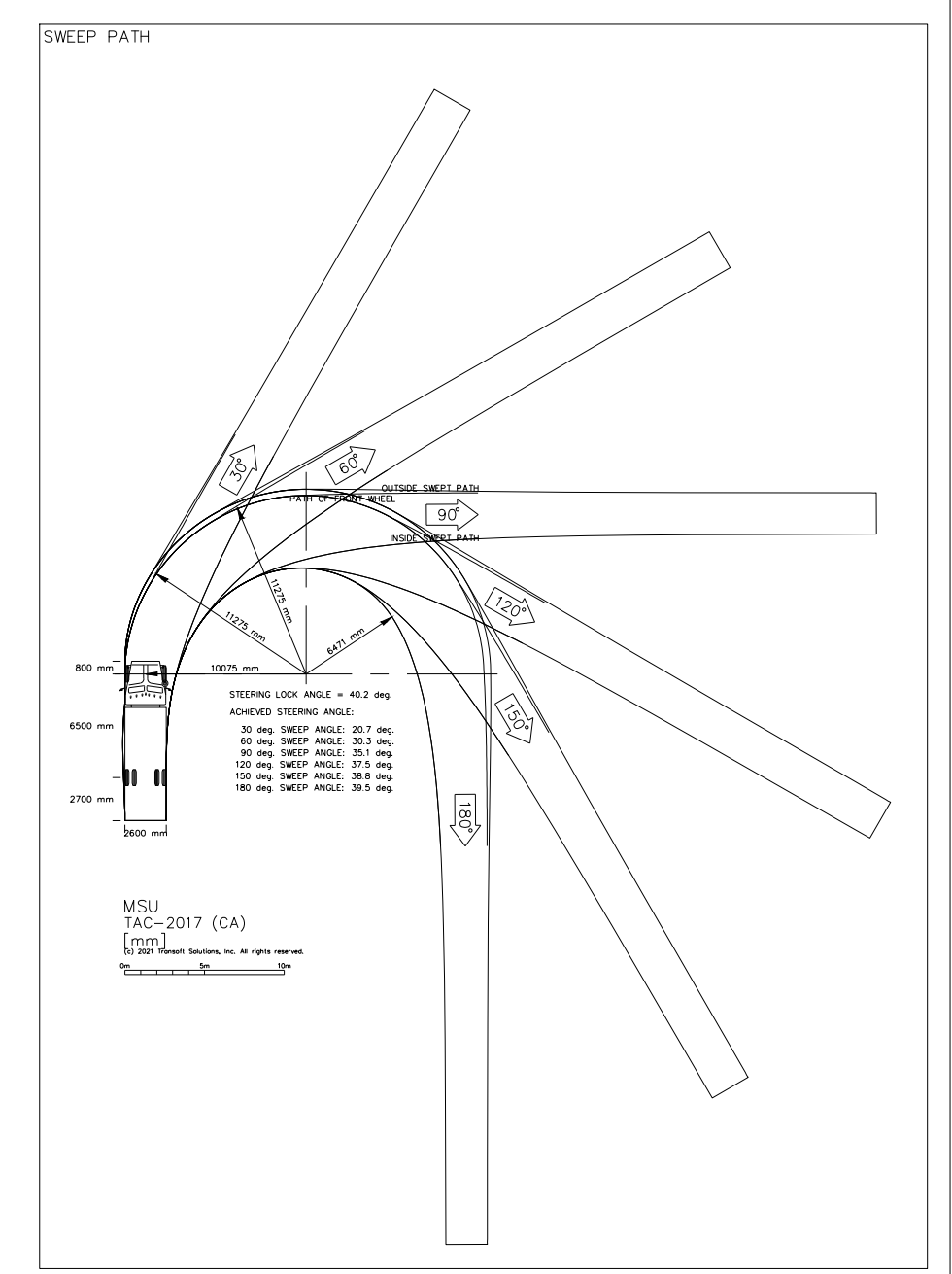
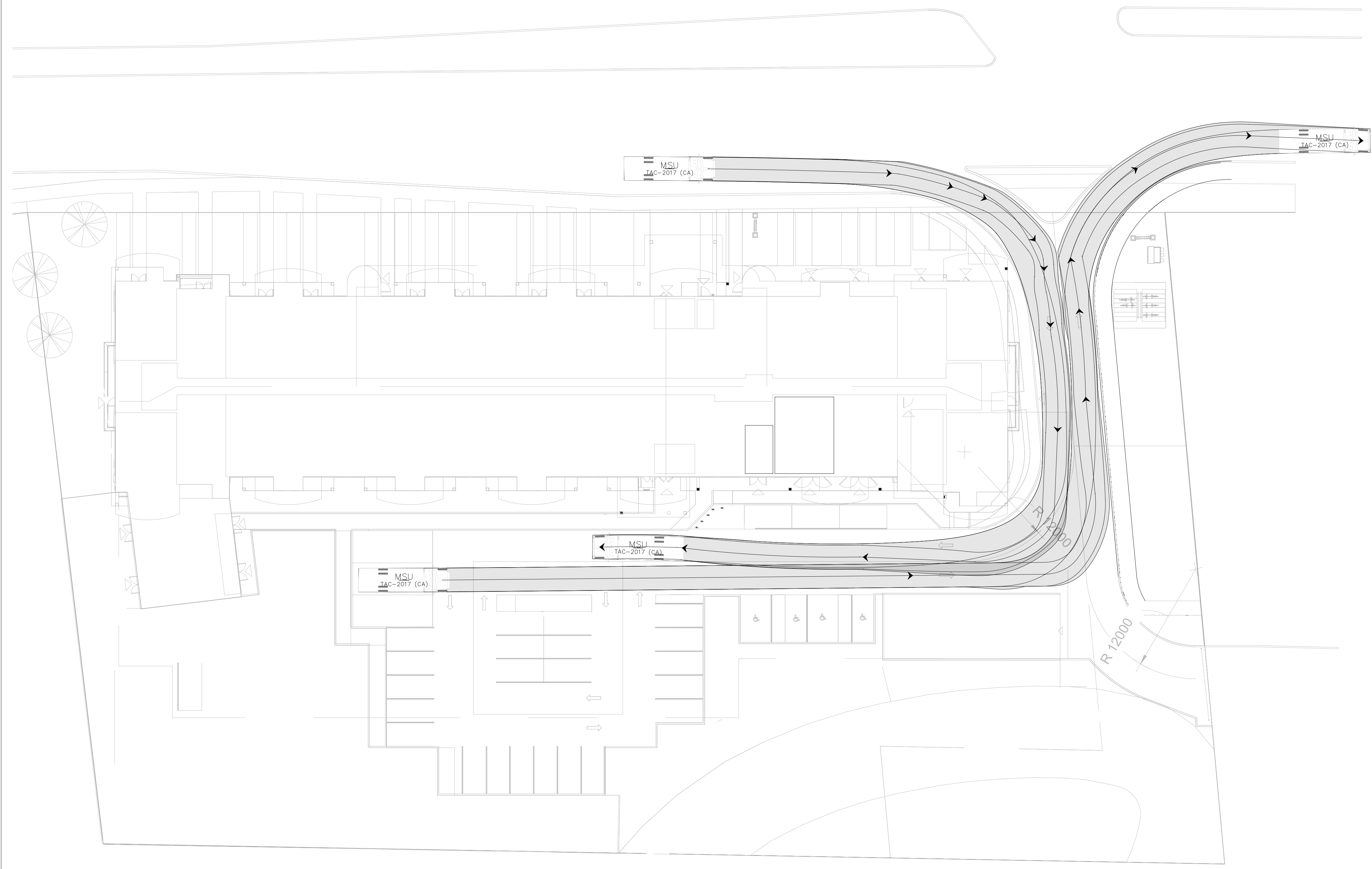
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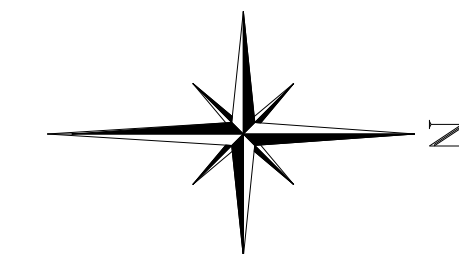
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**CROZIER & ASSOCIATES**  
 Consulting Engineers

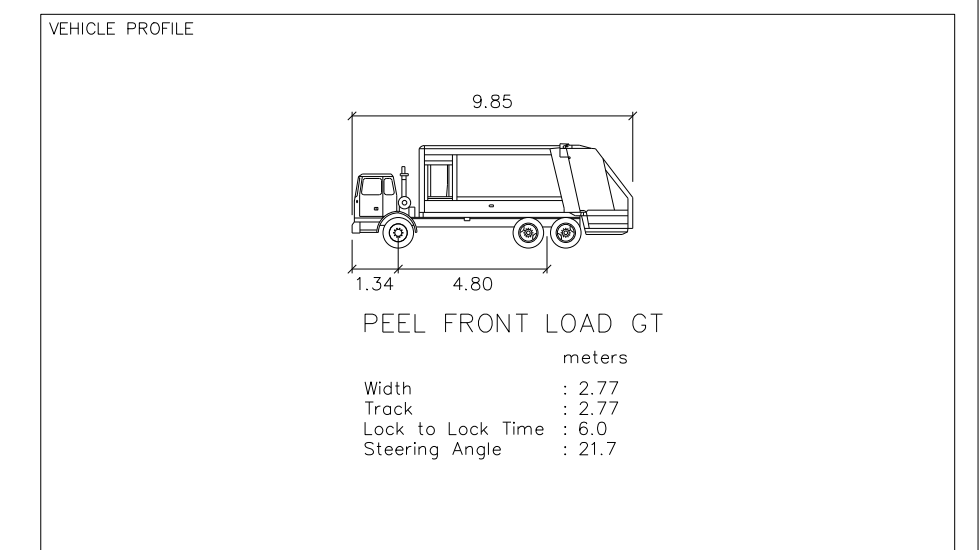
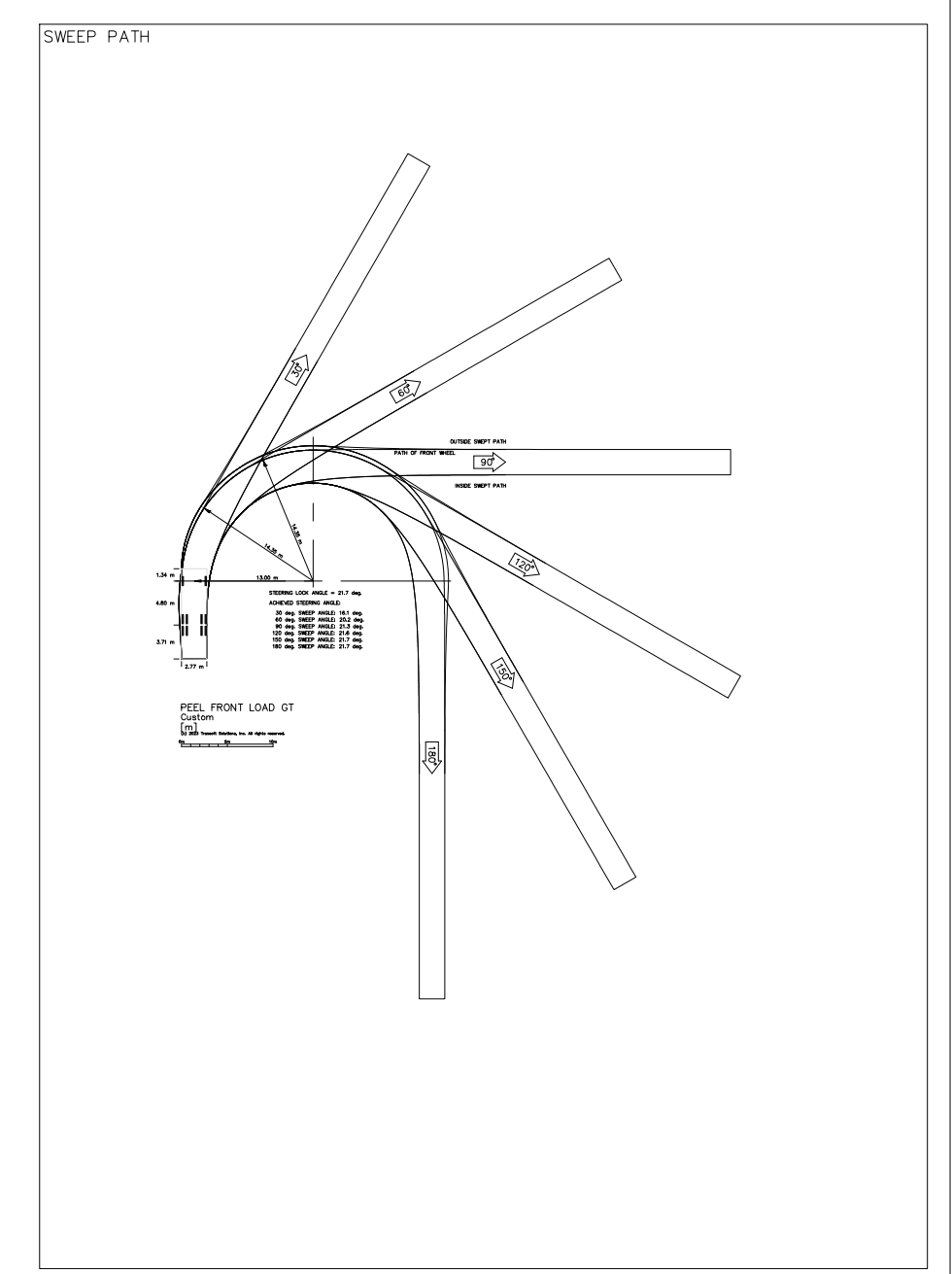
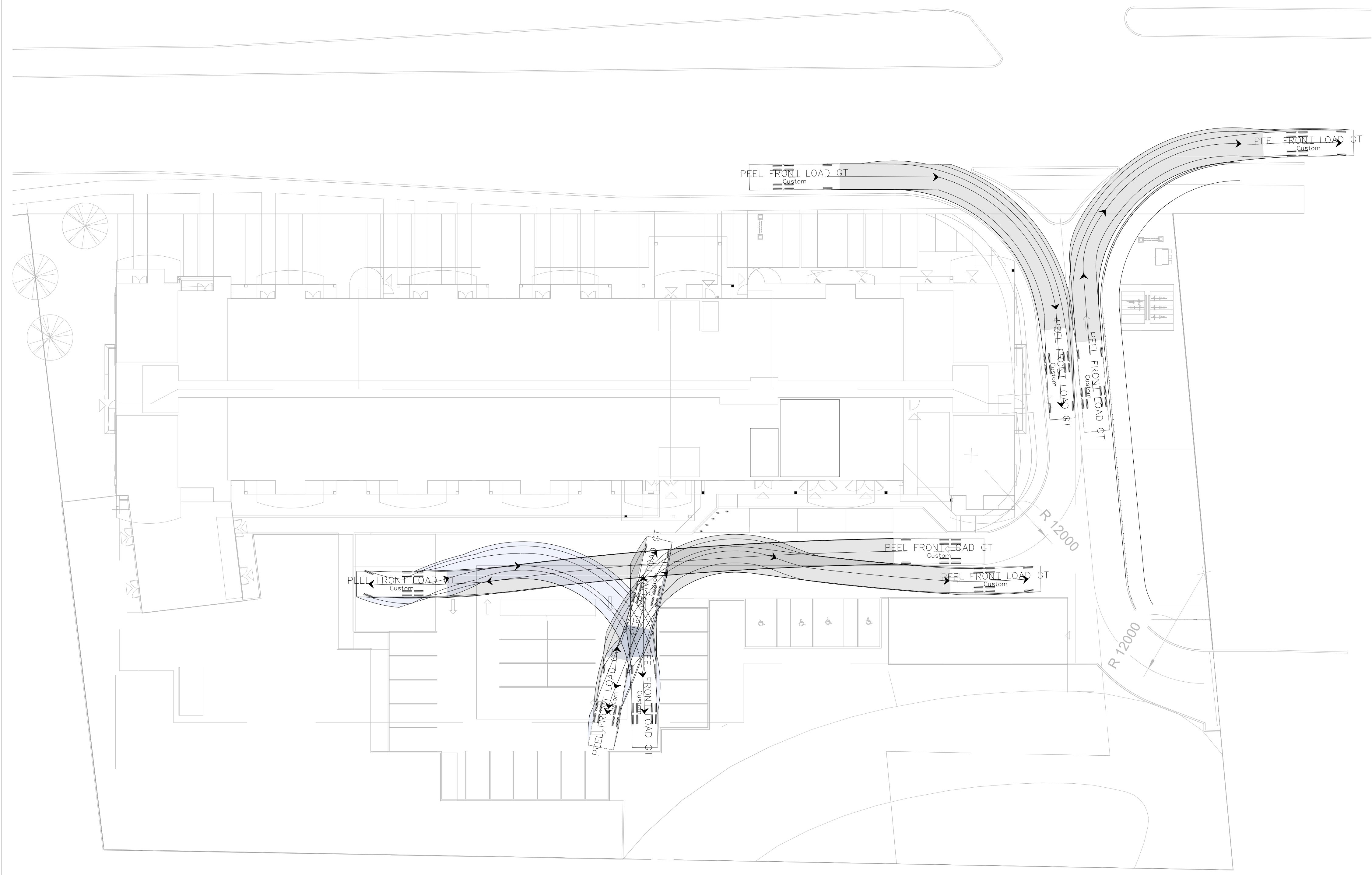
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Project  
 7211-7233 AIRPORT ROAD  
 CITY OF MISSISSAUGA

Drawing  
 GARBAGE TRUCK  
 VEHICLE MANEUVERING ANALYSIS

**CROZIER & ASSOCIATES**  
Consulting Engineers

2800 HIGH POINT DRIVE  
 SUITE 100  
 MILTON, ON L9T 6P4  
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# APPENDIX

## Traffic Impact Study Addendum

**ADDENDUM TRAFFIC IMPACT STUDY**

**AIRSTAR HOLDINGS INC.  
7211 & 7233 AIRPORT ROAD**

**CITY OF MISSISSAUGA  
REGION OF PEEL**

**PREPARED BY:**

**C.F. CROZIER & ASSOCIATES INC.  
2800 HIGH POINT DRIVE, SUITE 100  
MILTON, ON L9T 6P4**

**ORIGINAL: DECEMBER 2017  
UPDATED: OCTOBER 2021**

**CFCA FILE NO. 1190-4286**

The material in this report reflects best judgment in light of the information available at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. C.F. Crozier & Associates Inc. accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.



<b>Revision Number</b>	<b>Date</b>	<b>Comments</b>
Rev.0	December 2017	Issued for First Submission
Rev.1	January 2020	Issued for Second Submission
Rev.2	October 2021	Issued for Third Submission

## 1.0 EXECUTIVE SUMMARY

C.F. Crozier & Associates Inc. (Crozier) was retained by Airstar Holdings Inc. to undertake a Traffic Impact Study in support of a Site plan Application (SPA) for the proposed senior's residential apartment at 7211 & 7233 Airport Road, in the City of Mississauga. An original Traffic Impact Study (TIS) dated December 2017 was previously submitted to support the site. This Addendum TIS was prepared to support the latest site plan and provided an updated assessment regarding the impacts of the new site plan proposal on the boundary road network. Due to the age of the previous traffic data, new traffic counts had to be undertaken for this Addendum TIS.

The proposed development consists of 128 senior's apartment units and 228.7 m<sup>2</sup> (2,462 ft<sup>2</sup>) Gross Floor Area (GFA) of commercial space. A combined total of 110 parking spaces are proposed at grade and underground. One right-in/right-out (RIRO) access to Airport Road and an emergency access from Collett Road have been proposed. The proposed residential development is projected to generate a total of 23 and 36 auto-trips during the weekday a.m. and p.m. peak hours, respectively.

Under 2021 existing traffic conditions, the signalized intersections of Airport Road with Morning Star Drive and Beverly Street/ Victory Street operate below capacity at a Level of Service (LOS) "C" or better during both the weekday a.m. and p.m. peak hours. Similarly, the two stop-controlled access connections from 7256 Airport Road onto Airport Road operate at a LOS "D" or better.

For the 2026 future background (excludes site generated traffic), the signalized intersections of Airport Road with Morning Star Drive and Beverly Street/ Victory Street are projected to operate below capacity and at a LOS "C" or better during both the weekday a.m. and p.m. peak hours. The two stop-controlled private access connections from the 7256 Airport Road building at Airport Road are forecast to operate at a LOS "D" or better during both the a.m. and p.m. peak hours.

Under the 2026 total traffic (includes site generated traffic), the signalized intersections of Airport Road with Morning Star Drive and Beverly Street/ Victory Street as well as the two stop-controlled private access connections from the 7256 Airport Road building are projected to operate below capacity with the same Levels of Service as under the 2026 future background (excludes site generated traffic). The RIRO site access at Airport Road is forecast to operate at a LOS "A" during both a.m. and p.m. peak hours; through traffic on Airport Road is free flowing. The proposed RIRO site access at Airport Road and the emergency access to Collett Road are expected to effectively serve the site without safety issues related to sightlines, corner clearances, access conflicts, heavy truck movements and transit operational conflicts.

We recommend that the Region of Peel permit the proposed RIRO site access to Airport Road and emergency access to Collett Road. Additionally, the Region should continue to monitor the signal timing plans at the intersections of Airport Road with Morning Star Drive and Beverly Street/ Victory Street in the future to determine if changes are warranted for optimal performance of the intersections.

It is our professional conclusion that the traffic generated by the proposed 7211 & 7233 Airport Road development will not materially impact traffic operations on the boundary road network. The Site Plan Application can be supported from a traffic operations perspective as the boundary road system can accommodate the increase in traffic volumes attributable to the proposed development.

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## 2.0 INTRODUCTION

C.F. Crozier & Associates Inc. (Crozier) was retained by Airstar Holdings Inc. to undertake a Traffic Impact Study in support of a Site Plan Application (SPA) for the proposed senior's residential apartment development located at 7211 & 7233 Airport Road, in the City of Mississauga. The purpose of the study is to assess the impacts of the proposed development on the boundary road network and to recommend required mitigation measures, if warranted.

An original Traffic Impact Study (TIS) dated December 2017 was previously submitted to support the site. This Addendum TIS was prepared to support the latest site plan and provided an updated assessment impacts of the new site plan proposal on the boundary road network.

The study was completed in accordance with the procedures set out in the Region of Peel's Traffic Impact Study guidelines. Additionally, the scope of work and terms of reference were confirmed with Peel Region and City of Mississauga via email correspondence. Correspondence was between Peter Apasnore (Crozier), Rosalie Shan (Region of Peel) and Gregory Borys (City of Mississauga). Refer to **Appendix A** for relevant correspondence.

## 3.0 DEVELOPMENT PROPOSAL

The proposed development consists of a senior residential development with a portion of the building allocated for commercial use. The development consists of 128 senior's apartment units and 228.7 m<sup>2</sup> (2,462 ft<sup>2</sup>) Gross Floor Area (GFA) of commercial space. A combined total of 110 parking spaces are proposed at grade and below grade (one level).

One right-in/ right-out access to Airport Road and an emergency access at Collett Road has been proposed. Refer to **Figure 2** for the Site Plan prepared by Chintan Virani Architect Inc., dated January 21, 2021.

## 4.0 EXISTING CONDITIONS

### 4.1 Study Area

The subject land covers an area of approximately 0.87 ha and is currently vacant with no development on it. Per the City of Mississauga Zoning By-Law, the property at 7211 & 7233 Airport Road is a Residential Zone (R3). Relevant zoning map excerpts are provided in **Appendix B**.

The subject property is located on the east side of Airport Road, between the intersections of Airport Road with Morning Star Drive and Beverley Street/Victory Crescent. The subject lands are bounded by residential developments to the north and south, Victory Park to the east and Airport Road to the west. Refer to **Figure 1** for the site location.

Through correspondence with the Region, the following existing boundary intersections were considered for the study.

- Airport Road at Morning Star Drive
- Airport Road at Beverley Street/ Victory Crescent
- Airport Road at the 7256 Airport Road Northern Access
- Airport Road at the 7256 Airport Road Southern Access

Detailed description of the boundary study road network is presented in the succeeding sections.

## 4.2 Boundary Road Network

Airport Road is a north-south roadway with a six-lane cross-section. The segment of Airport Road fronting the site consists of three through lanes in each direction and a centre median separating opposing traffic. Airport Road is under the jurisdiction of the Region of Peel and is defined as an urban main street per the Region of Peel's Road Characterization Study with a posted speed limit of 50 km/h. Airport Road has a concrete sidewalk located on each side of the roadway at the site frontage.

Morning Star Drive is an east-west roadway with a two-lane cross-section, one lane in each direction. Morning Star Drive is under the jurisdiction of the City of Mississauga and is defined as a major collector per Schedule 5 of the City of Mississauga Official Plan, with a posted speed limit of 50 km/h. Morning Star Drive has concrete sidewalks located on both sides of the roadway, separated from the roadway by a boulevard strip.

Beverley Street Drive is an east-west roadway with a two-lane cross-section, one lane in each direction. Beverley Street is under the jurisdiction of the City of Mississauga and is defined as a local roadway per Schedule 5 of the City of Mississauga Official Plan, with an assumed speed limit of 50 km/h per municipal regulation. Beverley Street has a concrete sidewalk located on the south side, separated from the roadway by a boulevard strip.

Victory Crescent is an east-west roadway with a two-lane cross-section, one lane in each direction. Victory Crescent is under the jurisdiction of the City of Mississauga and is defined as a local roadway per Schedule 5 of the City of Mississauga Official Plan, with an assumed speed limit of 50 km/h per municipal regulation. Victory Crescent has a concrete sidewalk located on the north side.

The four-legged intersection of Airport Road at Morning Star Drive is signalized. The northbound and southbound approaches (Airport Road) both consist of an exclusive left-turn lane, an exclusive right-turn lane and three through lanes. The westbound approach (Morning Star Drive) has an exclusive left-turn lane and a shared through/right-turn lane. The eastbound approach is the access to a private development (Sikh Temple) and has a shared left/through/right-turn lane.

The four-legged intersection of Airport Road at Beverley Street/Victory Crescent is signalized. The northbound and southbound approaches (Airport Road) both consist of an exclusive left-turn lane, two through lanes and a shared through/right-turn lane. The eastbound approach (Beverley Street) and westbound approach (Victory Crescent) both consist of a single lane for shared left/through/right-turn movements.

The three-legged intersection of Airport Road at the 7256 Airport Road Northern Driveway Access is one-way stop-controlled. The eastbound approach (Driveway Access) is stop controlled and consists of one egress lane and one ingress lane. The southbound approach (Airport Road) consists of two through lanes and a shared through/right-turn lane. The northbound approach (Airport Road) consists of three through lanes, and an exclusive left-turn lane.

The three-legged intersection of Airport Road at the 7256 Airport Road Southern Driveway Access is one-way stop-controlled. The eastbound approach (Driveway Access) is stop controlled and consists of one egress lane and one ingress lane. The southbound approach (Airport Road) consists of two through lanes and a shared through/right-turn lane. The northbound approach (Airport Road) consists of two through lanes and a shared through/left-turn lane.



### 4.3 Traffic Data

Given that the counts used in the previous TIS were undertaken in 2016, new counts were undertaken for this Addendum TIS. The new turning movement counts at the study intersections were undertaken in January 2020. A summary of the counts and peak hours are presented in **Table 1**. Existing traffic signal timing plans for the intersections of Airport Road with Morning Star Drive and Beverley Street/Victory Crescent were obtained from Peel Region.

**Table 1: Traffic Data Collection Summary**

Intersection	Data Counts Date	Count Period	Peak Hour Period	Data Collection Firm
Airport Road at Morning Star Drive	Wednesday January 8, 2020	7a.m. – 10a.m.	7:45 - 8:45a.m.	Spectrum Traffic Data Inc.
		3p.m. - 7p.m.	4:45 – 5:45p.m.	
Airport Road at the 7256 Airport Road Northern Access		7a.m. – 10a.m.	7:30 - 8:30a.m.	
		3p.m. - 7p.m.	4:45 – 5:45p.m.	
Airport Road at the 7256 Airport Road Southern Access		7a.m. – 10a.m.	7:45 - 8:45a.m.	
		3p.m. - 7p.m.	4:15 – 5:15p.m.	
Airport Road at Beverley Street/ Victory Crescent		7a.m. – 10a.m.	7:30 - 8:30a.m.	
		3p.m. - 7p.m.	4:45 – 5:45p.m.	

Refer to **Appendix C** for detailed traffic counts at the study intersections and signal timing plans for the intersections of Airport Road with Morning Star Drive and Beverley Street/Victory Crescent.

### 4.4 Active Transportation Routes

There are currently pedestrian sidewalks located on both sides of Airport Road and Morning Star Drive. Similarly, pedestrian sidewalks are located one side of Beverley Street and Victory Crescent.

No bicycle facilities are currently located on the boundary roads to the site, however, both the City of Mississauga and Peel Region have plans of improving active transportation on the boundary roads.

At the site frontage, Airport Road is characterized as a “Primary On-Road/Boulevard Routes (Regional)” per Schedule 7 “Long Term Cycling Routes” of the City of Mississauga’s Official Plan. Per Map 5-2 “Proposed Mississauga Cycling Route Network” of the City of Mississauga, Beverley Street, Victory Crescent and Morning Star Drive are classified as secondary bike routes for future implementation.

Similarly, in conformance with Schedule 7 of the City’s Official Plan, Airport Road is classified as a primary boulevard route. Relevant maps are included in **Appendix B**.

### 4.5 Public Transit

There are several transit routes that currently provide services on the boundary roads to the site. **Table 2** summarizes the existing transit services operating in proximity to the site.

**Table 2: Summary of Transit Services**

Transit Service Provider	Route Number	Service Days	Peak Hour Service Headway (Minutes)	Proximity of Bus Stops (Metres) <sup>1</sup>
MiWay Transit (City of Mississauga)	7	All week	20 min. (two-way)	Within 100 m
	15	All week	30 min. (two-way)	Within 100 m
	24	All week	30 min. (two-way)	Within 100 m
	30	All week	30 min. (two-way)	Within 100 m
Brampton Transit	5A	All week	20 min. (two-way)	Within 100 m
	14 and 14A	All week	10 min. (two-way)	Within 100 m
	30	All week	10 min. (two-way)	Within 100 m
	505	All week	20 min. (two-way)	Within 200 m
Toronto Transit Commission (TTC)	52B	All week	20 min. (two-way)	Within 100 m

Note 1. Proximity of the bus stop to the site.

In addition to the several transit routes located closely to the site (presented in Table 2), the Malton GO Station is also located approximately 800 metres south of the site. Given the numerous transit routes and the proximity of the GO Station, the site is well serviced by transit.

The City of Mississauga Official Plan Schedule 6 “Long Term Transit Network” designates Airport Road as a “Transit Priority Corridor”. Therefore, though site’s surrounding area is well serviced by transit, more transit provision and improvement in service to the area is further anticipated in the future.

#### 4.6 Traffic Modeling

The assessment of intersections is based on the method outlined in the “Highway Capacity Manual, 2010” using Synchro 11 modeling software. Intersections are assessed using a Level of Service metric, with ranges of delay assigned a letter from “A” to “F”. For stop-controlled intersections, a Level of Service “A” or “B” would typically be measured during off-peak hours when lesser traffic volumes are on the roadways. Levels of Service “C” through “F” would typically be measured in the commuter peak hours when greater vehicle volumes cause longer travel times. The Level of Service (LOS) definitions for signalized and stop-controlled intersections are included in **Appendix D**.

#### 4.7 Traffic Growth

In order to determine the traffic growth rate on Airport Road, historical traffic data was requested from the Region of Peel. Given that the remaining study boundary roads are local, and the surrounding areas are fully developed, no traffic growth is expected on those roads. The methodology for estimation of the growth rates were further confirmed by the Region.

The Annual Average Daily Traffic (AADT) data provided by the Region included the various years noted in **Table 4**. Refer to **Appendix C** for details of the historical AADT volumes data.

**Table 4: Historical AADT Traffic Data Summary**

Intersection	Travel Direction	Available Data	Established Growth Rate (%)
Airport Road	Northbound	2008, 2009, 2011 to 2015 and 2017	- 3%
	Southbound	2008, 2009, 2011 to 2015 and 2017	0 %

Given that there is generally a negative traffic growth on Airport Road, it is typical to assume no growth on the road, however, for conservativeness, a 1% growth rate was applied to the through traffic volumes for the analysis herein. The negative growth rate on Airport Road may be due to a continual increase in the use of other transport modes other than single occupant vehicle as evident in the existing modal shares within the zone per TTS. No traffic growth was applied to traffic on Morning Star Drive, Beverley Street/Victory Crescent, or the 7256 Airport Road driveways.

#### 4.8 Intersection Operations

The traffic operations at the study intersections of Airport Road with Morning Star Drive, Beverley Street/Victory Crescent and the 7256 Airport Road driveways were analyzed on the basis of the 2021 existing traffic volumes illustrated in **Figure 3**.

**Table 3** outlines the operational measures of effectiveness at the study intersections under the 2021 existing traffic volumes. Detailed capacity analyses are included in **Appendix E**.

**Table 3: 2021 Existing Levels of Service**

Intersection	Control	Peak Hour	Level of Service <sup>2</sup>	Average Delay per Vehicle(s)	V/C Ratio <sup>1</sup>	95 <sup>th</sup> %ile Queues > Storage Length <sup>3</sup>
Airport Road at Morning Star Drive	Signal	A.M.	B	12.6 s	0.69 (WBL)	43.2m > 30m (WBL) 80.9m > 60m (SBL)
		P.M.	C	21.2 s	0.76 (WBT)	47.1m > 30m (WBL) 81.0m > 60m (SBL)
Airport Road at Beverley Street/Victory Street	Signal	A.M.	A	6.2 s	0.55 (EB)	None
		P.M.	B	11.0 s	0.70 (EB)	None
Airport Road at 7256 Airport Road Northern Access	Stop	A.M.	D	28.9 s	0.40 (SBT)	None
		P.M.	C	18.3 s	0.40 (NBT)	None
Airport Road at 7256 Airport Road Southern Access	Stop	A.M.	C	16.9 s	0.40 (SBT)	None
		P.M.	B	14.3 s	0.49 (NBT)	None

Note 1: V/C Ratio – illustrates the maximum volume to capacity ratio and other volume to capacity ratios greater than 0.85.

Note 2: The Level of Service (LOS) of a signalized intersection is based on the average control delay per vehicle. The existing signal timing plans obtained from the Region of Peel were used. The LOS of a stop-controlled intersection is based on the delay associated with the critical minor road approach. HCM 2000 was used per Region's requirements.

Note 3: The 95<sup>th</sup> percentile queue lengths were derived from Sim-Traffic reports using 3-minute seeding, 10-minute simulation and an average of five runs.

As presented in **Table 3**, the intersection of Airport Road at Morning Star Drive operates at a Level of Service "C" or better during the a.m. and p.m. peak hours. There is a maximum volume-to-capacity ratio of 0.69 during the weekday a.m. peak hour for the westbound left-turn movement. The 95<sup>th</sup> percentile queues indicate that the westbound and southbound left turn traffic occasionally extends beyond the storage lanes onto the taper and through lanes during the peak hours.

Based on the westbound queues, left turns out of Collett Road may be blocked occasionally, but is expected to clear within a single signal cycle of the adjacent intersection of Airport Road at Morning Star Drive.

The intersection of Airport Road at Beverley Street/ Victory Crescent operates at a Level of Service "B" or better during the weekday a.m. and p.m. peak hours. There is a maximum volume-to-capacity ratio of 0.70 during the weekday p.m. peak hour for the eastbound movement.

The intersections of Airport Road with the two private accesses to the existing 7256 Airport Road building both operate at Levels of Service "D" or better during the weekday a.m. and p.m. peak hours. There is a maximum volume-to-capacity ratio of 0.49 for any turning movement at the two intersections during the weekday a.m. and p.m. peak hours.

## **5.0 FUTURE BACKGROUND CONDITIONS**

### **5.1 Study Horizons**

Per the Region of Peel TIS guideline, five years from the date of the traffic study is required. Therefore, the 2026 horizon year was selected to assess future operations of the boundary road network and was further coordinated with Peel Region staff via email correspondence.

### **5.2 Background Developments**

Per correspondence with Peel Region and the City of Mississauga, no background developments were considered relevant for inclusion in this study.

### **5.3 Future Roadway Improvements**

Per the Region of Peel Long Term Transportation Plan (2019), no future road improvements are currently planned for Airport Road. Similarly, per Schedule 5 of the City of Mississauga Official Plan, no road improvements are planned for Morning Star Drive, Beverley Street, Victory Crescent, or the 7256 Airport Road driveways. The analysis herein has maintained the existing road network configurations through future study horizons.

### **5.4 Intersection Operations**

Traffic operations at the study intersections of Airport Road with Morning Star Drive, Beverley Street/Victory Crescent and the 7256 Airport Road driveways were analyzed on the basis of the 2026 forecasted future background traffic volumes illustrated in **Figure 4. Table 5** outlines the 2026 future background Levels of Service.

Detailed capacity analysis worksheets are included in **Appendix E**.

**Table 5: 2026 Future Background Levels of Service**

Intersection	Control	Peak Hour	Level of Service <sup>2</sup>	Average Delay per Vehicle(s)	V/C Ratio <sup>1</sup>	95 <sup>th</sup> %ile Queues > Storage Length <sup>3</sup>
Airport Road at Morning Star Drive	Signal	A.M.	B	12.6 s	0.69 (WBL)	43.0 m > 30 m (WBL) 63.5 m > 60 m (SBL)
		P.M.	C	22.1 s	0.76 (WBT)	39.1 m > 30 m (WBL) 77.7 m > 60 m (SBL)
Airport Road at Beverley Street/ Victory Street	Signal	A.M.	A	6.2 s	0.55 (EB)	None
		P.M.	B	11.0 s	0.70 (EB)	None
Airport Road at 7256 Airport Road Northern Access	Stop	A.M.	D	31.3 s	0.42 (SBT)	None
		P.M.	C	18.7 s	0.42 (NBT)	None
Airport Road at 7256 Airport Road Southern Access	Stop	A.M.	C	17.9 s	0.42 (SBT)	None
		P.M.	B	14.5 s	0.52 (NBT)	None

- Note 1: V/C Ratio – illustrates the maximum volume to capacity ratio and other volume to capacity ratios greater than 0.85.  
 Note 2: The Level of Service (LOS) of a signalized intersection is based on the average control delay per vehicle. The existing signal timing plans obtained from the Region of Peel were used. The LOS of a stop-controlled intersection is based on the delay associated with the critical minor road approach. HCM 2000 was used per Region's requirements.  
 Note 3: The 95<sup>th</sup> percentile queue lengths were derived from Sim-Traffic reports using 3-minute seeding, 10-minute simulation and an average of five runs.

As presented in **Table 5**, the intersection of Airport Road at Morning Star Drive is projected to operate at a Level of Service “C” or better during the a.m. and p.m. peak hours. A maximum volume-to-capacity ratio of 0.69 is projected during the weekday a.m. and p.m. peak hours for the westbound left-turn and northbound through movements, respectively. Per the 95<sup>th</sup> percentile queue, the westbound and southbound left turn traffic are forecast to occasionally extend beyond the storage lanes into the taper and through lanes during the peak hours.

The intersection of Airport Road at Beverley Street/ Victory Crescent is forecast to operate at a Level of Service “B” or better during the weekday a.m. and p.m. peak hours. A maximum volume-to-capacity ratio of 0.70 is projected during the weekday p.m. peak hour for the eastbound movement.

The intersections of Airport Road with the two private accesses to the existing 7256 Airport Road building both operate at Levels of Service “D” or better during the weekday a.m. and p.m. peak hours. There is a maximum volume-to-capacity ratio of 0.52 for the northbound through movement at the intersection of Airport Road and the Southern access during the weekday p.m. peak hour.

The Level of Service “D” for the northern access during the weekday a.m. peak hour is attributable to the high through volumes on Airport Road and the resulting extended delay to left-turning vehicles out of the private access. Extended delays during the peak hours are typical for left turn traffic exiting a stop controlled minor road connection at a high-volume major road like Airport Road. Merging traffic from minor unsignalized roads along the Airport Road corridor may resort to choosing lower delay right turns during the peak hours.

## 6.0 SITE GENERATED TRAFFIC

The proposed development will result in additional vehicles on the boundary road network that would otherwise not exist. The development will also result in additional turning movements at the boundary road intersections.

### 6.1 Multimodal Trip Distribution

Consideration was given to the transit, pedestrian, and bicycle trip generation for the proposed site expansion. The 2016 Transportation Tomorrow Survey (TTS) data was used to determine the existing modal split for the sites zone. The results were filtered to trips within the 2006 GTA 3712 where the site is located. The results indicate a modal split of 69 percent auto trips, and 31 percent non-auto trips (includes all transit types, walking, biking and school buses).

Per the TTS data, trips generated by this site is expected to consist of active transportation and transit, and though the trips generated by the site may be reduced by 31% to accurately depict the split of trips likely to be made by auto, we have assumed only a 15% non-auto trip reduction for conservativeness.

### 6.2 ITE Trip Generation

To forecast the trips generated by the development, the ITE Trip Generation Manual, 10th Edition was used. It was determined that Land Use Category (LUC) 252, "Senior Adult Housing-Attached" would be an accurate representation of the senior apartment dwellings and LUC 820 "Shopping Centre" would be the best representation for the commercial area. The trips generated by the proposed development are presented in **Table 6**. The fitted curve equations were used for LUC 820 as the equations had coefficients of correlation greater than 0.9.

**Table 6: Site Generated Trips**

Use	Dwelling Units/GFA	Peak Hour	Trips per Dwelling Unit or GFA (ft <sup>2</sup> )	Number of Trips		
				Inbound	Outbound	Total
Senior Adult Housing-Attached (LUC 252)	128	A.M.	$T = 0.20(X) - 0.18$	9 (35%)	16 (65%)	25
		P.M.	$T = 0.24(X) + 2.26$	18 (55%)	15 (45%)	33
Shopping Centre (LUC 820)	2,462 ft <sup>2</sup> (228.7 m <sup>2</sup> )	A.M.	0.94 per 1000 ft <sup>2</sup>	1 (62%)	1 (38%)	2
		P.M.	3.81 per 1000 ft <sup>2</sup>	4 (48%)	5 (52%)	9
<b>Total</b>		A.M.		10	17	27
		P.M.		22	20	42
<b>Site Generated Auto Trips</b>						
<b>Total</b> (after 31% modal reduction)		A.M.		9	14	23
		P.M.		19	17	36

Note: X is the number of units; T is the number of trips. Auto trips are 85% of total site generated trips.

Given the high transit and active transportation presence in the site's surrounding area, a reduction for transit is typical. For conservativeness, though TTS data indicates 69% of the site trips were attributed to auto, 85% has been assigned to auto trips for the analysis herein.

### 6.3 Trip Distribution and Assignment

Vehicles entering and exiting the proposed site were distributed based on the Transportation Tomorrow Survey (TTS) data as requested by both the Region and City. The trips were then distributed to the site accesses based on ease of ingress and egress. Given that the commercial portion is very small and much fewer trips are generated compared to the residential, the TTS distribution was applied to all the trips generated.

The site trip distributions are illustrated in **Figure 5** and the resulting trip assignments to the boundary road network presented in **Figure 6**.

## 7.0 TOTAL TRAFFIC CONDITIONS

This section discusses the traffic operations of the study intersections with the addition of site generated trips.

### 7.1 Intersection Operations

Traffic operations at the proposed site accesses and the study intersections of Airport Road with Morning Star Drive, Beverley Street/Victory Crescent and the 7256 Airport Road driveways were assessed with the addition of the site generated traffic. The 2026 total traffic volumes are illustrated in **Figure 7**. **Table 7** outlines the 2026 total traffic Levels of Service. Detailed capacity analysis worksheets are included in **Appendix E**.

**Table 7: 2026 Total Traffic Levels of Service**

Intersection	Control	Peak Hour	Level of Service <sup>2</sup>	Average Delay per Vehicle(s)	V/C Ratio <sup>1</sup>	95 <sup>th</sup> %ile Queues > Storage Length <sup>3</sup>
Airport Road at Morning Star Drive	Signal	A.M.	B	13.1 s	0.71 (WBL)	41.0 m > 30 m (WBL) 74.6 m > 60 m (SBL)
		P.M.	C	22.3 s	0.77 (WBT)	40.9 m > 30 m (WBL) 78.5 m > 60 m (SBL)
Airport Road at Beverley Street/Victory Street	Signal	A.M.	A	6.1 s	0.54 (EB)	None
		P.M.	B	11.1 s	0.70 (EB)	None
Airport Road at 7256 Airport Road Northern Access	Stop	A.M.	D	32.6 s	0.42 (SBT)	None
		P.M.	C	18.8 s	0.43 (NBT)	None
Airport Road at 7256 Airport Road Southern Access	Stop	A.M.	C	18.1 s	0.42 (SBT)	None
		P.M.	B	14.5 s	0.52 (NBT)	None
Airport Road at RIRO Site Access	Stop	A.M.	A	9.8 s	0.35 (SBT)	None
		P.M.	A	9.1 s	0.43 (NBT)	None

Note 1: V/C Ratio – illustrates the maximum volume to capacity ratio and other volume to capacity ratios greater than 0.85.

Note 2: The Level of Service (LOS) of a signalized intersection is based on the average control delay per vehicle. The existing signal timing plans obtained from the Region of Peel were used. The LOS of a stop-controlled intersection is based on the delay associated with the critical minor road approach. HCM 2000 was used per Region's requirements.

Note 3: The 95<sup>th</sup> percentile queue lengths were derived from Sim-Traffic reports using 3-minute seeding, 10-minute simulation and an average of five runs.

As presented in **Table 7**, the intersection of Airport Road at Morning Star Drive is projected to operate at a Level of Service (LOS) "C" or better during the a.m. and p.m. peak hours, the same as the future background and existing conditions. A maximum volume-to-capacity ratio of 0.77 is projected during the weekday a.m. and p.m. peak hours for the westbound left-turn and northbound through movements, respectively. Similar to the existing and future background conditions, the 95<sup>th</sup> percentile queues projects that the westbound and southbound left turn traffic will occasionally extend beyond the storage lanes into the taper and through lanes during the peak hours.

The intersection of Airport Road at Beverley Street/ Victory Crescent is forecast to operate at a LOS "B" or better during the weekday a.m. and p.m. peak hours. A maximum volume-to-capacity ratio of 0.70 is projected during the weekday p.m. peak hour for the eastbound movement. The forecasted LOS are the same as under the existing and future background conditions.

The intersections of Airport Road with the two private accesses to the existing 7256 Airport Road building are both projected to operate at a LOS "D" or better during the a.m. and p.m. peak hours: the same as the future background and existing conditions. There is a maximum volume-to-capacity ratio of 0.52 for the northbound through movement at the intersection of Airport Road and the Southern access during the weekday p.m. peak hour.

The site generated traffic is expected to access the boundary road network via RIRO site access at Airport. The RIRO access at Airport Road is forecast to operate at a LOS "A" during a.m. and p.m. peak hours and the through traffic on Airport Road is free flowing. It is noted that, though the RIRO site access and the 7256 Airport Road Northern Access will be at the same location, no traffic interaction is expected between the two accesses. The site access will experience a delay of 9.8 s and 9.1 s for vehicles leaving during the a.m. and p.m. peak hours respectively.

## 7.2 Safety Analysis

The standards set out in the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads (GDGCR) was used to assess the proposed site accesses with regards to the adequacy of available sightlines.

Given that both Airport Road and Morning Star Drive have posted speed limits of 50 km/h, a design speed of 60 km/h was assumed to assess the available site distance. Assuming a right-turn time gap of 6.5 seconds and a left-turn gap of 7.5 seconds for passenger vehicles per Table 9.9.3, and adopting equation 9.9.1 of the TAC-GDGCR, the minimum sight distance required for a right-turn and a left-turn at the proposed site accesses is 110 m and 125 m, respectively. The available sight distance at the proposed site access to Airport Road exceeds 125 m looking south or north, however, this access is a right-in/ right-out and only requires 110 m sight distance. Similarly, the existing Collett Road connection to Morning Star Drive is expected to continue to operate safely, as the available sight distance on the east exceeds 125 m, and looking west, drivers are able to see beyond the adjacent intersection with Airport Road. The emergency access to Collett Road is expected to operate a low speed and with enough sightlines to see the entire length of roadway.

Therefore, no safety issues related to sightlines are anticipated at the site accesses. Additionally, no issues such as corner clearances, access conflicts, heavy truck movements and transit operational conflicts are forecast.



Vehicle turning plans using a medium single unit vehicle (MSU) and an aerial fire truck as the design vehicles were prepared to assess the ability of the site to accommodate circulation of expected garbage collection and emergency vehicles. Refer to Appendix F for the truck turning plans. A traffic management plan will be prepared as necessary to temporarily control traffic during implementation of the site accesses.

## **8.0 TRANSPORTATION DEMAND MANAGEMENT REVIEW**

There are a couple of low impact opportunities for the development to promote Transportation Demand Management (TDM) measures in support of reduced automobile use.

### **8.1 Existing TDM Infrastructure**

As presented under section 4.0 of this report, there are currently many effective travel demand measures available to the site. The conveniently proximity of transit, walking and cycling infrastructures makes walking, cycling and public transit viable transportation mode. This is evident in the modal of share of 31 percent for non-auto trips (includes all transit types, walking, biking and school buses) within the zone where the site is located per the 2016 Transportation Tomorrow Survey (TTS). Per the City's Official Plan, the City and Region has plans of further improving the modal share of non-auto trips by introducing new cycling routes and high occupancy vehicle (HOV) lanes on the boundary road network.

### **8.2 Education and Active Transportation Incentives**

The provision of up-to-date transit schedules and maps, pedestrian connectivity maps, and information on Smart Commute within the buildings will educate tenants on the potential to utilize alternate modes of transportation. This increased awareness of convenient alternate transportation options has been historically shown to reduce single occupant vehicle (SOV) trips in residential neighborhoods. The landowner may consider providing transit incentives like pre-loaded PRESTO cards to residents upon occupancy to further encourage transit use.

### **8.3 Site Specific Design Features**

Per the Site Plan, there are pedestrian sidewalks connecting to the municipal sidewalks on Airport Road. This is expected to ensure convenient and safe access to the bus stops for several transit routes which are within 100 m of the site. Upon future implementation of the cycling routes proposed by the City on the boundary roads, more residents may be encouraged to bike.

## **9.0 CONCLUSIONS AND RECOMMENDATIONS**

This study has analyzed the operations of boundary road network to determine the impact of the proposed senior's residential development at 7211 & 7233 Airport Road, in the City of Mississauga. The detailed analyses contained within this report has resulted in the following key findings:

- Under 2021 existing traffic conditions, the signalized intersections of Airport Road with Morning Star Drive and Beverly Street/Victory Street operate below capacity and at a Level of Service (LOS) "C" or better during both the weekday a.m. and p.m. peak hours. Similarly, the two stop-controlled private access connections from the 7256 Airport Road building onto Airport Road operate at a LOS "D" or better.

- The proposed residential development is projected to generate a total of 23 and 36 auto-trips during the weekday a.m. and p.m. peak hours, respectively.
- Under the 2026 future background (excludes site generated traffic), the signalized intersections of Airport Road with Morning Star Drive and Beverly Street/ Victory Street are projected to operate below capacity and at a LOS "C" or better during both the weekday a.m. and p.m. peak hours.
- The two stop-controlled private access connections from the 7256 Airport Road building at Airport Road are forecast to operate at a LOS "D" or better during both the a.m. and p.m. peak hours.
- Under the 2026 total traffic (includes site generated traffic), the signalized intersections of Airport Road with Morning Star Drive and Beverly Street/Victory Street as well as the two stop-controlled private access connections from the 7256 Airport Road building are all projected to operate below capacity and at the same Levels of Service as under the 2026 future background scenario (excludes site generated traffic).
- The right-in/right-out site access at Airport Road is forecast to operate at a LOS "A" during both a.m. and p.m. peak hours; through traffic on Airport Road is free flowing.
- The proposed RIRO site access at Airport Road and the emergency access to Collett Road are expected to effectively serve the site without safety issues related to sightlines, corner clearances, access conflicts, heavy truck movements and transit operational conflicts.
- We recommend that the Region of Peel permit the proposed RIRO site access as well as the emergency access from the site to Collett Road. Additionally, the Region should continue to monitor the signal timing plans at the intersections of Airport Road with Morning Star Drive and Beverly Street/ Victory Street in the future to determine if changes are warranted for optimal performance of the intersections.

It is our professional conclusion that the traffic generated from the proposed development at 7211 & 7233 Airport Road will not materially impact the operations of the boundary road network. The Site Plan Application can be supported from a traffic operations perspective as the boundary road system can accommodate the increase in traffic volumes attributable to the proposed development.

Respectfully submitted by,

**C.F. CROZIER & ASSOCIATES INC.**



Ian Lindley  
MAsc., E.I.T., Transportation

**C.F. CROZIER & ASSOCIATES INC.**



R. Aaron Wignall  
Associate, Transportation

IL/cj

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# APPENDIX A

## Correspondence

## Peter Apasnore

---

**From:** Peter Apasnore  
**Sent:** January 6, 2020 11:45 AM  
**To:** Shan, Rosalie  
**Subject:** RE: Terms of Reference: 7211 & 7233 Airport Road - D-00704510E

Hi Rosalie,

Happy New Year!!

Thank you for the feedback on the terms of reference for this project. The proposed development will result in a total of 27 and 42 trips (two-way) in the a.m. and p.m. peak hours, respectively. Additionally, per TTS data only 69% of trips are auto-based. Given the small scale of the development and trip generation; we have revised the scope to account for only the Study year 2020 and five years after *i.e.* 2025.

Regards,

---

**From:** Shan, Rosalie <rosalie.shan@peelregion.ca>  
**Sent:** December 18, 2019 10:09 AM  
**To:** Peter Apasnore <papasnore@cfcrozier.ca>  
**Subject:** FW: Terms of Reference: 7211 & 7233 Airport Road - D-00704510E

Hi Peter,

Now Traffic Development had a chance to review the terms of reference and we offer the following below in **red**.

Please let me know if you need more information on this. Thank you.

Regards,

**Rosalie Shan**

Technical Analyst

Traffic Development & Permits

Region of Peel

10 Peel Centre Drive Suite B, 4<sup>th</sup> Floor

Brampton, ON L6T 4B9

905 791-7800 Ext. 7999



---

**From:** Peter Apasnore <[papasnore@cfcrozier.ca](mailto:papasnore@cfcrozier.ca)>  
**Sent:** December 6, 2019 3:53 PM  
**To:** Kol, Rani <[rani.kol@peelregion.ca](mailto:rani.kol@peelregion.ca)>  
**Subject:** RE: Terms of Reference: 7211 & 7233 Airport Road

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Hi Rani,

This is a follow up on the terms of reference below. I also left two previous voicemails regarding this. We have elected to undertake the traffic counts in the new year between January 7<sup>th</sup> to 9<sup>th</sup>.

Please provide feedback on the terms of reference below at the earliest possible.

Thank you.

**Peter Apasnore** M.A.Sc., EIT | Transportation  
C.F. Crozier & Associates Consulting Engineers  
211 Yonge Street, Suite 301 | Toronto, ON M5B 1M4  
[cfcrozier.ca](http://cfcrozier.ca) | [papasnore@cfcrozier.ca](mailto:papasnore@cfcrozier.ca)  
tel: 416.477.3392 ext: 306



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The project proposal is for a six-storey senior's rental apartment building (128 units) and 228.7 m<sup>2</sup> Gross Floor Area (GFA) of retail space. A total of 132 onsite for the development. The site plan is attached for your review.

### Traffic Impact Study (TIS)

The study will be completed in accordance with the Region of Peel/ City of Mississauga Traffic Impact Study Guidelines. To conduct the study, we will:

- Commission traffic counts and analyze the 2019 existing traffic operations for the Weekday a.m., and Weekday p.m. peak hours at the proposed study intersections as used in the original TIS, listed below:
  - Airport Road and Morning Star Drive
  - Airport Road and Beverley Street/Victory Street
  - Airport Road and 7256 Airport Road North Access
  - Airport Road and 7256 Airport Road South Access

Agree

- Forecast the future background traffic volumes (excludes site generated trips) for five and ten years from date of the TIS, i.e., 2024 and 2029 horizon years. The forecast will be as follows:
  - We will obtain historical AADT data to calculate the traffic growth rate for Airport Road, should data not be readily available a standard growth rate of 2% will be applied to the through traffic volumes. No growth rate will be applied to Morning Star Drive or the accesses to 7256 Airport Road.
  - Currently, no background developments relevant to the study intersections have been identified. Please advise if any background developments needs to be considered.

Please find the contact via the link here to obtain historical AADT data

<https://www.peelregion.ca/pw/transportation/business/traffic-impact-study.asp>

- Forecast the development trips and assign to boundary road network as follows:
  - Use the Institute of Transportation Engineers' (ITE - 10<sup>th</sup> edition) data to generate the development trips.
  - Assign trips to the boundary road network using the TTS data.

Agree

- Analyze the total traffic operations (includes site generated trips) for the study horizon years. All analysis will be conducted using Synchro (Version 10) modelling software

Agree

- Compare the future background and total traffic operations to identify if capacity issues are forecast to occur per the development proposal herein and recommend mitigation measures if required.

Agree

- Review the proposed site access connection to Airport Road from a safety perspective with regards to driver sight lines, intersection spacing, access configuration, and corner clearance.

The Region requested internal connection to be provided via Collett Road extension. The primary access to the site shall be from Collett Road. The proposed right-in/right-out access on to Airport Road can only be considered as a secondary access. Please refer to the comments provided in the previous application (attached).

- Document all analysis and recommendations regarding the findings of the study to maintain acceptable operations of the boundary road network.

Agree

The Region is support your proposed study scope in the above. For the detailed formatting and background information contacts, please find the link here <https://www.peelregion.ca/pw/transportation/business/traffic-impact-study.asp>

## Peter Apasnore

---

**From:** Kol, Rani <rani.kol@peelregion.ca>  
**Sent:** July 26, 2017 10:52 AM  
**To:** Alex Martino  
**Cc:** Linda Wu  
**Subject:** Traffic Engineering Comments - DI-17-199M - 7211 & 7233 Airport Road - our file D-00704510E

Alex,

Traffic Development staff have reviewed the above noted DARC circulation and would like to offer the following comments to assist the Applicant with the submission of a complete Site Plan Application.

### Standards, Specifications, and Submission Requirements

Please review the Public Works Design, Specifications & Procedures Manuals, and the Region of Peel's Standard Drawings which can be found at the following links. Digital copies can be provided upon request.

- Linear Infrastructure – Site Plan Process: <http://www.peelregion.ca/pw/other/standards/linear/procedures/pdf/site-plan-process2009.pdf>
- Public Works Design, Specifications and Procedures Manual – Linear Infrastructure: <http://www.peelregion.ca/pw/other/standards/linear/design/pdfs/designroads-july2009.pdf>
- Public Works Cad Submission Requirements – Development: <http://www.peelregion.ca/pw/other/standards/linear/design/pdfs/pw-cad-sub-req-dev.pdf>
- Standard Drawings - Roads & Traffic: <http://www.peelregion.ca/pw/other/standards/linear/drawings/roads-index.htm>

### Property Dedication

- Property dedication will be required as a condition of Site Plan approval as per Section 7.7 of the Region of Peel Official Plan. Property dedication may be up to 50.5 metres, 25.25 metres from the centreline of Airport Road. Property requirements will be confirmed after receipt/review of a Site Plan application, and any additional information/studies that may be required.

### Drawings

- Four (4) full sized folded copies of the Site Plan and Landscaping drawings will be required
- Please indicate the following on the drawings:
  - Dimension from the Centreline of Airport Road to the property line;
  - 0.3 metre reserve behind the property line, except at any approved access location;
  - All registered easements.
- Please ensure that no landscaping, signs, fences, gateway features or any other encroachments are proposed within the region's easements and/or right of way.
- Detailed Engineering Drawings will be required for any works proposed within the Region's right of way limits.

### Access Requirements / Studies

- Access is to be obtained via the extension of Collett Road; full movement access to Regional Road 7 (Airport Road) will not be permitted. Please note that a restricted access onto Airport Road can be evaluated through the TIS, and will be considered if it meets all Regional requirements and if there is a demonstrated need for a restricted access in addition to the full access via Collett Road.
- Please note that a temporary construction access to the site may be accommodated via Airport road with a right-in/right-out restriction.
- A Traffic Impact Study (TIS) will be required; terms of reference **must** be submitted to the Region for review and comment prior to study commencement.
- Access type and location will be determined through the review of the TIS.

**Please note that additional and detailed comments will be provided after the review of a Site Plan Application Circulation.**

I trust this to be satisfactory; please do not hesitate to contact me should you have any questions or concerns.

Regards,

**Rani Kol**

Technical Analyst, Traffic Development & Permits  
Transportation Division, Public Works

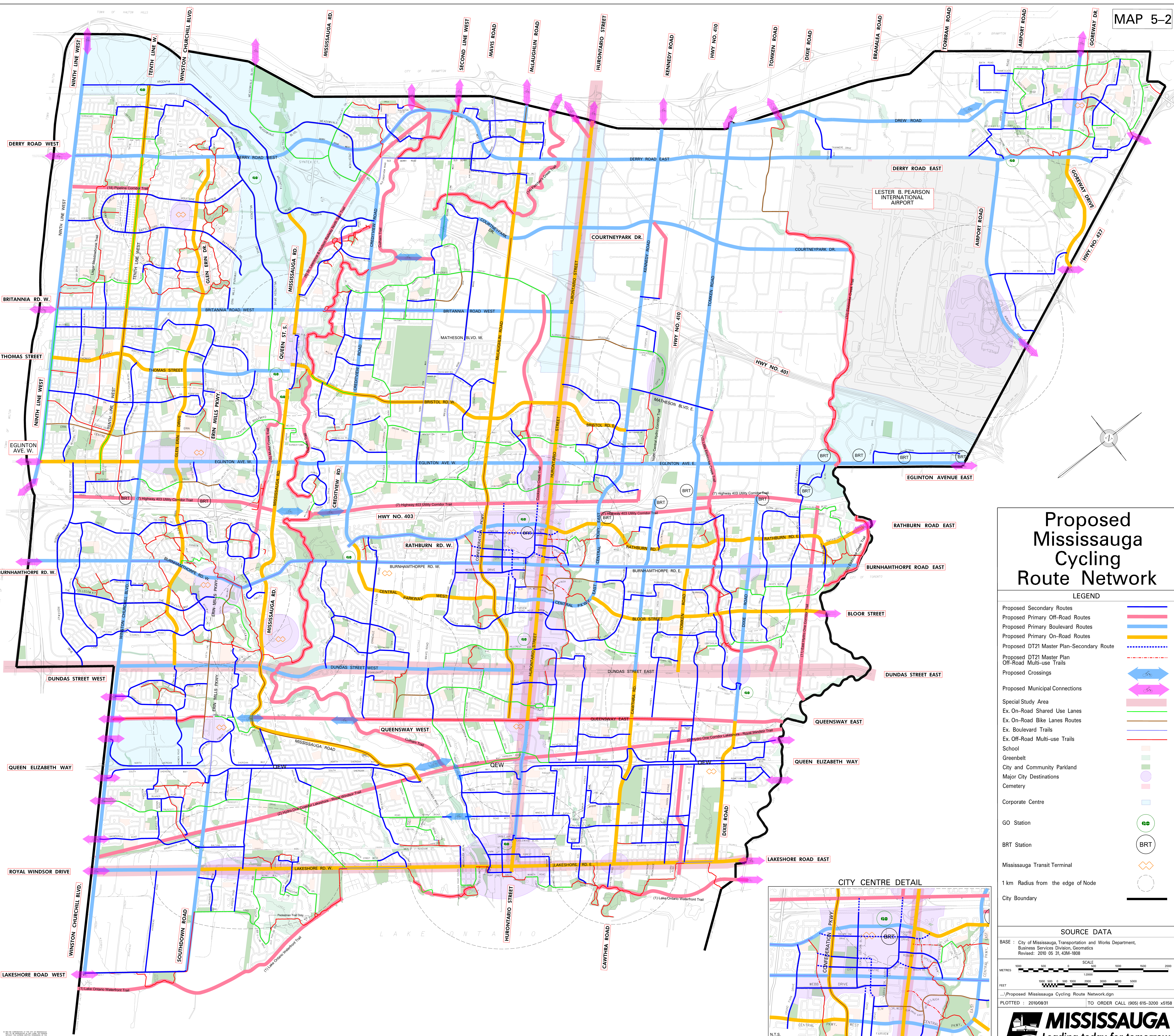
Tel: (905) 791-7800 ext. 7858

Fax: (905) 791-1442



# APPENDIX B

## City of Mississauga Zoning By-law Excerpts and Maps



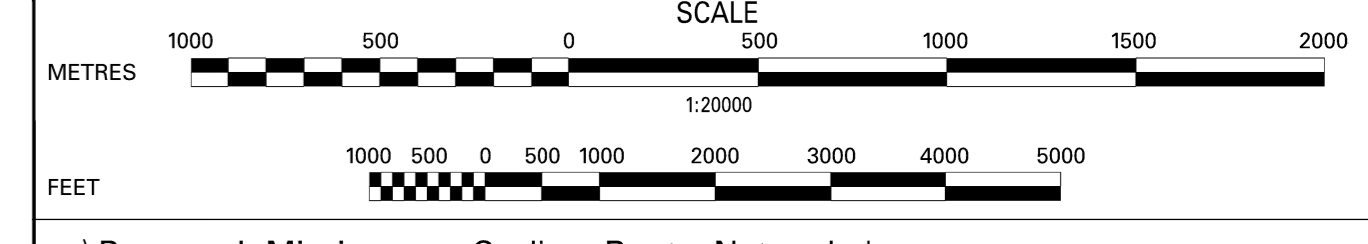
# Proposed Mississauga Cycling Route Network

## LEGEND

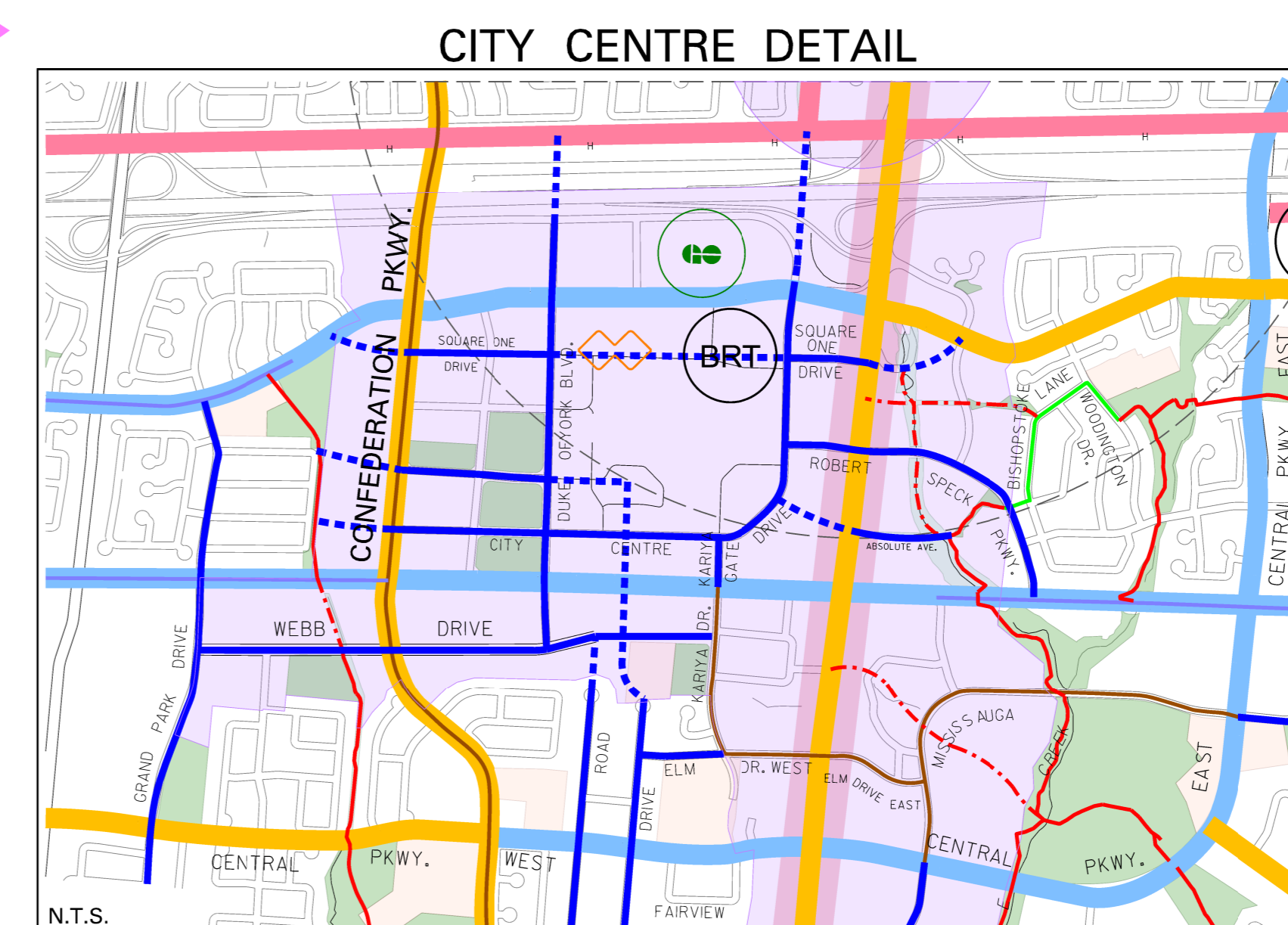
- Proposed Secondary Routes
- Proposed Primary Off-Road Routes
- Proposed Primary Boulevard Routes
- Proposed Primary On-Road Routes
- Proposed DT21 Master Plan-Secondary Route
- Proposed DT21 Master Plan Off-Road Multi-use Trails
- Proposed Crossings
- Proposed Municipal Connections
- Special Study Area
- Ex. On-Road Shared Use Lanes
- Ex. On-Road Bike Lanes Routes
- Ex. Boulevard Trails
- Ex. Off-Road Multi-use Trails
- School
- Greenbelt
- City and Community Parkland
- Major City Destinations
- Cemetery
- Corporate Centre
- GO Station
- BRT Station
- Mississauga Transit Terminal
- 1 km Radius from the edge of Node
- City Boundary

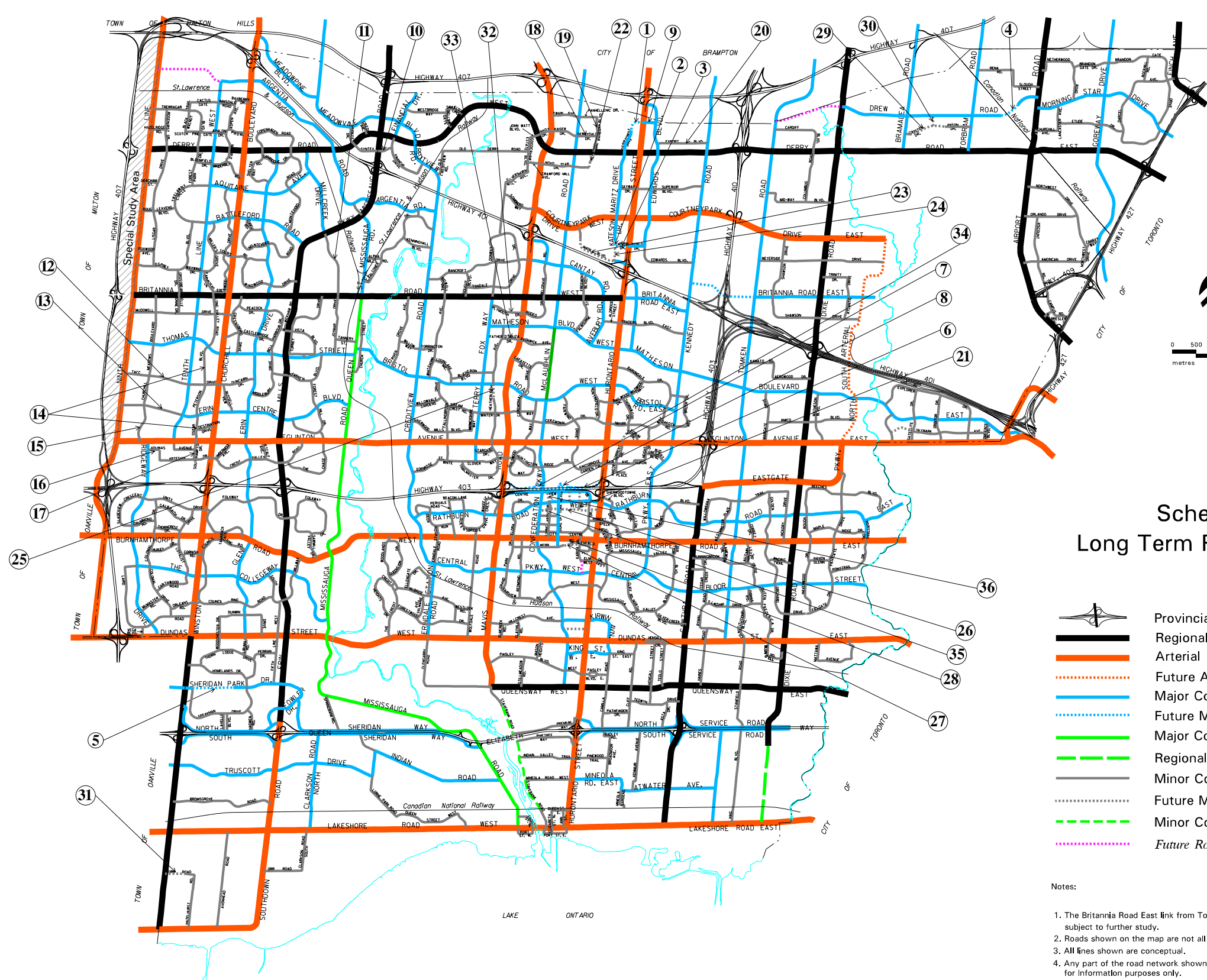
## SOURCE DATA

BASE : City of Mississauga, Transportation and Works Department, Business Services Division, Geomatics  
 Revised: 2010 05 31, 43M-1808



...Proposed Mississauga Cycling Route Network.dgn  
 PLOTTED : 2010/08/21 TO ORDER CALL (905) 615-3200 x5158





## Schedule 5 Long Term Road Network

- Provincial Highway and Interchange
- Regional Arterial
- Arterial
- Future Arterial (conceptual)
- Major Collector
- Future Major Collector (conceptual)
- Major Collector (Scenic Route)
- Regional Major Collector (Scenic Route)
- Minor Collector
- Future Minor Collector
- Minor Collector (Scenic Route)
- Future Road Link to be added.

- Notes:
1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
  2. Roads shown on the map are not all under Mississauga jurisdiction.
  3. All lines shown are conceptual.
  4. Any part of the road network shown outside the city boundaries is shown for information purposes only.

- The following amendments have been made:
- Major Collector Roads to be shown as Future Major Collector Roads
1. Derrycrest Drive, west of Hurontario Street;
  2. Kateson Drive, north of Capston Drive;
  3. Capston Drive, from Kateson Drive to Hurontario Street;
  4. Drew Road, just west of West Mimico Creek to south of CNR tracks;
  5. Sheridan Park Drive, between the west and east leg of Speakman Drive;
  6. North Service Road, from Mavis Road to Cawthra Road;
  7. Confederation Parkway, North Service Road ramps;
  8. Duke of York, Highway 403 flyover;

- Minor Collector Roads to be shown as Major Collector Roads
9. Topflight Drive, between Hurontario Street to Edwards Boulevard (revised to complete the ring road);

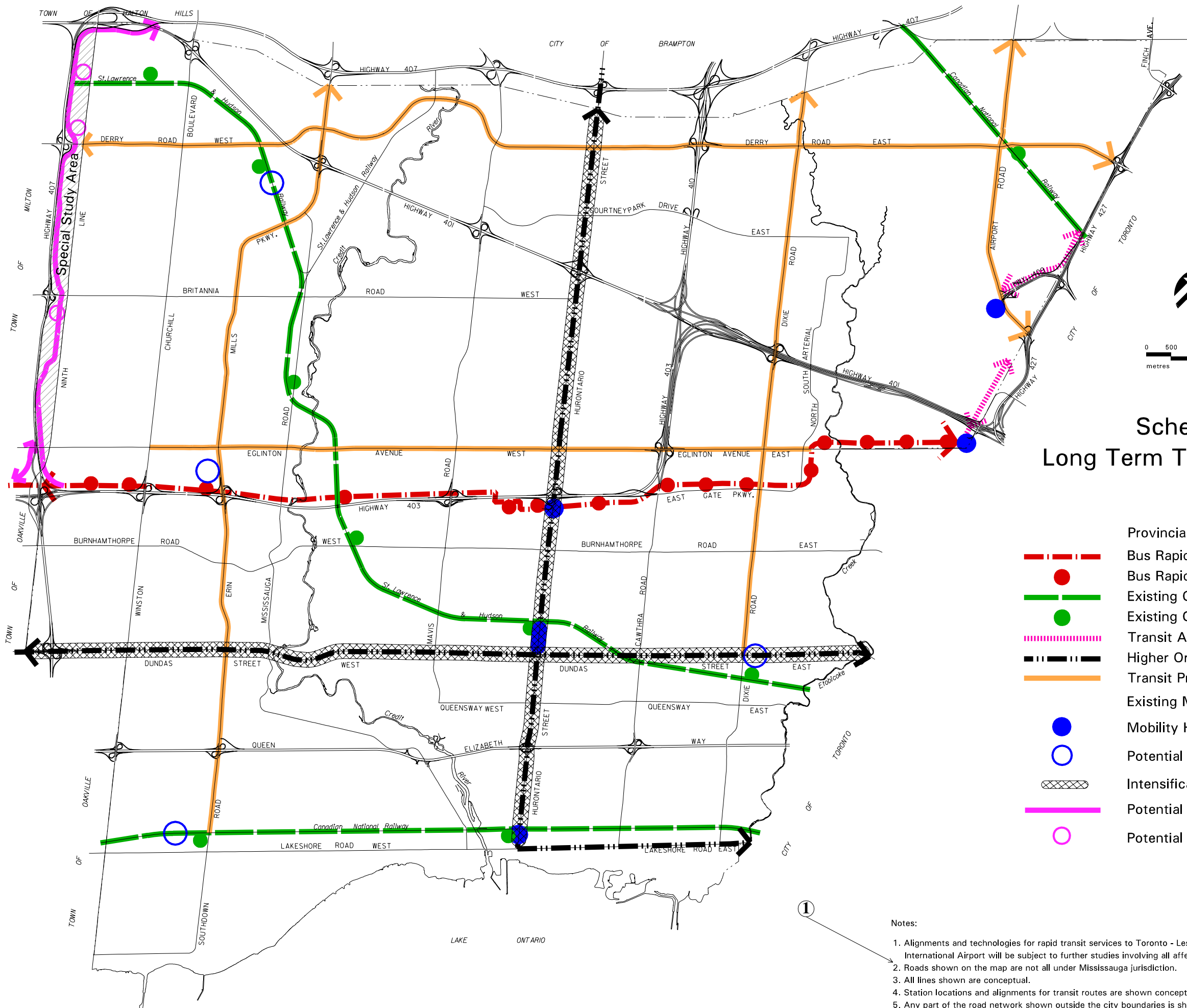
- Future Minor Collector Roads to be shown as Built Minor Collector Roads
10. Syntex Court, between Mississauga Road and Financial Drive;
  11. Millcreek Drive, south of Southfield Road to Britannia Road West;
  12. Tacc Drive, between Ninth Line and Winston Churchill Boulevard;
  13. Erin Centre Boulevard, between Churchill Meadows Boulevard and Tenth Line West;
  14. Oscar Peterson Boulevard, between Thomas Street and Tacc Drive, between Erin Centre Boulevard and Eglinton Avenue;
  15. Churchill Meadows Boulevard, between Erin Centre Boulevard and Eglinton Avenue West;
  16. Aquinas Avenue, between Ridgeway Drive and Sebastian Drive;
  17. Southampton Drive, between Eglinton Avenue West and Artesian Drive;
  18. Derrydale Drive, between McLaughlin Road and Saint Barbara Boulevard;
  19. Saint Barbara Boulevard, between Panhellenic Drive and Derry Road West;
  20. Export Boulevard, between Beckett Drive and Kennedy Road;
  21. Hammerson Drive, between Rathburn Road West and the future Square One Drive;

- Minor Collector Roads to be shown as Future Minor Collector Roads
22. Saint Barbara Boulevard, between Derry Road West and Longview Place;
  23. Madill Boulevard, south of Courtnepark Drive to Kateson Drive;
  24. Kateson Drive, between Capston Drive and Madill Boulevard;
  25. Heatherleigh Avenue, between Bristol Road West and Fairford Crescent;
  26. Square One Drive, between Living Arts Drive and City Centre Drive;
  27. Webb Drive, east of Duke of York to Kariya Drive;
  28. Proposed north/south road, between City Centre Drive and Webb Drive;
  29. Logistics Drive, east of Bramalea Road to Anson Drive;
  30. David Hunting Drive, between Drew Road and Logistics Drive;
  31. Orr Road, west of Hazelhurst Road to Winston Churchill Boulevard;

- Roads to be Added as Built Minor Collectors
32. Plymouth Drive, between Terry Fox Way to Mavis Road;
  33. Father D'Souza Drive, between Heatherleigh Avenue to Mavis Road;

- Roads to be Added as Future Minor Collectors
34. Sorrento Drive, between Eglinton Avenue East and Forum Drive;
  35. Square One Drive, east of Confederation Parkway to Living Arts Drive; and
  36. Living Arts Drive, between Rathburn Road West and Centre View Drive.

The following amendments have been made:  
 1. Note 2, stating that "The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study" has been removed.

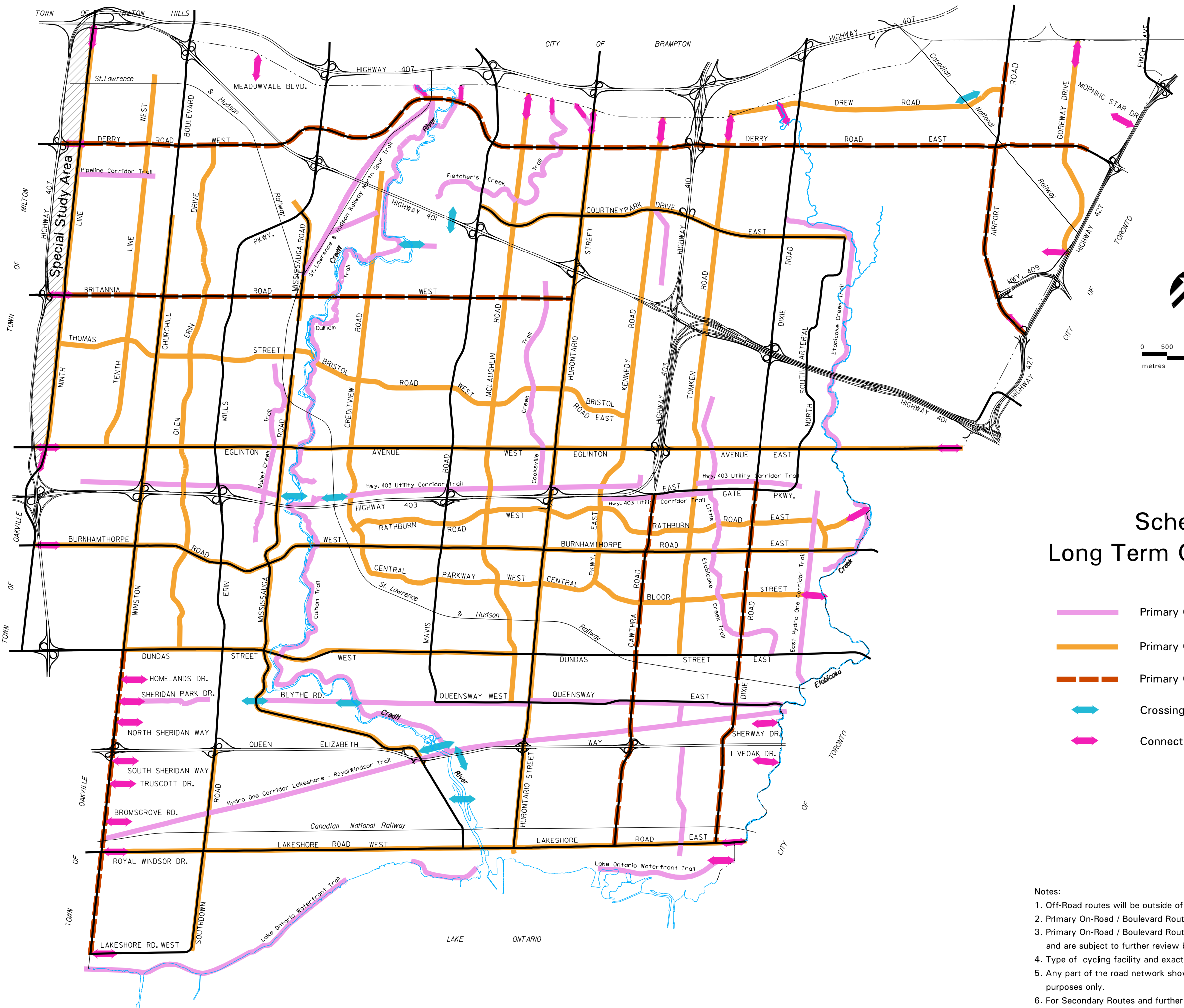


## Schedule 6 Long Term Transit Network






- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station

- Notes:
1. Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
  2. Roads shown on the map are not all under Mississauga jurisdiction.
  3. All lines shown are conceptual.
  4. Station locations and alignments for transit routes are shown conceptually.
  5. Any part of the road network shown outside the city boundaries is shown for information purposes only.

This Schedule has been replaced to include the new cycling network outlined in the approved Cycling Master Plan.



## Schedule 7 Long Term Cycling Routes

-  Primary Off-Road Routes
-  Primary On-Road / Boulevard Routes
-  Primary On-Road / Boulevard Routes (Regional)
-  Crossings
-  Connections to Adjacent Municipalities

- Notes:**
1. Off-Road routes will be outside of the road right-of-way.
  2. Primary On-Road / Boulevard Routes will be within the road right-of-way.
  3. Primary On-Road / Boulevard Routes (Regional) are shown for information purposes only, and are subject to further review by the Region of Peel.
  4. Type of cycling facility and exact location to be determined through detailed study.
  5. Any part of the road network shown outside the city boundaries is shown for information purposes only.
  6. For Secondary Routes and further information refer to the Cycling Master Plan.

4.2.4 R3 Exception Zones

Refer to Article 1.1.2.3 - Exception Zones and Exception Zone Schedules

In addition to the uses and regulations of Table 4.2.1 - R1 to R5 Permitted Uses and Regulations, the regulations of Table 4.2.4 - R3 Infill Exception Regulations shall apply where specified by an R3 Exception Zone.

Table 4.2.4 - R3 Infill Exception Regulations

Column	A	B
<b>Line</b>		
<b>1.0</b>	<b>MINIMUM INTERIOR SIDE YARD</b>	
1.1	Interior lot - lot having a lot frontage less than 18.0 m	1.2 m + 0.61 m for each additional storey or portion thereof above one (1) storey
1.2	Interior lot - lot having a lot frontage equal to or greater than 18.0 m	1.8 m + 0.61 m for each additional storey or portion thereof above one (1) storey
<b>2.0</b>	<b>MINIMUM COMBINED WIDTH OF SIDE YARDS</b>	
2.1	One (1) storey detached dwelling - interior lots having a lot frontage less than 18.0 m	2.4 m + 0.2 m for each 0.5 m the lot exceeds 15.0 m
2.2	Dwelling having more than one (1) storey - interior lots having a lot frontage less than 18.0 m	3.6 m + 0.2 m for each 0.5 m the lot exceeds 15.0 m
2.3	One (1) storey detached dwelling - interior lots having a lot frontage equal to or greater than 18.0 m	20% of the lot frontage
2.4	Dwelling having more than one (1) storey - interior lots having a lot frontage equal to or greater than 18.0 m	27% of the lot frontage
<b>3.0</b>	<b>MAXIMUM HEIGHT - HIGHEST RIDGE:</b> lots having a lot frontage equal to or greater than 22.5 m <b>sloped roof</b>	9.5 m
<b>4.0</b>	<b>MAXIMUM HEIGHT - HIGHEST RIDGE:</b> lots having a lot frontage less than 22.5 m <b>sloped roof</b>	9.0 m
<b>5.0</b>	<b>MAXIMUM HEIGHT:</b> <b>flat roof</b>	7.5 m
<b>6.0</b>	<b>MAXIMUM HEIGHT OF EAVES:</b> from average grade to lower edge of the eaves	6.4 m
<b>7.0</b>	<b>MAXIMUM GROSS FLOOR AREA - INFILL RESIDENTIAL</b>	190 m <sup>2</sup> plus 0.20 times the lot area
<b>8.0</b>	<b>GARAGE PROJECTION:</b> maximum projection of the garage beyond the front wall or exterior side wall of the first storey (0325-2008), (0308-2011)	0.0 m
<b>9.0</b>	<b>MAXIMUM DWELLING UNIT DEPTH</b>	20.0 m
<b>10.0</b>	<b>Driveways may be constructed of a permeable type of material</b>	✓

EASTBOUND: Monday-Friday														
Route Branch	Mount Pleasant GO Station	Chinquacousy Rd & Bovaired Dr	Bovaired Dr & Main St N	Bovaired Dr & Kennedy Rd N	Trinity Common Terminal	Bovaired Dr & Torbram Rd	Bovaired Dr & Airport Rd	Airport Rd & Williams Pkwy	Airport Rd & Queen St	Airport Rd & Steeles Ave	Airport Rd & Morning Star Dr	Goreway Dr & Queen St	Goreway Dr & Steeles Ave	Westwood Square Terminal
	A	B	C	D	E	F	G	H	J	K	M	N	P	Q
5	4:01	4:07	4:13	4:17	4:27	4:37	4:40					4:49	4:55	5:02
5	4:20	4:26	4:32	4:36	4:46	4:56	4:59					5:08	5:14	5:21
5	4:43	4:49	4:55	4:59	5:09	5:19	5:22					5:31	5:37	5:44
5	5:09	5:15	5:21	5:25	5:35	5:45	5:48					5:57	6:04	6:12
5	5:30	5:36	5:42	5:46	5:56	6:07	6:12					6:25	6:33	6:41
5	5:42	5:48	5:54	5:58	6:09	6:20	6:25					6:38	6:46	6:54
5	5:55	6:01	6:08	6:12	6:23	6:34	6:39					6:52	7:00	7:08
5	6:15	6:22	6:29	6:33	6:44	6:55	7:00					7:13	7:21	7:29
5A	6:30	6:37	6:44	6:48	6:59	7:10	7:15	7:19	7:27	7:36	7:41			7:46
5					7:11	7:22	7:27					7:40	7:48	7:56
5	6:45	6:52	6:59	7:03	7:14	7:25	7:30					7:43	7:51	7:59
5A	7:00	7:07	7:15	7:19	7:30	7:41	7:46	7:50	7:58	8:07	8:12			8:17
5	7:15	7:22	7:30	7:34	7:45	7:56	8:01					8:14	8:22	8:30
5A	7:30	7:37	7:45	7:49	8:00	8:11	8:15	8:18	8:25	8:34	8:39			8:44
5	7:45	7:52	8:00	8:05	8:15	8:26	8:30					8:43	8:51	8:59
5A	8:00	8:07	8:15	8:20	8:30	8:41	8:45	8:48	8:55	9:03	9:08			9:13
5	8:11	8:18	8:26	8:31	8:41	8:52	8:56					9:07	9:14	9:22
5A	8:25	8:32	8:40	8:45	8:55	9:05	9:09	9:12	9:18	9:25	9:30			9:35
5	8:40	8:47	8:55	9:00	9:11	9:21	9:25					9:35	9:42	9:50
5A	8:55	9:02	9:10	9:15	9:26	9:36	9:40	9:43	9:49	9:56	10:01			10:06
5	9:09	9:16	9:24	9:29	9:40	9:50	9:54					10:04	10:11	10:18
5A	9:27	9:34	9:42	9:47	9:58	10:08	10:12	10:15	10:20	10:27	10:32			10:37
5	9:47	9:54	10:02	10:06	10:15	10:25	10:29					10:39	10:46	10:53
5A	10:06	10:13	10:20	10:24	10:33	10:43	10:47	10:50	10:55	11:02	11:07			11:12
5	10:25	10:32	10:39	10:43	10:52	11:02	11:06					11:15	11:22	11:29
5A	10:45	10:52	10:59	11:04	11:14	11:24	11:28	11:31	11:36	11:43	11:48			11:53
5	11:05	11:12	11:19	11:24	11:34	11:44	11:48					11:57	12:04	12:11
5A	11:25	11:32	11:39	11:44	11:54	12:04	12:08	12:11	12:17	12:24	12:29			12:34
5	11:45	11:52	11:59	12:05	12:14	12:24	12:28					12:38	12:45	12:52
5A	12:05	12:11	12:18	12:24	12:33	12:43	12:47	12:50	12:56	1:03	1:08			1:13
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5	12:34	12:40	12:46	12:50	12:57	1:06	1:10					1:19	1:25	1:32

WESTBOUND: Monday-Friday														
Route Branch	Westwood Square Terminal	Airport Rd & Morning Star Dr	Airport Rd & Steeles Ave	Airport Rd & Queen St	Airport Rd & Williams Pkwy	Goreway Dr & Steeles Ave	Goreway Dr & Queen St	Bovaired Dr & Airport Rd	Bovaired Dr & Torbram Rd	Trinity Common Terminal	Bovaired Dr & Kennedy Rd N	Bovaired Dr & Main St N	Chinquacousy Rd & Bovaired Dr	Mount Pleasant GO Station
	Q	M	N	J	H	P	N	G	F	E	D	C	B	A
5	4:52					4:57	5:02	5:11	5:14	5:22	5:28	5:31	5:36	5:40
5	5:10					5:15	5:20	5:29	5:32	5:40	5:46	5:49	5:54	5:58
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5	7:32					7:39	7:46	7:56	7:59	8:08	8:17	8:21	8:28	8:32
5A	7:51	7:56	8:01	8:07	8:12			8:16	8:19	8:28	8:37	8:41	8:48	8:52
5	8:02					8:09	8:16	8:27	8:30	8:39	8:48	8:52	8:59	9:03
5A	8:21	8:27	8:32	8:38	8:43			8:47	8:50	8:59	9:07	9:12	9:19	9:23
5	8:36					8:43	8:50	9:01	9:04	9:13	9:21	9:26	9:33	9:37
5A	8:50	8:56	9:01	9:07	9:12			9:16	9:19	9:28	9:36	9:41	9:48	9:52
5	9:06					9:13	9:19	9:29	9:32	9:41	9:49	9:54	10:01	10:05
5	9:18					9:25	9:31	9:41	9:44	9:53	10:01	10:06	10:13	10:17
5A	9:38	9:43	9:48	9:54	9:59			10:03	10:07	10:16	10:24	10:28	10:35	10:39
5	9:57					10:04	10:10	10:20	10:23	10:32	10:40	10:45	10:52	10:56
5A	10:19	10:24	10:29	10:36	10:41			10:45	10:49	10:58	11:06	11:10	11:17	11:21
5	10:40					10:47	10:53	11:03	11:07	11:16	11:24	11:28	11:35	11:39
5A	10:58	11:03	11:08	11:15	11:20			11:24	11:28	11:37	11:45	11:49	11:56	12:00
5	11:18					11:25	11:32	11:42	11:46	11:55	12:03	12:08	12:15	12:19
5A	11:38	11:43	11:48	11:55	12:00			12:04	12:08					

EASTBOUND: Saturday									
Mount Pleasant GO Station	Chinguacousy Rd & Bovaird Dr	Bovaird Dr & Main St N	Bovaird Dr & Kennedy Rd N	Trinity Common Terminal	Bovaird Dr & Torbram Rd	Bovaird Dr & Airport Rd	Goreway Dr & Queen St	Goreway Dr & Steeles Ave	Westwood Square Terminal
A	B	C	D	E	F	G	N	P	Q
4:41	4:46	4:52	4:55	5:03	5:10	5:13	5:22	5:28	5:34
5:30	5:35	5:41	5:44	5:52	5:59	6:02	6:12	6:18	6:24
6:00	6:05	6:11	6:14	6:23	6:32	6:35	6:45	6:51	6:57
6:30	6:35	6:41	6:44	6:53	7:02	7:06	7:15	7:22	7:28
7:00	7:06	7:12	7:16	7:24	7:33	7:37	7:46	7:53	7:59
7:28	7:34	7:40	7:44	7:52	8:01	8:05	8:15	8:21	8:27
7:58	8:04	8:10	8:14	8:26	8:35	8:39	8:49	8:55	9:01
8:28	8:34	8:40	8:44	8:56	9:06	9:10	9:19	9:25	9:31
8:56	9:02	9:09	9:13	9:23	9:33	9:37	9:46	9:52	9:58
9:29	9:35	9:42	9:46	9:56	10:05	10:09	10:18	10:24	10:30
9:59	10:06	10:14	10:18	10:29	10:38	10:42	10:51	10:57	11:03
10:29	10:36	10:44	10:48	10:59	11:08	11:12	11:21	11:27	11:33
10:59	11:06	11:14	11:18	11:30	11:39	11:43	11:52	11:58	12:04
11:30	11:37	11:45	11:49	12:01	12:10	12:14	12:23	12:29	12:35
12:00	12:07	12:16	12:21	12:33	12:42	12:46	12:55	1:01	1:07
12:30	12:37	12:46	12:51	1:03	1:12	1:17	1:27	1:33	1:39
1:00	1:07	1:16	1:21	1:33	1:42	1:47	1:57	2:03	2:09
1:30	1:37	1:46	1:51	2:03	2:15	2:20	2:30	2:36	2:42
1:57	2:04	2:13	2:18	2:31	2:43	2:48	2:58	3:05	3:11
2:28	2:35	2:44	2:49	3:02	3:13	3:18	3:28	3:35	3:41
2:58	3:05	3:14	3:19	3:31	3:42	3:47	3:57	4:03	4:09
3:28	3:35	3:44	3:49	4:01	4:11	4:16	4:25	4:31	4:37
4:00	4:07	4:15	4:20	4:35	4:45	4:50	4:59	5:05	5:11
4:30	4:37	4:45	4:50	5:05	5:14	5:19	5:28	5:34	5:40
5:00	5:07	5:15	5:20	5:33	5:42	5:47	5:56	6:02	6:08
5:30	5:37	5:45	5:50	6:03	6:13	6:17	6:26	6:32	6:38
6:00	6:07	6:15	6:20	6:33	6:43	6:47	6:56	7:02	7:08
6:28	6:35	6:43	6:48	7:01	7:11	7:16	7:25	7:31	7:37
6:56	7:03	7:10	7:14	7:24	7:34	7:39	7:48	7:54	8:00
7:26	7:33	7:40	7:44	7:54	8:04	8:09	8:18	8:23	8:29
7:58	8:04	8:11	8:15	8:23	8:32	8:37	8:46	8:51	8:57
8:31	8:37	8:44	8:48	8:56	9:05	9:09	9:18	9:23	9:29
9:01	9:07	9:14	9:18	9:26	9:35	9:39	9:48	9:53	9:59
9:30	9:36	9:43	9:47	9:55	10:04	10:07	10:16	10:21	10:27
10:01	10:07	10:13	10:17	10:25	10:34	10:37	10:46	10:51	10:57
10:30	10:36	10:42	10:46	10:54	11:03	11:06	11:14	11:19	11:25
11:05	11:10	11:16	11:19	11:27	11:35	11:38	11:46	11:51	11:57
11:35	11:40	11:46	11:49	11:57	12:05	12:08	12:16	12:21	12:27
12:06	12:11	12:17	12:20	12:28	12:36	12:39	12:47	12:52	12:58
12:36	12:41	12:47	12:50	12:58	1:06	1:09	1:17	1:22	1:28

EASTBOUND: Sunday / Holidays									
Mount Pleasant GO Station	Chinguacousy Rd & Bovaird Dr	Bovaird Dr & Main St N	Bovaird Dr & Kennedy Rd N	Trinity Common Terminal	Bovaird Dr & Torbram Rd	Bovaird Dr & Airport Rd	Goreway Dr & Queen St	Goreway Dr & Steeles Ave	Westwood Square Terminal
A	B	C	D	E	F	G	N	P	Q
6:00	6:05	6:11	6:14	6:22	6:30	6:33	6:41	6:46	6:52
6:30	6:35	6:41	6:44	6:52	7:00	7:03	7:11	7:16	7:22
7:01	7:06	7:12	7:15	7:23	7:31	7:34	7:42	7:47	7:53
7:30	7:35	7:41	7:44	7:52	8:00	8:03	8:11	8:16	8:22
8:00	8:05	8:11	8:14	8:23	8:31	8:34	8:42	8:47	8:53
8:30	8:35	8:41	8:44	8:53	9:01	9:04	9:12	9:17	9:23
9:00	9:06	9:13	9:17	9:27	9:37	9:40	9:48	9:53	9:59
9:30	9:36	9:43	9:47	9:57	10:07	10:11	10:20	10:25	10:31
10:00	10:08	10:15	10:19	10:31	10:41	10:45	10:54	10:59	11:05
10:30	10:38	10:45	10:49	11:01	11:11	11:15	11:24	11:29	11:35
11:00	11:07	11:14	11:18	11:30	11:40	11:44	11:53	11:58	12:04
11:30	11:37	11:44	11:48	12:00	12:10	12:14	12:23	12:28	12:34
12:00	12:07	12:14	12:18	12:30	12:40	12:44	12:53	12:58	1:04
12:30	12:37	12:44	12:48	1:00	1:10	1:14	1:23	1:28	1:34
1:00	1:06	1:13	1:17	1:29	1:39	1:43	1:52	1:57	2:03
1:30	1:36	1:43	1:47	1:59	2:10	2:14	2:23	2:28	2:34
2:00	2:07	2:15	2:19	2:31	2:42	2:46	2:55	3:00	3:06
2:30	2:37	2:45	2:49	3:01	3:11	3:15	3:24	3:30	3:36
3:00	3:07	3:14	3:18	3:32	3:42	3:46	3:55	4:01	4:07
3:30	3:37	3:44	3:48	4:02	4:13	4:17	4:25	4:31	4:37
4:00	4:07	4:14	4:18	4:32	4:43	4:47	4:55	5:01	5:07
4:30	4:37	4:44	4:48	5:02	5:12	5:15	5:23	5:28	5:34
5:00	5:06	5:13	5:17	5:30	5:40	5:43	5:51	5:56	6:02
5:30	5:36	5:43	5:47	6:00	6:10	6:13	6:21	6:26	6:32
6:00	6:06	6:13	6:17	6:29	6:39	6:42	6:50	6:55	7:01
6:30	6:36	6:43	6:47	6:59	7:08	7:11	7:19	7:24	7:30
6:59	7:05	7:11	7:15	7:26	7:35	7:38	7:46	7:51	7:57
7:28	7:34	7:40	7:44	7:55	8:04	8:08	8:17	8:22	8:28
7:58	8:04	8:10	8:14	8:25	8:34	8:38	8:47	8:52	8:58
8:28	8:34	8:40	8:44	8:55	9:04	9:07	9:16	9:21	9:27
8:59	9:05	9:11	9:15	9:25	9:34	9:37	9:46	9:51	9:57
9:30	9:36	9:42	9:46	9:56	10:05	10:08	10:16	10:21	10:27
10:00	10:06	10:12	10:16	10:26	10:35	10:38	10:46	10:51	10:57
10:30	10:36	10:42	10:46	10:56	11:05	11:08	11:16	11:21	11:27
11:04	11:10	11:16	11:20	11:30	11:39	11:42	11:50	11:55	12:01

WESTBOUND: Saturday									
Westwood Square Terminal	Goreway Dr & Steeles Ave	Goreway Dr & Queen St	Bovaird Dr & Airport Rd	Bovaird Dr & Torbram Rd	Trinity Common Terminal	Bovaird Dr & Kennedy Rd N	Bovaird Dr & Main St N	Chinguacousy Rd & Bovaird Dr	Mount Pleasant GO Station
Q	P	N	G	F	E	D	C	B	A
5:40	5:45	5:51	5:59	6:02	6:10	6:16	6:19	6:24	6:28
6:30	6:35	6:41	6:50	6:53	7:01	7:08	7:11	7:17	7:21
7:02	7:08	7:14	7:23	7:26	7:34	7:41	7:44	7:50	7:54
7:31	7:37	7:43	7:52	7:55	8:03	8:10	8:14	8:20	8:23
8:07	8:13	8:19	8:29	8:32	8:41	8:48	8:52	8:58	9:01
8:32	8:38	8:44	8:54	8:57	9:06	9:13	9:18	9:25	9:29
9:05	9:13	9:18	9:28	9:31	9:40	9:47	9:52	9:59	10:03
9:35	9:43	9:48	9:58	10:01	10:10	10:17	10:21	10:27	10:31
10:09	10:16	10:21	10:30	10:34	10:43	10:50	10:54	11:00	11:04
10:40	10:47	10:52	11:01	11:05	11:15	11:26	11:31	11:38	11:42
11:10	11:16	11:21	11:31	11:35	11:45	11:56	12:01	12:08	12:12
11:40	11:46	11:51	12:01	12:05	12:15	12:30	12:35	12:42	12:46
12:10	12:16	12:22	12:33	12:37	12:47	1:02	1:07	1:15	1:19
12:42	12:48	12:54	1:05	1:09	1:19	1:32	1:37	1:45	1:49
1:12	1:18	1:24	1:35	1:39	1:49	2:02	2:07	2:15	2:19
1:42	1:48	1:54	2:05	2:09	2:21	2:34	2:39	2:47	2:51
2:12	2:18	2:24	2:34	2:38	2:50	3:03	3:08	3:16	3:20
2:44	2:50	2:56	3:07	3:11	3:23	3:36	3:41	3:49	3:53
3:14	3:21	3:28	3:39	3:43	3:55	4:08	4:14	4:22	4:26
3:44	3:51	3:58	4:09	4:13	4:24	4:37	4:43	4:51	4:55
4:14	4:20	4:26	4:37	4:41	4:52	5:05	5:10	5:18	5:22
4:44	4:50	4:56	5:06	5:10	5:20	5:33	5:38	5:46	5:50
5:15	5:22	5:28	5:38	5:42	5:52	6:05	6:10	6:18	6:22
5:44	5:51	5:57	6:07	6:11	6:22	6:35	6:40	6:48	6:52
6:15	6:22	6:27	6:37	6:41	6:52	7:04	7:08	7:15	7:19
6:42	6:49	6:54	7:04	7:08	7:18	7:28	7:32	7:39	7:43
7:11	7:18	7:23	7:33	7:37	7:47	7:57	8:01	8:08	8:12
7:39	7:46	7:51	8:01	8:05	8:14	8:23	8:27	8:34	8:38
8:02	8:07	8:12	8:22	8:26	8:35	8:44	8:48	8:55	8:59
8:31	8:36	8:41	8:51	8:55	9:04	9:13	9:17	9:24	9:28
9:02	9:07	9:12	9:22	9:26	9:35	9:44	9:48	9:55	9:59
9:33	9:38	9:43	9:53	9:57	10:06	10:13	10:17	10:23	10:27
10:02	10:07	10:12	10:21	10:24	10:33	10:40	10:44	10:50	10:54
10:30	10:35	10:40	10:49	10:52	11:01	11:07	11:10	11:16	11:20
11:00	11:05	11:10	11:19	11:22	11:30	11:36	11:39	11:45	11:49
11:30	11:35	11:40	11:49	11:52	12:00	12:06	12:09	12:15	12:19
12:01	12:06	12:11	12:20	12:23	12:31	12:37	12:40	12:46	12:50
12:31	12:36	12:41	12:50	12:53	1:01	1:07	1:10	1:16	1:20

WESTBOUND: Sunday / Holidays									
Westwood Square Terminal	Goreway Dr & Steeles Ave	Goreway Dr & Queen St	Bovaird Dr & Airport Rd	Bovaird Dr & Torbram Rd	Trinity Common Terminal	Bovaird Dr & Kennedy Rd N	Bovaird Dr & Main St N	Chinguacousy Rd & Bovaird Dr	Mount Pleasant GO Station
Q	P	N	G	F	E	D	C	B	A
7:00	7:06	7:11	7:19</						



NORTHBOUND: Monday-Friday										
Route Branch	Westwood Square Terminal	Airport Rd & Derry Rd	Torbram Rd & Steeles Ave	Torbram Rd & Queen St	Torbram Rd & Bovaird Dr	Torbram Rd & Sandalwood Pkwy	Torbram Rd & Father Tobin Rd	Countryside Dr & Mountnash Rd	Countryside Dr & Moldovan Dr	Torbram Rd & Father Tobin Rd
	A	B	C	D	E	F	G	H	I	G
14							4:16		4:20	4:22
14A							4:40	4:44		4:46
14							4:55		4:59	5:01
14A							5:10	5:14		5:16
14							5:26		5:30	5:32
14A				5:23	5:29	5:32	5:35	5:39		5:41
14							5:46		5:50	5:52
14A	5:14	5:20	5:30	5:37	5:43	5:46	5:49	5:53		5:55
14							6:00		6:04	6:06
14A	5:30	5:36	5:46	5:53	5:59	6:03	6:06	6:10		6:12
14	5:42	5:48	5:58	6:05	6:11	6:15	6:18		6:22	6:24
14A							6:28	6:32		6:34
14	6:00	6:07	6:18	6:25	6:31	6:35	6:38		6:42	6:44
14A							6:52	6:56		6:58
14	6:15	6:22	6:33	6:40	6:46	6:50	6:53		6:57	6:59
14A	6:30	6:37	6:48	6:55	7:01	7:05	7:08	7:12		7:14
14	6:40	6:47	6:58	7:06	7:12	7:16	7:19		7:23	7:25
14A	6:50	6:57	7:08	7:16	7:22	7:26	7:29	7:33		7:35
14	6:55	7:02	7:13	7:21	7:27	7:31	7:34		7:38	7:40
14A	7:00	7:07	7:18	7:26	7:32	7:36	7:39	7:43		7:45
14	7:10	7:17	7:28	7:36	7:42	7:46	7:49		7:53	7:55
14A	7:20	7:27	7:38	7:46	7:52	7:56	7:59	8:04		8:06
14	7:30	7:37	7:48	7:56	8:02	8:06	8:09		8:14	8:16
14A	7:40	7:47	7:58	8:05	8:11	8:15	8:18	8:23		8:25
14	7:51	7:58	8:08	8:15	8:21	8:25	8:28		8:33	8:35
14A	8:06	8:13	8:23	8:30	8:36	8:40	8:43	8:48		8:50
14	8:13	8:20	8:30	8:37	8:43	8:47	8:50		8:55	8:57
14A	8:24	8:31	8:41	8:48	8:54	8:58	9:01	9:05		9:07
14	8:33	8:40	8:50	8:57	9:03	9:07	9:09		9:13	9:15
14A	8:45	8:52	9:02	9:09	9:15	9:19	9:21	9:25		9:27
14	8:50	8:57	9:07	9:14	9:20	9:24	9:26		9:30	9:32
14A	9:00	9:07	9:17	9:24	9:30	9:34	9:36	9:40		9:42
14	9:20	9:27	9:37	9:44	9:50	9:54	9:56		10:00	10:02
14A	9:42	9:49	9:59	10:06	10:12	10:16	10:18	10:22		10:24
14	10:00	10:07	10:17	10:24	10:30	10:34	10:36		10:40	10:42
14A	10:23	10:30	10:40	10:47	10:53	10:57	10:59	11:03		11:05
14	10:40	10:47	10:57	11:04	11:11	11:15	11:17		11:21	11:23
14A	11:00	11:07	11:17	11:24	11:31	11:35	11:37	11:41		11:43
14	11:21	11:28	11:38	11:45	11:52	11:56	11:58		12:02	12:04
14A	11:40	11:47	11:57	12:05	12:12	12:16	12:18	12:22		12:24
14	12:00	12:07	12:17	12:24	12:31	12:35	12:37		12:43	12:45
14A	12:13	12:20	12:31	12:39	12:46	12:50	12:52	12:56		12:58
14	12:25	12:32	12:43	12:51	12:58	1:03	1:05		1:09	1:11
14A	12:40	12:47	12:58	1:06	1:13	1:18	1:20	1:24		1:26
14	12:57	1:04	1:16	1:24	1:31	1:36	1:38		1:42	1:44
14A	1:20	1:27	1:39	1:47	1:54	1:59	2:01	2:05		2:07
14	1:40	1:47	1:59	2:07	2:15	2:20	2:22		2:26	2:28
14A				2:25	2:33	2:38	2:40	2:44		2:46
14	2:04	2:11	2:23	2:31	2:39	2:44	2:46		2:50	2:52
14A	2:08	2:15	2:27	2:35	2:43	2:48	2:50	2:54		2:56
14	2:18	2:25	2:37	2:45	2:53	2:58	3:00		3:04	3:06
14A	2:26	2:33	2:45	2:53	3:01	3:07	3:10	3:14		3:16
14	2:37	2:44	2:56	3:05	3:13	3:19	3:22		3:26	3:28
14A	2:48	2:55	3:08	3:18	3:26	3:32	3:35	3:39		3:41
14	3:00	3:10	3:23	3:33	3:41	3:47	3:50		3:54	3:56
14A	3:07	3:17	3:30	3:40	3:48	3:54	3:57	4:01		4:03
14	3:16	3:26	3:39	3:49	3:57	4:03	4:06		4:10	4:12
14A	3:21	3:31	3:44	3:54	4:02	4:08	4:11	4:15		4:17
14	3:28	3:38	3:51	4:01	4:09	4:15	4:18		4:22	4:24
14A	3:36	3:46	3:59	4:09	4:17	4:23	4:26	4:30		4:32
14	3:47	3:57	4:11	4:21	4:29	4:35	4:38		4:42	4:44
14A	3:58	4:09	4:23	4:33	4:41	4:47	4:50	4:54		4:56
14	4:05	4:16	4:30	4:40	4:48	4:54	4:57		5:01	5:03
14A	4:16	4:27	4:41	4:51	4:59	5:05	5:08	5:12		5:14
14	4:26	4:37	4:51	5:01	5:10	5:16	5:19		5:23	5:25
14A	4:39	4:50	5:04	5:15	5:24	5:30	5:33	5:37		5:39
14	4:46	4:57	5:10	5:21	5:30	5:36	5:39		5:43	5:45
14A	4:58	5:10	5:23	5:34	5:43	5:49	5:52	5:56		5:58
14	5:07	5:19	5:32	5:43	5:52	5:58	6:01		6:05	6:07
14A	5:20	5:32	5:45	5:56	6:04	6:09	6:12	6:16		6:18
14	5:30	5:42	5:55	6:05	6:13	6:18	6:21		6:25	6:27
14A	5:39	5:51	6:03	6:12	6:20	6:25	6:28	6:32		6:34
14	5:48	6:00	6:11	6:20	6:28	6:33	6:36		6:40	6:42
14A	5:57	6:08	6:19	6:28	6:36	6:41	6:44	6:48		6:50
14	6:13	6:23	6:34	6:43	6:51	6:56	6:59		7:03	7:05
14A	6:31	6:41	6:52	7:01	7:08	7:13	7:16	7:20		7:22
14	6:45	6:55	7:05	7:13	7:20	7:25	7:28		7:32	7:34
14A	7:00	7:07	7:17	7:25	7:32	7:37	7:40	7:44		7:46
14	7:21	7:28	7:38	7:46	7:53	7:58	8:01		8:05	8:07
14A	7:40	7:47	7:57	8:05	8:12	8:17	8:20	8:24		8:26
14	8:04	8:10	8:20	8:28	8:35	8:40	8:43		8:47	8:49
14A	8:32	8:38	8:48	8:56	9:03	9:08	9:11	9:15		9:17
14	9:01	9:07	9:17	9:25	9:32	9:37	9:40		9:44	9:46
14A	9:27	9:33	9:43	9:51	9:58	10:03	10:06	10:10		10:12
14	9:57	10:03	10:13	10:21	10:28	10:33	10:36		10:40	10:42
14A	10:28	10:34	10:44	10:52	10:59	11:04	11:07	11:11		11:13
14	10:58	11:04	11:14	11:22	11:28	11:33	11:36		11:40	11:42
14A	11:28	11:34	11:44	11:52	11:58	12:03	12:06	12:10		12:12
14	12:00	12:06	12:16	12:24	12:30	12:35	12:38		12:42	12:44
14A	12:30	12:36	12:46	12:54	1:00	1:05	1:08	1:12		1:14
14	1:00	1:06	1:16	1:24	1:30	1:35	1:38		1:42	1:44

SOUTHBOUND: Monday-Friday							
Route Branch	Torbram Rd & Father Tobin Rd	Torbram Rd & Sandalwood Pkwy	Torbram Rd & Bovaird Dr	Torbram Rd & Queen St	Torbram Rd & Steeles Ave	Airport Rd & Derry Rd	Westwood Square Terminal
	G	F	E	D	C	B	A
14	4:22	4:25	4:29	4:36	4:43	4:54	5:04
14	4:46	4:49	4:53	5:00	5:07	5:18	5:28
14	5:02	5:05	5:09	5:16	5:23	5:34	5:44
14	5:13	5:16	5:20	5:27	5:34	5:45	5:55
14	5:23	5:26	5:30	5:37	5:44	5:55	6:05
14	5:33	5:36	5:40	5:47	5:54	6:06	6:16
14	5:43	5:46	5:50	5:57	6:05	6:18	6:28
14	5:53	5:56	6:00	6:08	6:16	6:29	6:39
14	6:00	6:03	6:08	6:16	6:24	6:37	6:47
14	6:08	6:11	6:16	6:24	6:32	6:45	6:55
14	6:16	6:19	6:24	6:32	6:40	6:53	7:03
14	6:21	6:24	6:29	6:37	6:45	6:58	7:08
14	6:27	6:30	6:35	6:43	6:51	7:05	7:15
14	6:37	6:40	6:45	6:53	7:01	7:16	7:26
14	6:50	6:53	6:58	7:07	7:16	7:31	7:41
14	6:59	7:02	7:07	7:16	7:25	7:40	7:50
14	7:06	7:09	7:14	7:23	7:32	7:47	7:57
14	7:16	7:19	7:24	7:33	7:42	7:57	8:07
14	7:27	7:30	7:35	7:44	7:53	8:08	8:18
14	7:36	7:39	7:44	7:53	8:02	8:17	8:27
14	7:41	7:44	7:49	7:58	8:06	8:21	8:31
14	7:46	7:49	7:54	8:03	8:11	8:26	8:36
14	7:56	7:59	8:04	8:13	8:21	8:36	8:46
14	8:07	8:10	8:15	8:24	8:32	8:47	8:57
14	8:17	8:20	8:25	8:34	8:42	8:57	9:07
14	8:27	8:30	8:35	8:44	8:52	9:06	9:16
14	8:37	8:40	8:45	8:54	9:02	9:14	9:24
14	8:52	8:55	9:00	9:07	9:15	9:27	9:37
14	8:58	9:01	9:06	9:13	9:21	9:33	9:43
14	9:10	9:13	9:18	9:25	9:33	9:45	9:55
14	9:20	9:23	9:28	9:35	9:43	9:55	10:05
14	9:46	9:49	9:54	10:01	10:09	10:20	10:30
14	10:06	10:09	10:14	10:22	10:30	10:41	10:51
14	10:28	10:31	10:36	10:44	10:52	11:03	11:13
14	10:46	10:49	10:54	11:02	11:10	11:21	11:31
14	11:07	11:10	11:15	11:23	11:31	11:42	11:52
14	11:26	11:29	11:34	11:42	11:50	12:01	12:11
14	11:46	11:49	11:54	12:02	12:10	12:22	12:32
14	12:06	12:09	12:14	12:22	12:30	12:42	12:52
14	12:26						

**NORTHBOUND: Saturday**

Route Branch	NORTHBOUND: Saturday										
	Westwood Square Terminal	Airport Rd & Derry Rd	Torbram Rd & Steeles Ave	Torbram Rd & Queen St	Torbram Rd & Bovaird Dr	Torbram Rd & Sandalwood Pkwy	Torbram Rd & Father Tobin Rd	Countryside Dr & Mountainash Rd	Countryside Dr & Moldovan Dr	Torbram Rd & Father Tobin Rd	
	A	B	C	D	E	F	G	H	I	G	
14				5:29	5:34	5:37	5:39	5:43	5:16	5:18	
14A				5:29	5:34	5:37	5:39	5:43	5:16	5:18	
14	6:00	6:06	6:16	6:24	6:29	6:32	6:34	6:38	6:13	6:15	
14A	6:00	6:06	6:16	6:24	6:29	6:32	6:34	6:38	6:13	6:15	
14	6:30	6:36	6:46	6:54	6:59	7:03	7:05	7:09	7:09	7:11	
14A	6:30	6:36	6:46	6:54	6:59	7:03	7:05	7:09	7:09	7:11	
14	7:00	7:06	7:16	7:24	7:30	7:34	7:36	7:40	8:11	8:13	
14A	7:00	7:06	7:16	7:24	7:30	7:34	7:36	7:40	8:11	8:13	
14	7:30	7:36	7:46	7:54	8:00	8:04	8:07	8:11	8:41	8:43	
14A	7:30	7:36	7:46	7:54	8:00	8:04	8:07	8:11	8:41	8:43	
14	8:00	8:06	8:16	8:24	8:30	8:34	8:37	8:41	9:10	9:12	
14A	8:00	8:06	8:16	8:24	8:30	8:34	8:37	8:41	9:10	9:12	
14	8:30	8:36	8:46	8:54	9:00	9:04	9:06	9:10	9:40	9:42	
14A	8:30	8:36	8:46	8:54	9:00	9:04	9:06	9:10	9:40	9:42	
14	9:00	9:06	9:16	9:24	9:30	9:34	9:36	9:40	10:10	10:12	
14A	9:00	9:06	9:16	9:24	9:30	9:34	9:36	9:40	10:10	10:12	
14	9:30	9:36	9:46	9:54	10:00	10:04	10:06	10:10	10:40	10:42	
14A	9:30	9:36	9:46	9:54	10:00	10:04	10:06	10:10	10:40	10:42	
14	10:00	10:06	10:16	10:24	10:30	10:34	10:36	10:40	11:10	11:12	
14A	10:00	10:06	10:16	10:24	10:30	10:34	10:36	10:40	11:10	11:12	
14	10:30	10:36	10:46	10:54	11:00	11:04	11:06	11:10	11:40	11:42	
14A	10:30	10:36	10:46	10:54	11:00	11:04	11:06	11:10	11:40	11:42	
14	11:00	11:06	11:16	11:24	11:29	11:33	11:35	11:39	12:09	12:11	
14A	11:00	11:06	11:16	11:24	11:29	11:33	11:35	11:39	12:09	12:11	
14	11:30	11:36	11:46	11:53	11:59	12:03	12:05	12:09	12:40	12:42	
14A	11:30	11:36	11:46	11:53	11:59	12:03	12:05	12:09	12:40	12:42	
14	12:00	12:06	12:16	12:24	12:30	12:34	12:36	12:40	1:11	1:13	
14A	12:00	12:06	12:16	12:24	12:30	12:34	12:36	12:40	1:11	1:13	
14	12:30	12:36	12:46	12:54	1:00	1:05	1:07	1:11	1:44	1:46	
14A	12:30	12:36	12:46	12:54	1:00	1:05	1:07	1:11	1:44	1:46	
14	1:00	1:06	1:16	1:24	1:30	1:34	1:36	1:40	2:13	2:15	
14A	1:00	1:06	1:16	1:24	1:30	1:34	1:36	1:40	2:13	2:15	
14	1:30	1:36	1:46	1:54	2:00	2:04	2:06	2:10	2:45	2:47	
14A	1:30	1:36	1:46	1:54	2:00	2:04	2:06	2:10	2:45	2:47	
14	2:00	2:06	2:16	2:24	2:30	2:34	2:36	2:40	3:14	3:16	
14A	2:00	2:06	2:16	2:24	2:30	2:34	2:36	2:40	3:14	3:16	
14	2:30	2:36	2:46	2:54	3:00	3:04	3:06	3:10	3:44	3:46	
14A	2:30	2:36	2:46	2:54	3:00	3:04	3:06	3:10	3:44	3:46	
14	3:00	3:06	3:16	3:24	3:30	3:34	3:36	3:40	4:16	4:18	
14A	3:00	3:06	3:16	3:24	3:30	3:34	3:36	3:40	4:16	4:18	
14	3:30	3:36	3:46	3:54	4:00	4:04	4:06	4:10	4:46	4:48	
14A	3:30	3:36	3:46	3:54	4:00	4:04	4:06	4:10	4:46	4:48	
14	4:00	4:06	4:16	4:24	4:30	4:34	4:36	4:40	5:17	5:19	
14A	4:00	4:06	4:16	4:24	4:30	4:34	4:36	4:40	5:17	5:19	
14	4:30	4:36	4:46	4:54	5:00	5:04	5:06	5:10	5:48	5:50	
14A	4:30	4:36	4:46	4:54	5:00	5:04	5:06	5:10	5:48	5:50	
14	5:00	5:06	5:16	5:24	5:30	5:34	5:36	5:40	6:16	6:18	
14A	5:00	5:06	5:16	5:24	5:30	5:34	5:36	5:40	6:16	6:18	
14	5:30	5:36	5:46	5:54	6:00	6:04	6:06	6:10	6:48	6:50	
14A	5:30	5:36	5:46	5:54	6:00	6:04	6:06	6:10	6:48	6:50	
14	6:00	6:06	6:16	6:24	6:30	6:34	6:36	6:40	7:16	7:18	
14A	6:00	6:06	6:16	6:24	6:30	6:34	6:36	6:40	7:16	7:18	
14	6:30	6:36	6:46	6:54	7:00	7:04	7:06	7:10	7:46	7:48	
14A	6:30	6:36	6:46	6:54	7:00	7:04	7:06	7:10	7:46	7:48	
14	7:00	7:06	7:16	7:24	7:30	7:34	7:36	7:40	8:16	8:18	
14A	7:00	7:06	7:16	7:24	7:30	7:34	7:36	7:40	8:16	8:18	
14	7:30	7:36	7:46	7:54	8:00	8:04	8:06	8:10	8:46	8:48	
14A	7:30	7:36	7:46	7:54	8:00	8:04	8:06	8:10	8:46	8:48	
14	8:00	8:06	8:16	8:24	8:30	8:34	8:36	8:40	9:16	9:18	
14A	8:00	8:06	8:16	8:24	8:30	8:34	8:36	8:40	9:16	9:18	
14	8:30	8:36	8:46	8:54	9:00	9:04	9:06	9:10	9:46	9:48	
14A	8:30	8:36	8:46	8:54	9:00	9:04	9:06	9:10	9:46	9:48	
14	9:00	9:06	9:16	9:24	9:30	9:34	9:36	9:40	10:16	10:18	
14A	9:00	9:06	9:16	9:24	9:30	9:34	9:36	9:40	10:16	10:18	
14	9:30	9:36	9:46	9:54	10:00	10:04	10:06	10:10	10:46	10:48	
14A	9:30	9:36	9:46	9:54	10:00	10:04	10:06	10:10	10:46	10:48	
14	10:00	10:06	10:16	10:24	10:30	10:34	10:36	10:40	11:16	11:18	
14A	10:00	10:06	10:16	10:24	10:30	10:34	10:36	10:40	11:16	11:18	
14	10:30	10:36	10:46	10:54	11:00	11:04	11:06	11:10	11:46	11:48	
14A	10:30	10:36	10:46	10:54	11:00	11:04	11:06	11:10	11:46	11:48	
14	11:00	11:06	11:16	11:24	11:29	11:33	11:35	11:39	12:09	12:11	
14A	11:00	11:06	11:16	11:24	11:29	11:33	11:35	11:39	12:09	12:11	
14	11:30	11:36	11:46	11:52	11:58	12:03	12:05	12:09	12:40	12:42	
14A	11:30	11:36	11:46	11:52	11:58	12:03	12:05	12:09	12:40	12:42	

**SOUTHBOUND: Saturday**

Route Branch	SOUTHBOUND: Saturday						
	Torbram Rd & Father Tobin Rd	Torbram Rd & Sandalwood Pkwy	Torbram Rd & Bovaird Dr	Torbram Rd & Queen St	Torbram Rd & Steeles Ave	Airport Rd & Derry Rd	Westwood Square Terminal
	G	F	E	D	C	B	A
14	5:18	5:21	5:26	5:33	5:39	5:50	5:58
14A	5:18	5:21	5:26	5:33	5:39	5:50	5:58
14	5:47	5:50	5:55	6:02	6:08	6:19	6:27
14A	5:47	5:50	5:55	6:02	6:08	6:19	6:27
14	6:17	6:20	6:25	6:32	6:38	6:49	6:57
14A	6:17	6:20	6:25	6:32	6:38	6:49	6:57
14	6:44	6:47	6:52	6:59	7:06	7:18	7:26
14A	6:44	6:47	6:52	6:59	7:06	7:18	7:26
14	7:14	7:16	7:21	7:28	7:35	7:47	7:55
14A	7:14	7:16	7:21	7:28	7:35	7:47	7:55
14	7:44	7:46	7:51	7:58	8:05	8:16	8:24
14A	7:44	7:46	7:51	7:58	8:05	8:16	8:24
14	8:14	8:16	8:21	8:28	8:35	8:46	8:54
14A	8:14	8:16	8:21	8:28	8:35	8:46	8:54
14	8:44	8:46	8:51	8:58	9:05	9:16	9:24
14A	8:44	8:46	8:51	8:58	9:05	9:16	9:24
14	9:14	9:17	9:22	9:29	9:36	9:47	9:55
14A	9:14	9:17	9:22	9:29	9:36	9:47	9:55
14	9:44	9:47	9:52	9:59	10:06	10:17	10:25
14A	9:44	9:47	9:52	9:59	10:06	10:17	10:25
14	10:14	10:17	10:22	10:30	10:37	10:48	10:56
14A	10:14	10:17	10:22	10:30	10:37	10:48	10:56
14	10:44	10:47	10:52	11:00	11:07	11:18	11:26
14A	10:44	10:47	10:52	11:00	11:07	11:18	11:26
14	11:14	11:17	11:22	11:29	11:36	11:47	11:55
14A	11:14	11:17	11:22	11:29	11:36	11:47	11:55
14	11:44	11:47	11:52	11:59	12:05	12:16	12:24
14A	11:44	11:47	11:52	11:59	12:05	12:16	12:24
14	12:14	12:17	12:22	12:29	12:35	12:46	12:54
14A	12:14	12:17	12:22	12:29	12:35	12:46	12:54
14	12:44	12:47	12:52	12:59	1:05	1:16	1:24
14A	12:44	12:47	12:52	12:59	1:05	1:16	1:24
14	1:14	1:17	1:22	1:29	1:35	1:46	1:54
14A	1:14	1:17	1:22	1:29	1:35	1:46	1:54
14	1:44	1:47	1:52	1:59	2:06	2:18	2:26
14A	1:44	1:47	1:52	1:59	2:06	2:18	2:26
14	2:16	2:19	2:24	2:31	2:38	2:50	2:58
14A	2:16	2:19	2:24	2:31	2:38	2:50	2:58
14	2:47	2:50	2:55	3:02	3:09	3:20	3:28
14A	2:47	2:50	2:55	3:02	3:09	3:20	3:28
14	3:18	3:21	3:25	3:32	3:39	3:50	3:58
14A	3:18	3:21	3:25	3:32	3:39	3:50	3:58
14	3:49	3:52	3:56	4:03	4:10	4:21	4:30
14A	3:49	3:52	3:56	4:03	4:10	4:21	4:30
14	4:19	4:22	4:26	4:33	4:40	4:51	5:00
14A	4:19	4:22	4:26	4:33	4:40	4:51	5:00
14	4:49	4:52	4:56	5:03	5:09	5:20	5:28
14A	4:49	4:52	4:56	5:03	5:09	5:20	5:28
14	5:20	5:22	5:26	5:33	5:39	5:50	5:58
14A	5:20	5:22	5:26	5:33			

NORTHBOUND: Monday-Friday									
Westwood Square Terminal	Airport Rd & Morning Star Dr	Airport Rd & Steeles Ave	Airport Rd & Queen St	Airport Rd & Williams Pkwy	Airport Rd & Bovaird Dr	Airport Rd & Stonecrest Dr	Airport Rd & Countryside Dr	Airport Rd & Mayfield Rd	AMB Distribution Centre
A	B	C	D	E	F	G	H	J	K
			5:01	5:05	5:08	5:11	5:13	5:15	
			5:17	5:21	5:24	5:27	5:29	5:31	
5:15	5:19	5:23	5:29	5:33	5:36	5:39	5:41	5:43	
5:30	5:34	5:38	5:44	5:48	5:51	5:54	5:56	5:58	
5:45	5:49	5:53	5:59	6:03	6:07	6:10	6:12	6:14	
6:00	6:05	6:10	6:17	6:21	6:25	6:28	6:30	6:32	
6:07	6:12	6:17	6:24	6:28	6:32	6:35	6:37	6:39	6:42
6:22	6:27	6:32	6:39	6:43	6:47	6:50	6:52	6:54	
6:33	6:38	6:43	6:50	6:54	6:58	7:01	7:03	7:05	
6:41	6:46	6:51	6:58	7:02	7:06	7:09	7:11	7:13	7:16
6:51	6:56	7:01	7:08	7:12	7:16	7:19	7:21	7:23	
7:05	7:10	7:15	7:22	7:26	7:30	7:33	7:35	7:37	
7:14	7:19	7:24	7:31	7:35	7:39	7:42	7:44	7:46	
7:26	7:31	7:36	7:43	7:47	7:51	7:54	7:56	7:58	
7:33	7:38	7:43	7:50	7:54	7:58	8:01	8:03	8:05	
7:42	7:47	7:52	7:59	8:03	8:07	8:10	8:12	8:14	
7:52	7:57	8:02	8:09	8:13	8:17	8:20	8:22	8:24	
8:05	8:11	8:16	8:23	8:27	8:31	8:34	8:36	8:38	
8:15	8:21	8:26	8:33	8:37	8:41	8:44	8:46	8:48	
8:26	8:32	8:37	8:44	8:48	8:52	8:55	8:57	8:59	
8:33	8:39	8:44	8:51	8:55	8:59	9:02	9:04	9:06	
8:47	8:53	8:58	9:05	9:09	9:13	9:16	9:18	9:20	
8:57	9:03	9:08	9:15	9:19	9:23	9:26	9:28	9:30	
9:09	9:14	9:19	9:26	9:30	9:34	9:37	9:39	9:41	
9:25	9:30	9:35	9:42	9:46	9:50	9:53	9:55	9:57	
9:45	9:50	9:55	10:02	10:06	10:10	10:13	10:16	10:18	
10:05	10:10	10:15	10:23	10:27	10:31	10:34	10:37	10:39	
10:37	10:42	10:47	10:55	10:59	11:03	11:06	11:09	11:11	
10:53	10:58	11:03	11:11	11:15	11:19	11:22	11:25	11:27	
11:14	11:19	11:24	11:32	11:36	11:40	11:43	11:46	11:48	
11:38	11:43	11:48	11:56	12:00	12:04	12:07	12:10	12:12	
11:54	11:59	12:04	12:12	12:16	12:20	12:23	12:26	12:28	
12:13	12:18	12:23	12:31	12:35	12:39	12:42	12:45	12:47	
12:36	12:41	12:46	12:54	12:58	1:02	1:05	1:08	1:10	
1:02	1:07	1:12	1:20	1:25	1:29	1:32	1:35	1:37	
1:23	1:28	1:33	1:41	1:46	1:50	1:53	1:56	1:58	
1:38	1:43	1:48	1:56	2:01	2:06	2:09	2:12	2:14	
1:56	2:01	2:07	2:15	2:20	2:25	2:28	2:31	2:33	2:36
2:13	2:18	2:24	2:32	2:37	2:42	2:45	2:48	2:50	
2:32	2:37	2:43	2:51	2:56	3:01	3:05	3:08	3:10	3:13
2:50	2:55	3:01	3:10	3:15	3:20	3:24	3:27	3:29	
3:02	3:08	3:14	3:23	3:28	3:33	3:37	3:40	3:42	
3:09	3:15	3:21	3:30	3:35	3:40	3:44	3:47	3:49	
3:22	3:28	3:34	3:43	3:48	3:53	3:57	4:00	4:02	
3:32	3:38	3:44	3:53	3:58	4:03	4:07	4:10	4:12	
3:42	3:48	3:54	4:03	4:08	4:13	4:17	4:20	4:22	
3:54	4:00	4:07	4:16	4:21	4:26	4:30	4:33	4:35	
4:06	4:11	4:18	4:27	4:32	4:37	4:41	4:44	4:46	
4:14	4:19	4:26	4:35	4:40	4:45	4:49	4:52	4:54	
4:23	4:28	4:35	4:44	4:49	4:54	4:58	5:01	5:03	
4:33	4:38	4:45	4:54	4:59	5:04	5:08	5:11	5:13	
4:42	4:47	4:54	5:03	5:09	5:14	5:18	5:21	5:23	
4:50	4:55	5:02	5:11	5:17	5:22	5:26	5:29	5:31	
4:56	5:01	5:09	5:18	5:24	5:29	5:33	5:36	5:38	
5:05	5:11	5:19	5:28	5:34	5:39	5:43	5:46	5:48	
5:17	5:23	5:31	5:40	5:46	5:51	5:55	5:58	6:00	
5:27	5:33	5:41	5:50	5:56	6:01	6:05	6:08	6:10	
5:41	5:47	5:55	6:04	6:09	6:14	6:18	6:21	6:23	
5:54	6:00	6:05	6:13	6:18	6:23	6:27	6:30	6:32	
6:03	6:09	6:14	6:22	6:27	6:32	6:36	6:39	6:41	
6:15	6:21	6:26	6:34	6:39	6:44	6:48	6:51	6:53	
6:23	6:29	6:34	6:42	6:47	6:52	6:56	6:59	7:01	
6:40	6:46	6:51	6:59	7:04	7:09	7:13	7:16	7:18	
6:48	6:54	6:59	7:06	7:11	7:16	7:20	7:23	7:25	
7:05	7:10	7:15	7:22	7:27	7:32	7:36	7:39	7:41	
7:15	7:20	7:25	7:32	7:37	7:42	7:46	7:49	7:51	
7:37	7:42	7:47	7:54	7:59	8:04	8:08	8:11	8:13	
8:05	8:10	8:15	8:22	8:27	8:32	8:36	8:39	8:41	
8:35	8:40	8:45	8:52	8:57	9:02	9:05	9:08	9:10	
9:05	9:10	9:15	9:22	9:26	9:30	9:33	9:36	9:38	
9:35	9:40	9:45	9:52	9:56	10:00	10:03	10:06	10:08	
10:05	10:10	10:15	10:22	10:26	10:30	10:33	10:36	10:38	10:41
10:35	10:40	10:45	10:52	10:56	11:00	11:03	11:06	11:08	11:11
11:05	11:09	11:14	11:21	11:25	11:29	11:32	11:35	11:37	
11:35	11:39	11:44	11:51	11:55	11:59	12:02	12:05	12:07	
12:05	12:09	12:13	12:19	12:22	12:26	12:29	12:32	12:34	
12:35	12:39	12:43	12:49	12:52	12:56	12:59	1:02	1:04	

SOUTHBOUND: Monday-Friday							
AMB Distribution Centre	Airport Rd & Mayfield Rd	Airport Rd & Countryside Dr	Airport Rd & Bovaird Dr	Airport Rd & Williams Pkwy	Airport Rd & Queen St	Airport Rd & Steeles Ave	Westwood Square Terminal
K	J	H	F	E	D	C	A
	4:39	4:45	4:53	4:56	4:59	5:06	5:14
	5:02	5:08	5:16	5:19	5:22	5:29	5:37
	5:18	5:24	5:32	5:35	5:38	5:45	5:53
	5:36	5:42	5:50	5:53	5:56	6:03	6:13
	5:49	5:55	6:03	6:07	6:12	6:20	6:30
	5:50	5:56	6:05	6:09	6:14	6:22	6:32
	5:55	6:01	6:10	6:14	6:19	6:27	6:37
	6:05	6:12	6:21	6:25	6:30	6:38	6:48
	6:18	6:25	6:34	6:38	6:43	6:51	7:01
	6:20	6:27	6:36	6:40	6:45	6:53	7:03
	6:35	6:42	6:51	6:55	7:00	7:10	7:20
6:43	6:48	6:55	7:04	7:08	7:15	7:25	7:35
	6:56	7:03	7:12	7:16	7:23	7:33	7:43
	7:08	7:15	7:24	7:28	7:35	7:45	7:55
7:17	7:23	7:30	7:39	7:43	7:50	8:00	8:10
	7:29	7:36	7:45	7:49	7:56	8:06	8:16
	7:40	7:47	7:56	8:00	8:06	8:16	8:26
	7:48	7:55	8:04	8:07	8:13	8:23	8:33
	7:59	8:06	8:15	8:18	8:24	8:34	8:44
	8:07	8:14	8:23	8:26	8:32	8:42	8:52
	8:16	8:23	8:32	8:35	8:41	8:51	9:01
	8:25	8:32	8:41	8:44	8:50	9:00	9:10
	8:41	8:48	8:57	9:00	9:05	9:13	9:23
	8:51	8:58	9:06	9:09	9:14	9:22	9:32
	9:01	9:08	9:16	9:19	9:24	9:32	9:42
	9:11	9:18	9:26	9:29	9:34	9:42	9:52
	9:23	9:30	9:38	9:41	9:46	9:54	10:04
	9:32	9:39					
	9:42	9:49	9:57	10:00	10:04	10:12	10:22
	9:58	10:05	10:13	10:16	10:20	10:28	10:38
	10:19	10:26	10:34	10:37	10:41	10:49	10:59
	10:40	10:47	10:55	10:58	11:02	11:10	11:20
	11:12	11:19	11:27	11:30	11:34	11:42	11:52
	11:30	11:37	11:45	11:48	11:52	12:00	12:10
	11:49	11:56	12:04	12:07	12:12	12:20	12:30
	12:13	12:20	12:28	12:31	12:36	12:44	12:54
	12:32	12:39	12:47	12:50	12:55	1:03	1:13
	12:52	12:59	1:07	1:10	1:14	1:22	1:32
	1:15	1:22	1:30	1:33	1:37	1:45	1:55
	1:41	1:48	1:56	1:59	2:04	2:12	2:24
	2:00	2:07	2:15	2:19	2:24	2:32	2:44
	2:16	2:23	2:31	2:35	2:40	2:48	3:00
2:38	2:44	2:51	2:59	3:03	3:08	3:17	3:28
	2:52	2:59	3:07	3:11	3:16	3:25	3:36
	3:04	3:10	3:18	3:22	3:27	3:36	3:47
3:13	3:19	3:25	3:33	3:37	3:42	3:51	4:02
	3:31	3:37	3:45	3:49	3:54	4:03	4:14
	3:43	3:49	3:57	4:01	4:06	4:14	4:25
	3:51	3:57	4:05	4:09	4:14	4:22	4:33
	4:03	4:09	4:17	4:21	4:26	4:34	4:45
	4:14	4:20	4:28	4:32	4:37	4:45	4:56
	4:24	4:30	4:38	4:42	4:47	4:55	5:06
	4:36	4:42	4:50	4:54	4:59	5:07	5:18
	4:48	4:54	5:02	5:06	5:10	5:18	5:29
	4:57	5:03	5:10	5:14	5:18	5:26	5:37
	5:05	5:11	5:18	5:22	5:26	5:34	5:45
	5:15	5:21	5:28	5:32	5:36	5:44	5:55
	5:24	5:30	5:37	5:41	5:45	5:53	6:04
	5:32	5:38	5:45	5:49	5:53	6:01	6:11
	5:41	5:47	5:54	5:58	6:02	6:09	6:19
	5:51	5:57	6:04	6:08	6:12	6:19	6:29
	6:02	6:08	6:15	6:19	6:23	6:30	6:40
	6:13	6:19	6:26	6:30	6:34	6:41	6:51
	6:24	6:30	6:37	6:41	6:45	6:52	7:02
	6:34	6:40					

**NORTHBOUND: Saturday**

Westwood Square Terminal	Airport Rd & Morning Star Dr	Airport Rd & Steeles Ave	Airport Rd & Queen St	Airport Rd & Williams Pkwy	Airport Rd & Bovaird Dr	Airport Rd & Stonestret Dr	Airport Rd & Countryside Dr	Airport Rd & Mayfield Rd	AMB Distribution Centre
A	B	C	D	E	F	G	H	J	K
			5:25	5:29	5:32	5:35	5:37	5:39	
			5:55	5:59	6:02	6:05	6:07	6:09	
6:05	6:10	6:14	6:20	6:24	6:27	6:30	6:32	6:34	6:37
6:35	6:40	6:44	6:50	6:54	6:57	7:00	7:03	7:05	7:08
7:05	7:10	7:14	7:21	7:25	7:29	7:32	7:35	7:37	
7:35	7:40	7:44	7:51	7:55	7:59	8:02	8:05	8:07	
8:05	8:11	8:16	8:23	8:27	8:31	8:34	8:37	8:39	
8:35	8:41	8:46	8:53	8:57	9:01	9:04	9:07	9:09	
9:05	9:10	9:15	9:22	9:27	9:31	9:34	9:37	9:39	9:42
9:35	9:40	9:45	9:52	9:57	10:01	10:04	10:06	10:08	
10:05	10:10	10:15	10:22	10:26	10:30	10:33	10:35	10:37	
10:35	10:40	10:45	10:52	10:56	11:00	11:03	11:06	11:08	
11:05	11:10	11:15	11:22	11:26	11:30	11:33	11:36	11:38	
11:35	11:40	11:45	11:52	11:56	12:00	12:03	12:06	12:08	
12:05	12:10	12:15	12:22	12:26	12:31	12:34	12:37	12:39	
12:35	12:40	12:45	12:52	12:56	1:01	1:04	1:07	1:09	
1:05	1:10	1:15	1:22	1:26	1:30	1:33	1:36	1:38	
1:35	1:40	1:45	1:52	1:56	2:00	2:03	2:06	2:08	
2:05	2:10	2:15	2:23	2:27	2:32	2:35	2:38	2:40	
2:35	2:40	2:45	2:53	2:57	3:02	3:06	3:09	3:11	
3:03	3:08	3:13	3:21	3:26	3:31	3:35	3:38	3:40	3:43
3:35	3:40	3:45	3:53	3:58	4:01	4:05	4:08	4:10	
4:05	4:10	4:16	4:24	4:30	4:32	4:36	4:39	4:41	
4:35	4:40	4:46	4:54	5:00	5:05	5:09	5:12	5:14	
5:05	5:10	5:15	5:24	5:29	5:34	5:38	5:41	5:43	
5:35	5:40	5:45	5:54	5:59	6:04	6:08	6:11	6:13	
6:05	6:11	6:16	6:23	6:28	6:33	6:37	6:40	6:42	6:45
6:35	6:41	6:46	6:53	6:58	7:02	7:06	7:09	7:11	
7:05	7:11	7:16	7:22	7:26	7:30	7:34	7:37	7:39	
7:35	7:41	7:46	7:52	7:56	8:00	8:04	8:07	8:09	
8:05	8:10	8:15	8:21	8:25	8:29	8:33	8:36	8:38	
8:35	8:40	8:45	8:51	8:55	8:59	9:03	9:06	9:08	
9:05	9:10	9:15	9:21	9:25	9:29	9:33	9:36	9:38	
9:35	9:40	9:45	9:51	9:55	9:59	10:02	10:05	10:07	
10:05	10:10	10:15	10:21	10:25	10:29	10:32	10:35	10:37	
10:35	10:40	10:45	10:51	10:55	10:59	11:02	11:05	11:07	
11:05	11:09	11:13	11:18	11:22	11:26	11:29	11:32	11:34	
11:35	11:39	11:43	11:48	11:52	11:56	11:59	12:02	12:04	

notes

**Southbound Buses Entering Westwood Square Terminal**

**30** BECOMES **14**

SOUTHBOUND NORTHBOUND

**SOUTHBOUND: Saturday**

AMB Distribution Centre	Airport Rd & Mayfield Rd	Airport Rd & Countryside Dr	Airport Rd & Bovaird Dr	Airport Rd & Williams Pkwy	Airport Rd & Queen St	Airport Rd & Steeles Ave	Westwood Square Terminal
K	J	H	F	E	D	C	A
	5:46	5:53	6:01	6:04	6:08	6:15	6:25
	6:16	6:23	6:31	6:34	6:38	6:45	6:55
6:47	6:49	6:56	7:04	7:07	7:11	7:19	7:29
7:18	7:20	7:27	7:35	7:38	7:42	7:50	8:00
	7:46	7:53	8:01	8:04	8:08	8:15	8:24
	8:16	8:22	8:30	8:33	8:37	8:44	8:53
	8:46	8:52	9:00	9:03	9:08	9:15	9:24
	9:16	9:22	9:30	9:33	9:38	9:45	9:54
9:43	9:45	9:51	9:59	10:02	10:06	10:13	10:23
	10:16	10:23	10:31	10:35	10:39	10:46	10:56
	10:46	10:53	11:01	11:05	11:09	11:17	11:27
	11:16	11:23	11:31	11:35	11:39	11:47	11:57
	11:46	11:53	12:01	12:05	12:09	12:16	12:26
	12:13	12:20	12:28	12:32	12:36	12:43	12:53
	12:44	12:51	12:59	1:03	1:09	1:17	1:27
	1:16	1:23	1:31	1:35	1:41	1:49	1:59
	1:44	1:51	1:59	2:03	2:08	2:16	2:27
	2:12	2:19	2:27	2:31	2:36	2:44	2:55
	2:44	2:51	2:59	3:03	3:08	3:16	3:27
	3:14	3:21	3:30	3:34	3:39	3:47	3:58
3:44	3:46	3:53	4:02	4:06	4:11	4:19	4:30
	4:16	4:23	4:31	4:35	4:40	4:48	4:59
	4:46	4:53	5:01	5:04	5:09	5:17	5:28
	5:16	5:23	5:31	5:34	5:39	5:47	5:58
	5:46	5:53	6:01	6:04	6:09	6:16	6:27
	6:16	6:22	6:29	6:32	6:37	6:44	6:55
6:48	6:50	6:56	7:03	7:06	7:11	7:18	7:29
	7:16	7:22	7:29	7:32	7:37	7:44	7:55
	7:46	7:52	7:59	8:02	8:06	8:12	8:23
	8:16	8:22	8:28	8:31	8:35	8:41	8:52
	8:46	8:52	8:58	9:01	9:05	9:11	9:20
	9:16	9:22	9:28	9:31	9:35	9:41	9:50
	9:46	9:52	9:58	10:01	10:05	10:11	10:20
	10:16	10:22	10:28	10:31	10:35	10:41	10:50
	10:46	10:52	10:58	11:01	11:05	11:11	11:20
	11:16	11:22	11:28	11:31	11:35	11:41	11:50
	11:46	11:52	11:58	12:01	12:05	12:11	12:20
	12:04	12:10					

**NORTHBOUND: Sunday / Holidays**

Westwood Square Terminal	Airport Rd & Morning Star Dr	Airport Rd & Steeles Ave	Airport Rd & Queen St	Airport Rd & Williams Pkwy	Airport Rd & Bovaird Dr	Airport Rd & Stonestret Dr	Airport Rd & Countryside Dr	Airport Rd & Mayfield Rd	AMB Distribution Centre
A	B	C	D	E	F	G	H	J	K
6:35	6:40	6:44	6:50	6:54	6:57	7:00	7:02	7:04	
7:05	7:10	7:14	7:20	7:24	7:27	7:30	7:32	7:34	
7:35	7:40	7:44	7:50	7:54	7:57	8:00	8:02	8:04	
8:05	8:10	8:14	8:20	8:24	8:27	8:30	8:32	8:34	
8:35	8:40	8:44	8:50	8:54	8:57	9:00	9:02	9:04	
9:05	9:10	9:14	9:21	9:25	9:29	9:32	9:34	9:36	
9:35	9:40	9:44	9:51	9:55	9:59	10:02	10:04	10:06	
10:05	10:10	10:14	10:19	10:22	10:26	10:29	10:31	10:33	
10:35	10:40	10:44	10:49	10:52	10:56	10:59	11:02	11:04	
11:05	11:10	11:14	11:20	11:24	11:28	11:31	11:34	11:36	
11:35	11:40	11:44	11:50	11:54	11:58	12:01	12:04	12:06	
12:05	12:10	12:15	12:21	12:25	12:29	12:32	12:35	12:37	
12:35	12:40	12:45	12:51	12:55	12:59	1:02	1:05	1:07	
1:05	1:10	1:15	1:21	1:25	1:29	1:32	1:35	1:37	
1:35	1:40	1:45	1:51	1:55	1:59	2:02	2:05	2:07	
2:05	2:10	2:15	2:21	2:25	2:29	2:32	2:35	2:37	
2:35	2:40	2:45	2:51	2:55	2:59	3:02	3:05	3:07	
3:05	3:11	3:16	3:22	3:26	3:30	3:33	3:36	3:38	
3:35	3:41	3:46	3:52	3:56	4:00	4:03	4:06	4:08	
4:05	4:10	4:15	4:23	4:27	4:31	4:34	4:37	4:39	
4:35	4:40	4:45	4:53	4:57	5:01	5:04	5:07	5:09	
5:05	5:10	5:15	5:23	5:27	5:32	5:35	5:38	5:40	
5:35	5:40	5:45	5:53	5:57	6:02	6:06	6:09	6:11	
6:05	6:10	6:14	6:20	6:25	6:29	6:33	6:36	6:38	
6:35	6:40	6:44	6:50	6:55	6:59	7:03	7:06	7:08	
7:05	7:10	7:15	7:21	7:25	7:29	7:33	7:36	7:38	
7:35	7:40	7:45	7:51	7:55	7:59	8:03	8:06	8:08	
8:05	8:10	8:14	8:20	8:23	8:27	8:31	8:34	8:36	
8:35	8:40	8:44	8:50	8:53	8:57	9:01	9:04	9:06	
9:05	9:10	9:14	9:20	9:24	9:28	9:32	9:35	9:37	
9:35	9:40	9:44	9:50	9:54	9:58	10:02	10:05	10:07	
10:05	10:10	10:14	10:20	10:23	10:27	10:30	10:33	10:35	10:38
10:35	10:40	10:44	10:50	10:53	10:57	11:00	11:03	11:05	
11:05	11:10	11:14	11:20	11:23	11:27	11:30	11:33	11:35	
11:35	11:40	11:44	11:50	11:53	11:57	12:00	12:03	12:05	

notes

**Southbound Buses Entering Westwood Square Terminal**

**30** BECOMES **14**

SOUTHBOUND NORTHBOUND

**SOUTHBOUND: Sunday / Holidays**

AMB Distribution Centre	Airport Rd & Mayfield Rd	Airport Rd & Countryside Dr	Airport Rd & Bovaird Dr	Airport Rd & Williams Pkwy	Airport Rd & Queen St	Airport Rd & Steeles Ave	Westwood Square Terminal
K	J	H	F	E	D	C	A
6:46	6:52	6:59	7:02	7:06	7:13	7:21	7:31
7:16	7:22	7:29	7:32	7:36	7:43	7:51	8:01
7:46	7:52	7:59	8:02	8:06	8:13	8:21	8:31
8:16	8:22	8:29	8:32	8:36	8:43	8:51	9:01
8:46	8:52	8:59	9:02	9:06	9:12	9:21	9:31
9:16	9:22	9:29	9:32	9:36	9:42	9:51	10:01
9:46	9:52	9:59	10:02	10:07	10:13	10:22	10:32
10:16	10:22	10:30	10:33	10:38	10:44	10:53	11:03
10:46	10:52	11:00	11:03	11:08	11:14	11:23	11:33
11:16	11:22	11:30	11:33	11:38	11:44	11:53	12:03
11:46	11:52	12:00	12:03	12:07	12:14	12:24	12:34
12:16	12:22	12:30	12:33	12:37	12:44	12:54	13:04
12:46	12:52	1:00	1:03	1:07	1:14	1:24	1:34
1:16	1:23	1:31	1:34	1:38	1:45	1:55	2:05
1:46	1:53	2:01	2:04	2:08	2:15	2:25	2:35
2:16	2:23	2:31	2:34	2:38	2:45	2:55	3:05
2:46	2:53	3:01	3:04	3:09	3:16	3:26	3:36
3:16	3:22	3:30	3:33	3:38	3:45	3:55	4:05
3:46	3:52	4:00	4:04	4:08	4:15	4:25	4

**EASTBOUND: Monday-Friday**

Mount Pleasant GO	Bovaird Dr & Chinguacousy Rd	Bovaird Dr & Main St	Bovaird Dr & Kennedy Rd	Trinity Common Terminal	Bovaird Dr & Bramalea Rd	Bovaird Dr & Airport Rd	Queen St & Airport Rd	Airport Rd & Steeles Ave	Malton GO
A	B	C	D	E	F	G	H	I	J
		5:30	5:33	5:43	5:50	5:56	6:03	6:10	6:19
		5:47	5:50	6:00	6:07	6:13	6:20	6:27	6:36
5:53	5:59	6:05	6:08	6:18	6:25	6:31	6:38	6:45	6:54
6:06	6:12	6:18	6:21	6:31	6:38	6:44	6:51	6:58	7:06
6:20	6:26	6:32	6:35	6:45	6:52	6:58	7:06	7:14	7:22
6:37	6:43	6:49	6:52	7:02	7:09	7:15	7:23	7:31	7:39
6:52	6:58	7:05	7:08	7:18	7:25	7:31	7:39	7:47	7:55
7:11	7:17	7:24	7:27	7:37	7:44	7:50	7:58	8:07	8:16
7:27	7:33	7:40	7:43	7:53	8:00	8:06	8:13	8:22	8:31
7:44	7:50	7:57	8:00	8:09	8:15	8:21	8:28	8:37	8:46
7:58	8:04	8:11	8:14	8:23	8:29	8:35	8:42	8:51	9:00
8:12	8:18	8:25	8:28	8:37	8:43	8:49	8:56	9:04	9:12
8:27	8:33	8:40	8:43	8:52	8:58	9:04	9:11	9:18	9:26
8:42	8:48	8:55	8:58	9:08	9:14	9:20	9:27	9:34	9:42
8:58	9:04	9:11	9:14	9:24	9:30	9:36	9:43	9:50	9:58
9:13	9:19	9:26	9:29	9:39	9:45	9:51	9:58	10:04	10:11
9:35	9:41	9:48	9:51	10:01	10:06	10:11	10:18	10:24	10:31
9:55	10:01	10:08	10:11	10:21	10:26	10:31	10:38	10:44	10:51
10:15	10:21	10:28	10:31	10:41	10:46	10:51	10:58	11:04	11:11
10:35	10:41	10:48	10:51	11:01	11:06	11:12	11:19	11:25	11:32
10:55	11:01	11:08	11:11	11:20	11:25	11:31	11:38	11:44	11:51
11:15	11:21	11:28	11:31	11:40	11:45	11:51	11:58	12:04	12:12
11:35	11:41	11:48	11:51	12:00	12:05	12:11	12:18	12:24	12:32
11:53	11:59	12:06	12:09	12:18	12:23	12:29	12:36	12:42	12:50
12:13	12:19	12:26	12:29	12:38	12:43	12:49	12:56	1:02	1:10
12:33	12:39	12:46	12:49	12:58	1:03	1:09	1:16	1:22	1:30
12:52	12:58	1:05	1:08	1:17	1:22	1:28	1:35	1:41	1:49
1:13	1:19	1:26	1:29	1:38	1:43	1:49	1:56	2:02	2:10
1:31	1:37	1:44	1:47	1:56	2:01	2:07	2:15	2:21	2:29
1:50	1:56	2:03	2:06	2:16	2:21	2:27	2:35	2:41	2:49
2:13	2:19	2:26	2:29	2:39	2:44	2:50	2:58	3:05	3:14
2:33	2:39	2:46	2:49	2:59	3:05	3:11	3:19	3:26	3:35
2:53	2:59	3:06	3:09	3:19	3:25	3:31	3:39	3:46	3:55
3:16	3:22	3:29	3:32	3:42	3:48	3:54	4:02	4:09	4:18
3:32	3:38	3:45	3:48	3:58	4:05	4:11	4:19	4:26	4:35
3:47	3:53	4:00	4:03	4:14	4:21	4:27	4:35	4:42	4:51
4:02	4:08	4:15	4:18	4:29	4:36	4:42	4:50	4:57	5:06
4:18	4:24	4:31	4:34	4:45	4:52	4:58	5:05	5:12	5:21
4:32	4:38	4:45	4:48	4:59	5:05	5:11	5:18	5:25	5:34
4:53	4:59	5:06	5:09	5:19	5:25	5:31	5:38	5:45	5:54
5:08	5:14	5:21	5:24	5:34	5:40	5:46	5:53	6:00	6:08
5:23	5:29	5:36	5:39	5:49	5:55	6:01	6:08	6:15	6:23
5:38	5:44	5:51	5:54	6:04	6:10	6:16	6:23	6:30	6:38
5:53	5:59	6:06	6:09	6:19	6:25	6:31	6:38	6:45	6:53
6:08	6:14	6:21	6:24	6:34	6:40	6:46	6:53	7:00	7:07
6:26	6:32	6:39	6:42	6:52	6:58	7:03	7:09	7:15	7:22
6:40	6:46	6:53	6:56	7:06	7:11	7:16	7:22	7:28	7:35
6:53	6:59	7:06	7:09	7:19	7:24	7:29	7:35	7:41	7:48
7:04	7:10	7:17	7:20	7:30	7:35	7:40	7:46	7:52	7:59
7:18	7:24	7:31	7:34	7:44	7:49	7:54	8:00	8:06	8:13
7:35	7:41	7:48	7:51	8:01	8:06	8:11	8:17	8:23	8:30
7:54	8:00	8:07	8:10	8:20	8:25	8:30	8:36	8:42	8:49

**WESTBOUND: Monday-Friday**

Malton GO	Airport Rd & Steeles Ave	Queen St & Airport Rd	Bovaird Dr & Airport Rd	Bovaird Dr & Bramalea Rd	Trinity Common Terminal	Bovaird Dr & Kennedy Rd	Bovaird Dr & Main St	Bovaird Dr & Chinguacousy Rd	Mount Pleasant GO
J	I	H	G	F	E	D	C	B	A
6:31	6:39	6:45	6:51	6:56	7:00	7:09	7:12	7:18	7:21
6:49	6:57	7:03	7:10	7:15	7:20	7:29	7:32	7:38	7:41
7:03	7:12	7:18	7:25	7:30	7:35	7:44	7:47	7:53	7:56
7:16	7:25	7:31	7:38	7:43	7:48	7:57	8:00	8:06	8:09
7:31	7:40	7:46	7:53	7:58	8:03	8:12	8:16	8:22	8:25
7:46	7:55	8:01	8:08	8:13	8:18	8:27	8:31	8:37	8:40
8:04	8:12	8:18	8:25	8:30	8:35	8:44	8:48	8:54	8:57
8:18	8:26	8:32	8:39	8:44	8:49	8:58	9:02	9:08	9:11
8:37	8:45	8:51	8:58	9:04	9:08	9:17	9:20	9:26	9:29
8:51	8:59	9:05	9:12	9:18	9:22	9:31	9:34	9:40	9:43
9:14	9:23	9:29	9:36	9:42	9:46	9:55	9:58	10:04	10:07
9:35	9:44	9:50	9:57	10:03	10:07	10:15	10:18	10:24	10:27
10:00	10:09	10:15	10:22	10:28	10:32	10:40	10:43	10:49	10:52
10:19	10:28	10:34	10:41	10:47	10:51	10:59	11:02	11:08	11:11
10:38	10:47	10:53	11:00	11:06	11:10	11:18	11:21	11:27	11:30
10:56	11:05	11:11	11:18	11:24	11:28	11:36	11:39	11:45	11:48
11:14	11:23	11:29	11:36	11:42	11:46	11:54	11:57	12:03	12:06
11:34	11:43	11:49	11:56	12:02	12:06	12:14	12:17	12:23	12:26
11:54	12:03	12:09	12:16	12:22	12:26	12:34	12:37	12:43	12:46
12:14	12:23	12:29	12:36	12:42	12:46	12:54	12:57	1:03	1:06
12:34	12:43	12:49	12:56	1:02	1:06	1:14	1:17	1:23	1:26
12:54	1:03	1:10	1:17	1:23	1:27	1:35	1:38	1:44	1:47
1:14	1:23	1:30	1:37	1:43	1:47	1:55	1:58	2:04	2:08
1:34	1:43	1:50	1:57	2:04	2:09	2:19	2:22	2:28	2:32
1:52	2:01	2:08	2:16	2:23	2:28	2:38	2:41	2:47	2:51
2:13	2:23	2:30	2:38	2:45	2:50	3:00	3:04	3:11	3:14
2:34	2:44	2:51	2:59	3:06	3:11	3:23	3:27	3:34	3:37
2:55	3:06	3:14	3:22	3:29	3:34	3:46	3:50	3:57	4:00
3:12	3:24	3:32	3:40	3:47	3:52	4:03	4:07	4:14	4:17
3:27	3:39	3:47	3:55	4:02	4:07	4:17	4:21	4:28	4:31
3:44	3:56	4:05	4:13	4:20	4:25	4:35	4:39	4:46	4:49
3:59	4:13	4:22	4:30	4:37	4:42	4:52	4:56	5:03	5:06
4:14	4:28	4:37	4:45	4:52	4:57	5:06	5:09	5:16	5:19
4:27	4:41	4:50	4:58	5:05	5:10	5:18	5:21	5:28	5:31
4:43	4:57	5:07	5:15	5:22	5:27	5:35	5:38	5:45	5:48
4:55	5:12	5:23	5:31	5:38	5:43	5:51	5:54	6:01	6:04
5:10	5:28	5:39	5:47	5:54	5:59	6:07	6:11	6:18	6:21
5:27	5:45	5:56	6:04	6:11	6:16	6:24	6:28	6:35	6:38
5:42	6:00	6:09	6:17	6:24	6:29	6:37	6:41	6:48	6:51
5:57	6:11	6:20	6:28	6:35	6:40	6:48	6:52	6:59	7:02
6:12	6:25	6:34	6:42	6:49	6:54	7:02	7:06	7:13	7:16
6:28	6:41	6:50	6:58	7:05	7:10	7:18	7:22	7:29	7:32
6:42	6:55	7:04	7:12	7:19	7:24	7:32	7:36	7:43	7:46
6:57	7:08	7:16	7:24	7:31	7:36	7:44	7:48	7:55	7:58
7:14	7:24	7:32	7:40	7:47	7:52	8:00	8:03	8:09	8:12
7:30	7:40	7:48	7:56	8:03	8:08	8:16	8:19	8:25	8:28
7:50	8:00	8:07	8:15	8:21	8:26	8:34	8:37	8:43	8:46

EASTBOUND: Saturday										
Mount Pleasant GO	Bovaird Dr & Chinguacousy Rd	Bovaird Dr & Main St	Bovaird Dr & Kennedy Rd	Trinity Common Terminal	Bovaird Dr & Bramalea Rd	Bovaird Dr & Airport Rd	Queen St & Airport Rd	Airport Rd & Steeles Ave	Malton GO	
A	B	C	D	E	F	G	H	I	J	
8:45	8:50	8:56	8:59	9:08	9:13	9:18	9:24	9:29	9:35	
9:05	9:10	9:16	9:19	9:28	9:33	9:38	9:44	9:49	9:55	
9:25	9:30	9:36	9:39	9:48	9:53	9:58	10:04	10:09	10:16	
9:45	9:50	9:56	9:59	10:08	10:13	10:19	10:25	10:30	10:37	
10:05	10:10	10:16	10:19	10:28	10:33	10:39	10:45	10:50	10:57	
10:25	10:30	10:36	10:39	10:48	10:53	10:59	11:05	11:10	11:17	
10:45	10:50	10:56	10:59	11:08	11:13	11:19	11:25	11:30	11:37	
11:06	11:11	11:18	11:21	11:30	11:35	11:41	11:47	11:52	11:59	
11:26	11:31	11:38	11:41	11:50	11:55	12:01	12:06	12:11	12:18	
11:46	11:51	11:58	12:01	12:10	12:15	12:21	12:26	12:31	12:38	
12:06	12:11	12:18	12:21	12:30	12:35	12:41	12:46	12:51	12:58	
12:26	12:31	12:38	12:41	12:50	12:55	1:01	1:07	1:12	1:19	
12:46	12:51	12:58	1:01	1:10	1:15	1:21	1:27	1:32	1:39	
1:06	1:12	1:19	1:23	1:32	1:37	1:43	1:49	1:54	2:01	
1:28	1:34	1:41	1:45	1:54	1:59	2:05	2:11	2:16	2:23	
1:48	1:54	2:01	2:05	2:14	2:19	2:25	2:31	2:36	2:43	
2:08	2:14	2:22	2:26	2:35	2:40	2:46	2:52	2:57	3:04	
2:28	2:34	2:42	2:46	2:55	3:00	3:06	3:12	3:17	3:24	
2:48	2:54	3:02	3:06	3:15	3:20	3:26	3:32	3:37	3:44	
3:08	3:13	3:20	3:24	3:33	3:38	3:44	3:50	3:55	4:02	
3:28	3:33	3:40	3:44	3:53	3:58	4:04	4:10	4:15	4:22	
3:48	3:53	4:00	4:03	4:12	4:17	4:23	4:29	4:34	4:41	
4:08	4:14	4:21	4:24	4:33	4:38	4:44	4:50	4:55	5:02	
4:29	4:35	4:42	4:45	4:54	4:59	5:05	5:11	5:16	5:23	
4:49	4:55	5:02	5:05	5:14	5:19	5:25	5:31	5:36	5:43	
5:09	5:15	5:22	5:25	5:34	5:39	5:45	5:51	5:56	6:03	
5:29	5:35	5:42	5:45	5:54	5:59	6:05	6:11	6:16	6:23	
5:49	5:55	6:02	6:05	6:14	6:19	6:25	6:31	6:36	6:43	
6:08	6:14	6:21	6:24	6:33	6:38	6:44	6:50	6:55	7:02	
6:28	6:34	6:41	6:44	6:53	6:58	7:04	7:10	7:15	7:22	

WESTBOUND: Saturday										
Malton GO	Airport Rd & Steeles Ave	Queen St & Airport Rd	Bovaird Dr & Airport Rd	Bovaird Dr & Bramalea Rd	Trinity Common Terminal	Bovaird Dr & Kennedy Rd	Bovaird Dr & Main St	Bovaird Dr & Chinguacousy Rd	Mount Pleasant GO	
J	I	H	G	F	E	D	C	B	A	
8:26	8:32	8:37	8:44	8:49	8:56	9:05	9:10	9:14	9:18	
8:46	8:52	8:57	9:04	9:10	9:17	9:26	9:29	9:35	9:39	
9:06	9:12	9:17	9:24	9:30	9:37	9:46	9:49	9:55	9:59	
9:26	9:32	9:37	9:44	9:50	9:57	10:06	10:10	10:16	10:20	
9:46	9:52	9:57	10:04	10:10	10:17	10:26	10:30	10:36	10:40	
10:06	10:12	10:18	10:25	10:31	10:38	10:47	10:51	10:57	11:01	
10:26	10:32	10:38	10:45	10:51	10:58	11:08	11:12	11:18	11:22	
10:46	10:52	10:58	11:05	11:11	11:18	11:28	11:32	11:38	11:42	
11:06	11:12	11:18	11:25	11:31	11:38	11:48	11:52	11:58	12:02	
11:26	11:32	11:38	11:45	11:51	11:58	12:08	12:11	12:17	12:21	
11:46	11:52	11:58	12:05	12:11	12:18	12:28	12:31	12:37	12:41	
12:06	12:13	12:19	12:26	12:32	12:39	12:49	12:52	12:58	1:02	
12:26	12:33	12:39	12:46	12:52	12:59	1:10	1:13	1:19	1:23	
12:46	12:53	12:59	1:07	1:14	1:21	1:32	1:35	1:41	1:45	
1:14	1:21	1:27	1:35	1:42	1:49	2:00	2:03	2:09	2:13	
1:34	1:41	1:47	1:55	2:02	2:09	2:21	2:24	2:30	2:34	
1:54	2:01	2:07	2:16	2:23	2:30	2:42	2:45	2:51	2:55	
2:14	2:21	2:27	2:36	2:43	2:50	3:02	3:05	3:11	3:15	
2:34	2:41	2:47	2:56	3:03	3:10	3:23	3:26	3:32	3:36	
2:54	3:01	3:07	3:16	3:23	3:30	3:43	3:46	3:52	3:56	
3:14	3:21	3:27	3:36	3:43	3:50	4:03	4:06	4:12	4:16	
3:34	3:41	3:47	3:56	4:03	4:10	4:23	4:26	4:32	4:36	
3:54	4:01	4:07	4:16	4:23	4:30	4:43	4:46	4:52	4:56	
4:15	4:22	4:28	4:37	4:44	4:51	5:04	5:08	5:14	5:18	
4:35	4:42	4:48	4:57	5:04	5:11	5:23	5:27	5:33	5:37	
4:55	5:02	5:08	5:16	5:23	5:30	5:42	5:46	5:52	5:56	
5:15	5:22	5:28	5:36	5:43	5:50	6:03	6:06	6:12	6:16	
5:35	5:42	5:48	5:56	6:03	6:10	6:25	6:28	6:34	6:38	
5:55	6:02	6:08	6:15	6:22	6:29	6:44	6:47	6:53	6:57	
6:15	6:22	6:28	6:35	6:42	6:49	7:03	7:06	7:12	7:16	
6:35	6:42	6:48	6:55	7:02	7:09	7:21	7:24	7:30	7:34	
6:55	7:02	7:08	7:15	7:21	7:28	7:40	7:43	7:49	7:53	

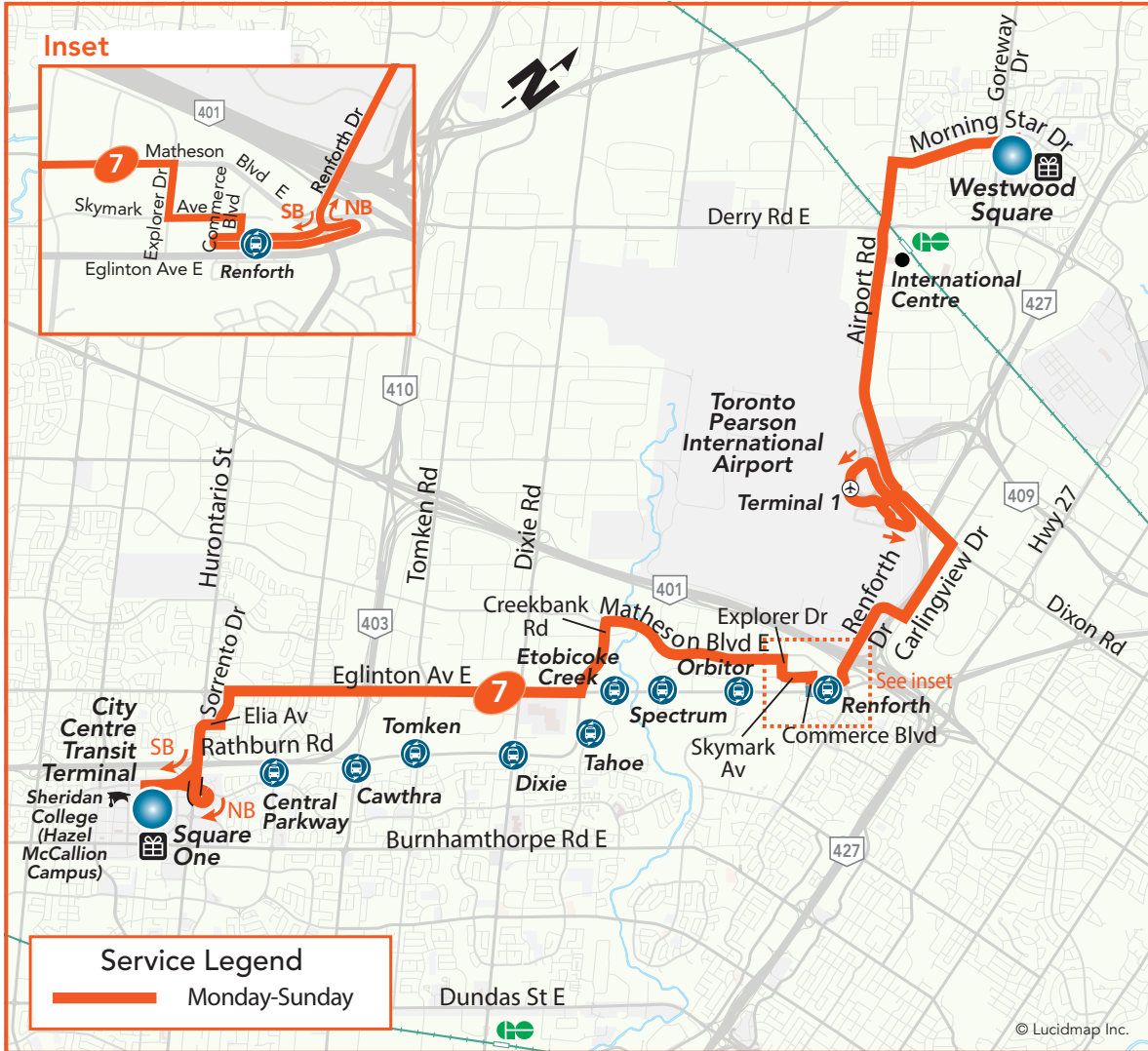
EASTBOUND: Sunday / Holidays										
Mount Pleasant GO	Bovaird Dr & Chinguacousy Rd	Bovaird Dr & Main St	Bovaird Dr & Kennedy Rd	Trinity Common Terminal	Bovaird Dr & Bramalea Rd	Bovaird Dr & Airport Rd	Queen St & Airport Rd	Airport Rd & Steeles Ave	Malton GO	
A	B	C	D	E	F	G	H	I	J	
9:55	10:01	10:07	10:10	10:21	10:27	10:32	10:38	10:42	10:48	
10:15	10:21	10:27	10:30	10:41	10:47	10:52	10:58	11:02	11:08	
10:35	10:41	10:47	10:50	11:01	11:07	11:12	11:18	11:22	11:28	
10:55	11:01	11:07	11:10	11:21	11:27	11:32	11:38	11:42	11:48	
11:15	11:21	11:27	11:30	11:41	11:47	11:52	11:58	12:02	12:08	
11:35	11:41	11:47	11:50	12:01	12:06	12:11	12:17	12:21	12:27	
11:55	12:01	12:08	12:11	12:22	12:27	12:32	12:38	12:42	12:48	
12:15	12:22	12:29	12:32	12:43	12:48	12:53	12:59	1:03	1:10	
12:35	12:42	12:49	12:52	1:03	1:08	1:13	1:19	1:23	1:30	
12:55	1:02	1:09	1:12	1:23	1:28	1:33	1:39	1:43	1:50	
1:15	1:22	1:29	1:32	1:43	1:48	1:53	1:59	2:04	2:10	
1:35	1:42	1:49	1:52	2:03	2:08	2:13	2:19	2:24	2:30	
1:55	2:02	2:09	2:12	2:23	2:28	2:33	2:39	2:44	2:50	
2:15	2:21	2:28	2:31	2:42	2:47	2:52	2:58	3:02	3:08	
2:35	2:41	2:48	2:51	3:02	3:07	3:12	3:18	3:22	3:28	
2:55	3:01	3:08	3:11	3:22	3:27	3:32	3:38	3:42	3:48	
3:15	3:21	3:28	3:31	3:42	3:47	3:52	3:58	4:02	4:08	
3:35	3:41	3:48	3:51	4:02	4:07	4:12	4:18	4:22	4:28	
3:55	4:01	4:08	4:11	4:22	4:27	4:32	4:38	4:42	4:48	
4:15	4:21	4:28	4:31	4:42	4:47	4:52	4:58	5:02	5:08	
4:35	4:41	4:48	4:51	5:02	5:07	5:12	5:18	5:22	5:28	
4:55	5:01	5:07	5:10	5:21	5:26	5:31	5:37	5:41	5:47	
5:15	5:20	5:26	5:29	5:40	5:45	5:50	5:56	6:00	6:06	
5:35	5:40	5:46	5:49	6:00	6:05	6:10	6:16	6:20	6:26	
5:55	6:00	6:06	6:09	6:20	6:25	6:30	6:36	6:40	6:46	

WESTBOUND: Sunday / Holidays										
Malton GO	Airport Rd & Steeles Ave	Queen St & Airport Rd	Bovaird Dr & Airport Rd	Bovaird Dr & Bramalea Rd	Trinity Common Terminal	Bovaird Dr & Kennedy Rd	Bovaird Dr & Main St	Bovaird Dr & Chinguacousy Rd	Mount Pleasant GO	
J	I	H	G	F	E	D	C	B	A	
9:35	9:42	9:47	9:54	9:59	10:04	10:11	10:14	10:19	10:22	
9:55	10:02	10:07	10:14	10:19	10:24	10:31	10:34	10:39	10:42	
10:15	10:22	10:27	10:34	10:39	10:44	10:51	10:54	10:59	11:02	
10:35	10:42	10:47	10:54	10:59	11:04	11:12	11:15	11:21	11:24	
10:55	11:02	11:07	11:14	11:19	11:24	11:32	11:35	11:41	11:44	
11:15	11:23	11:28	11:35	11:40	11:45	11:53	11:56	12:02	12:05	
11:35	11:43	11:48	11:55	12:00	12:05	12:14	12:17	12:23	12:26	
11:55	12:03	12:08	12:15	12:21	12:26	12:35	12:38	12:44	12:47	
12:15	12:23	12:28	12:35	12:41	12:46	12:55	12:58	1:04	1:07	
12:35	12:43	12:48	12:55	1:01	1:06	1:15	1:18	1:24	1:27	
12:55	1:03	1:08	1:15	1:21	1:26	1:35	1:38	1:44	1:47	
1:15	1:23	1:28	1:35	1:41	1:46	1:55	1:58	2:04	2:07	
1:35	1:43	1:48	1:55	2:01	2:06	2:18	2:21	2:27	2:30	
1:55	2:03	2:09	2:16	2:22	2:27	2:39	2:42	2:48	2:51	
2:15	2:23	2:29	2:36	2:42	2:47	2:59	3:02	3:08	3:12	
2:35	2:43	2:49	2:56	3:02	3:07	3:21	3:24	3:30	3:34	
2:55	3:03	3:08	3:15	3:21	3:26	3:40	3:43	3:49	3:53	
3:15	3:24	3:29	3:36	3:42	3:47	4:01	4:04	4:10	4:14	
3:35	3:44	3:49	3:56	4:02	4:07	4:21	4:24	4:30	4:34	
3:55	4:04	4:09	4:16	4:22	4:27	4:41	4:44	4:50	4:54	
4:15	4:23	4:28	4:35	4:41	4:46	5:00	5:03	5:09	5:13	
4:35	4:43	4:48	4:55	5:01	5:06	5:20	5:23	5:29	5:33	
4:55	5:03	5:08	5:15	5:21	5:26	5:40	5:43	5:49	5:53	
5										

# 7 Airport

## Monday-Sunday Service

Effective: October 28, 2019



**Legend**

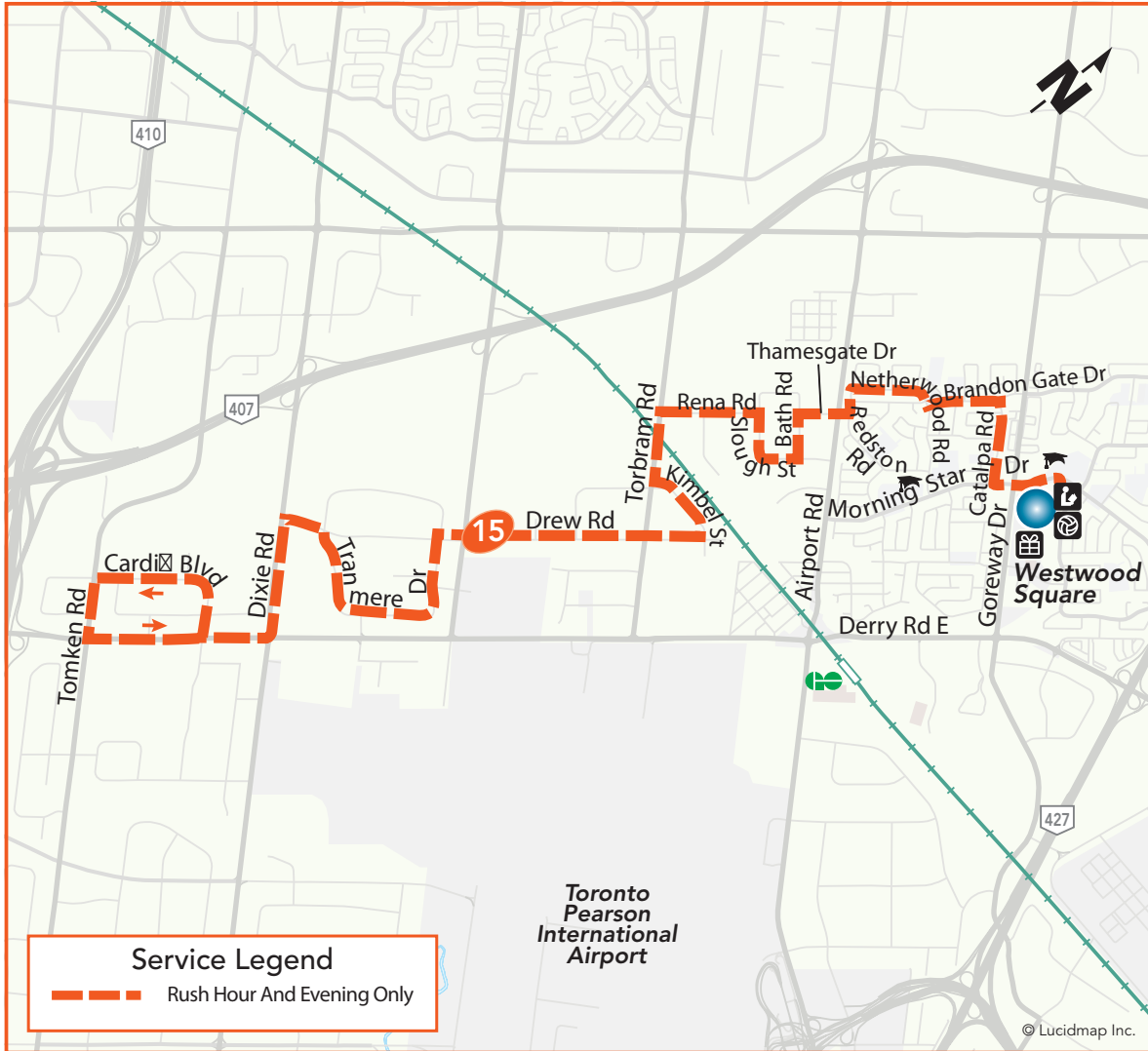
- TTC Subway Station
- Major Transit Terminal
- Shopping Centre
- Public Library
- GO Train Station
- Hospital
- High School, University or College
- Living Arts Centre
- Transitway Station
- Ice Rink
- Recreation or Community Centre
- Civic Centre (City Hall)

MiWay Customer Service	Trip Plans & Schedules
<ul style="list-style-type: none"> <li> @MiWayHelps</li> <li> <a href="https://miway.ca/feedback">miway.ca/feedback</a></li> <li> 905-615-INFO (4636)</li> <li> TTY: 905-615-3886</li> <li> <a href="mailto:miwayhelps@mississauga.ca">miwayhelps@mississauga.ca</a></li> <li> Customer Service Ambassadors In person at various locations</li> </ul>	<ul style="list-style-type: none"> <li> <a href="https://m.miway.ca">m.miway.ca</a> Mobile Site</li> <li> <a href="https://miway.ca/planatrip">miway.ca/planatrip</a> Online Trip Planner</li> <li> <b>citylink</b> 905-615-4BUS(4287)</li> </ul> <p>Call and enter a four-digit bus stop number.</p>

# 15 Drew

## Monday-Friday Service

Effective: April 27, 2015



**Legend**

- |  |                    |  |                        |  |                                    |  |                          |
|--|--------------------|--|------------------------|--|------------------------------------|--|--------------------------|
|  | TTC Subway Station |  | Major Transit Terminal |  | Shopping Centre                    |  | Public Library           |
|  | GO Train Station   |  | Hospital               |  | High School, University or College |  | Living Arts Centre       |
|  | Transitway Station |  | Ice Rink               |  | Recreation or Community Centre     |  | Civic Centre (City Hall) |

MiWay Customer Service		Trip Plans & Schedules	
@MiWayHelps	TTY: 905-615-3886	m.miway.ca	miway.ca/planatrip
miway.ca/feedback	miwayhelps@mississauga.ca	Mobile Site	<b>citylink</b> 905-615-48US(4287)
905-615-INFO (4636)	Customer Service Ambassadors In person at various locations		Call and enter a four-digit bus stop number.

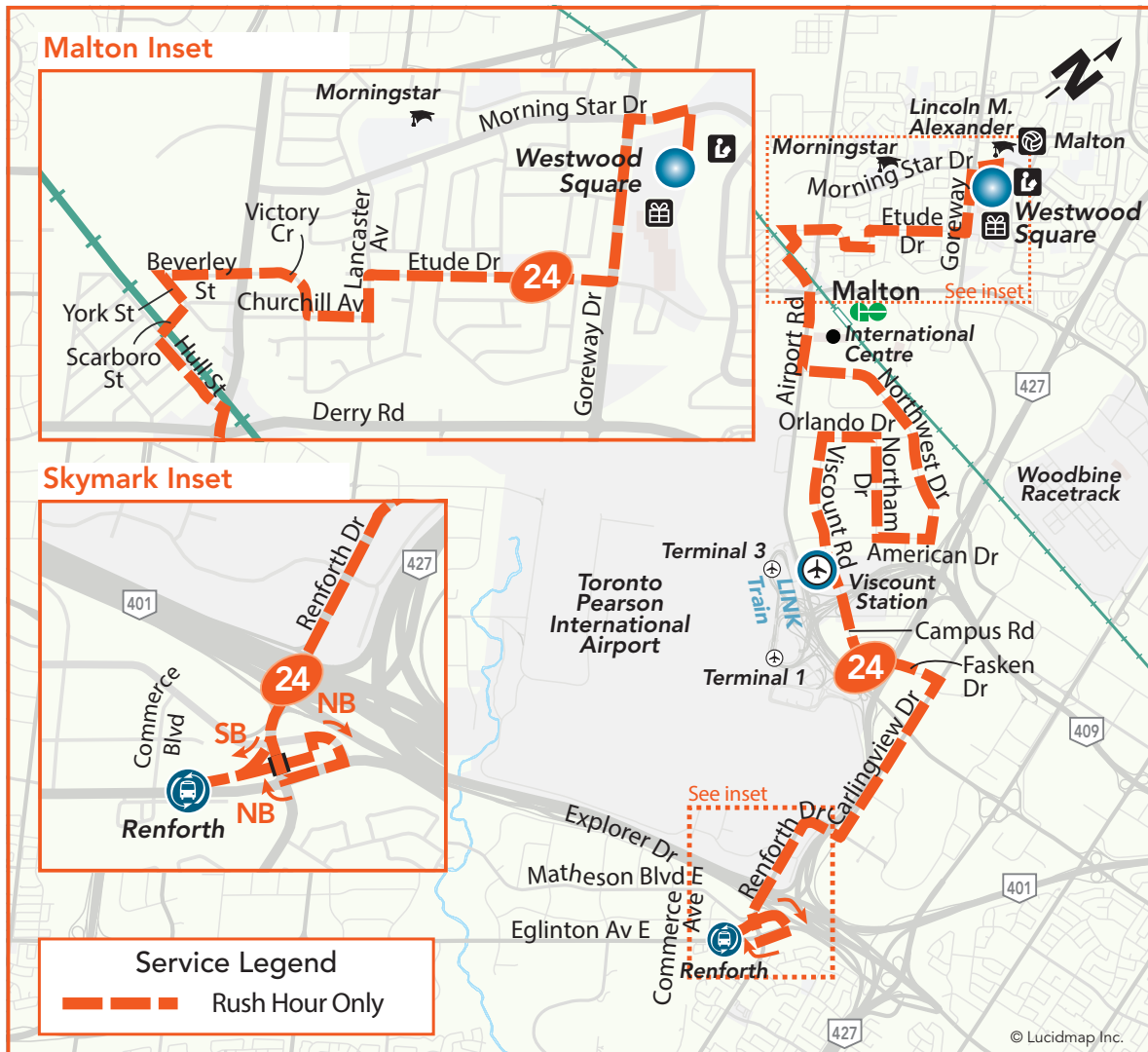
All information subject to change without notice.



# 24 Northwest

Monday-Friday Service

Effective: November 22, 2017



**Legend**

- |  |                    |  |                        |  |                                    |  |                          |
|--|--------------------|--|------------------------|--|------------------------------------|--|--------------------------|
|  | TTC Subway Station |  | Major Transit Terminal |  | Shopping Centre                    |  | Public Library           |
|  | GO Train Station   |  | Hospital               |  | High School, University or College |  | Living Arts Centre       |
|  | Transitway Station |  | Ice Rink               |  | Recreation or Community Centre     |  | Civic Centre (City Hall) |

MiWay Customer Service		Trip Plans & Schedules	
@MiWayHelps	TTY: 905-615-3886	m.miway.ca Mobile Site	miway.ca/planatrip Online Trip Planner
miway.ca/feedback	miwayhelps@mississauga.ca	<b>citylink</b> 905-615-4BUS(4287)	
905-615-INFO (4636)	Customer Service Ambassadors In person at various locations	Call and enter a four-digit bus stop number.	

# 30 Rexdale

## Monday-Saturday Service

Effective: July 1, 2019



### Legend

- |  |                    |  |                        |  |                                    |  |                          |
|--|--------------------|--|------------------------|--|------------------------------------|--|--------------------------|
|  | TTC Subway Station |  | Major Transit Terminal |  | Shopping Centre                    |  | Public Library           |
|  | GO Train Station   |  | Hospital               |  | High School, University or College |  | Living Arts Centre       |
|  | Transitway Station |  | Ice Rink               |  | Recreation or Community Centre     |  | Civic Centre (City Hall) |

### MiWay Customer Service

- @MiWayHelps
- TTY: 905-615-3886
- miway.ca/feedback
- miwayhelps@mississauga.ca
- 905-615-INFO (4636)
- Customer Service Ambassadors  
In person at various locations

### Trip Plans & Schedules


- m.miway.ca  
Mobile Site
- miway.ca/planatrip  
Online Trip Planner
- 
- Call and enter a four-digit bus stop number.


**Toronto Pearson International Airport** 


**52A 900**  


**952 300A**  


**332 352**  

 **Additional Fare Required west of Pearson Airport**



 Frequent Service

 Regular Service

 Limited Service

 Blue Night Route

**52A** Terminal Point


  Major Stops


**89** Connecting TTC Route


52-01/19


 **Yonge-University Line**

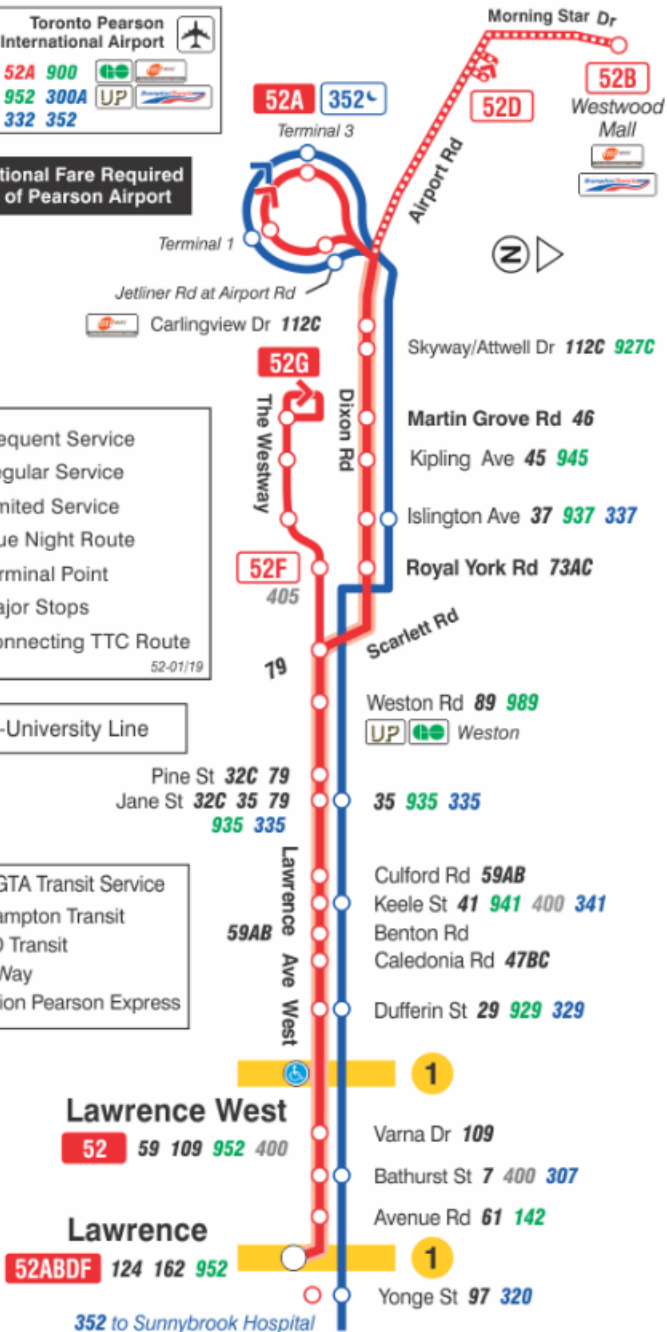
**Connecting GTA Transit Service**

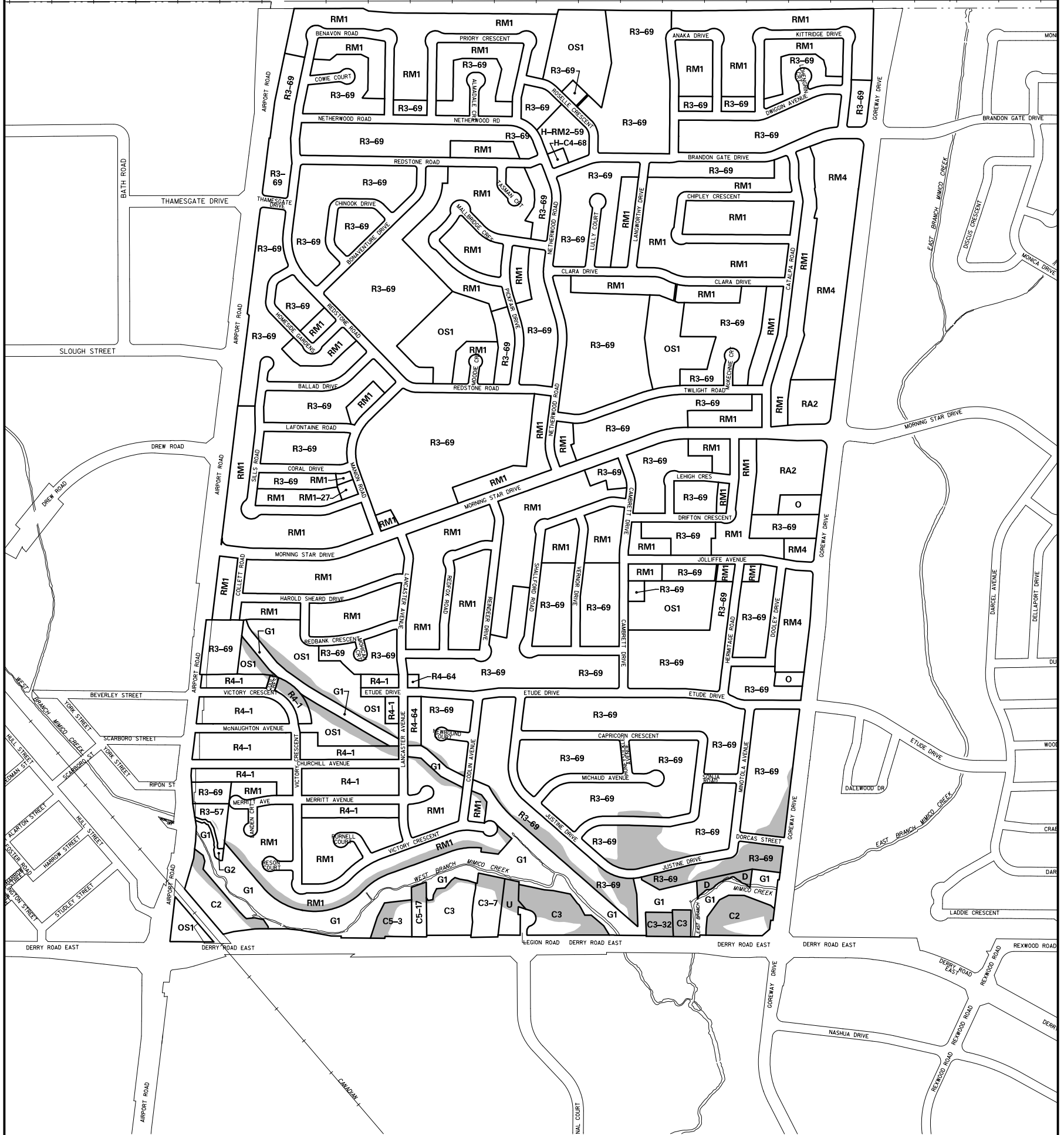
 Brampton Transit

 GO Transit

 MiWay

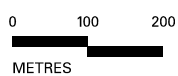
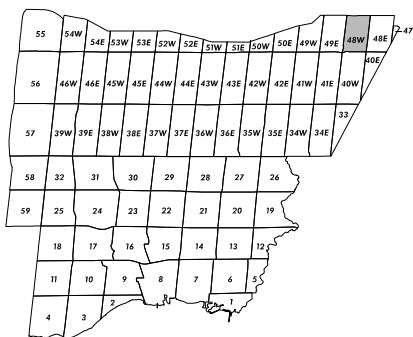
 Union Pearson Express





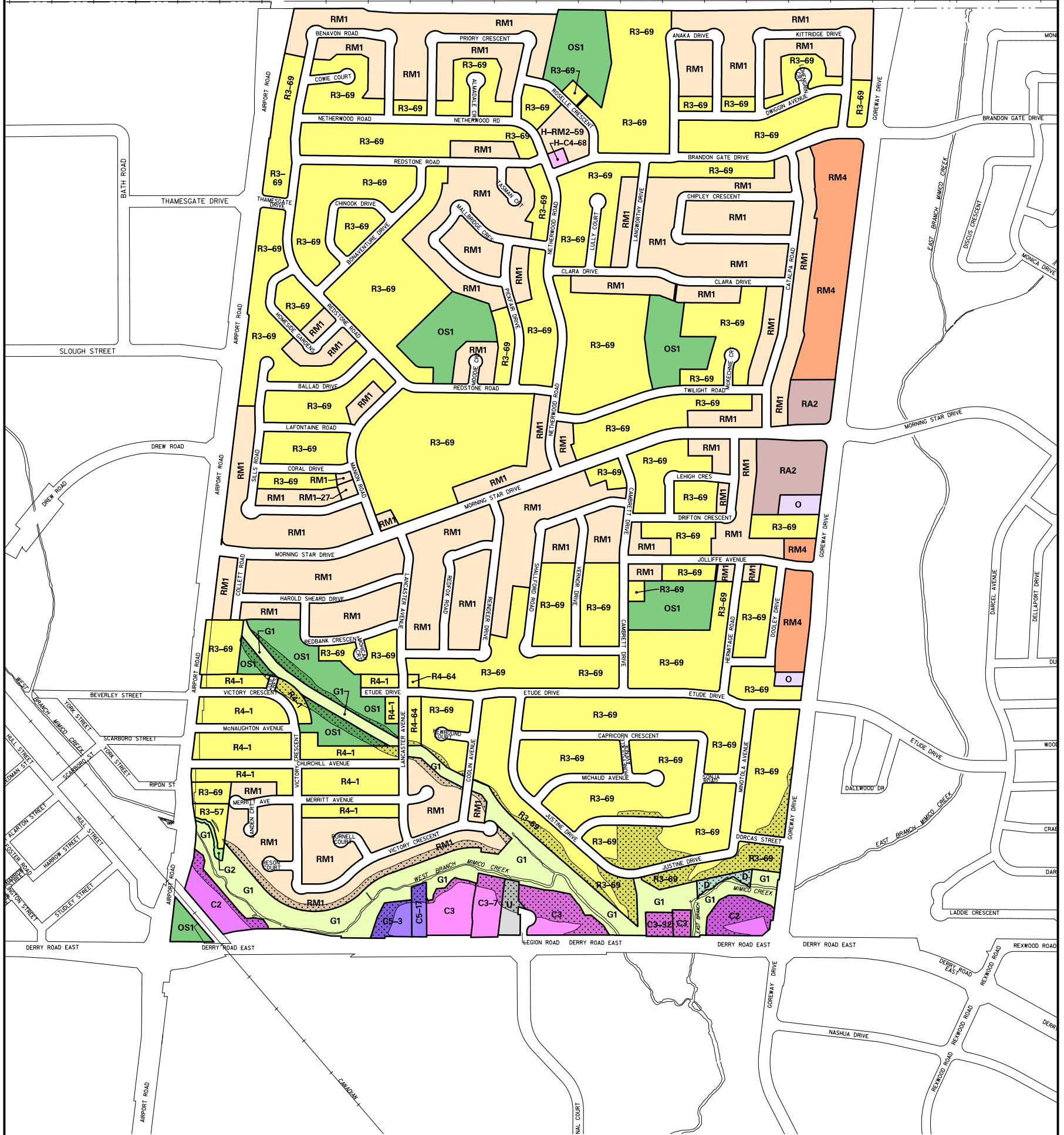
49E

48E



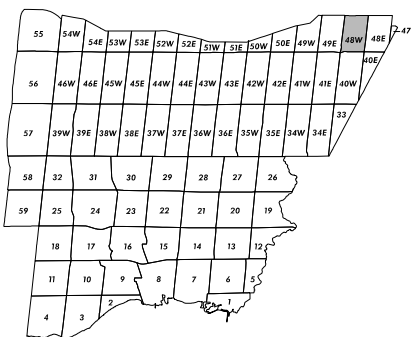
Greenlands Overlay  
 Zoning Notation Example:  
 R4-12 = R4-Exception 12

**Zoning Map 48W**  
 Schedule "B" To  
 By-law No. 0225-2007  
 Revised: 2017 July 31



49E

48E



Greenlands Overlay  
 Zoning Notation Example:  
 R4-12 = R4-Exception 12

**Zoning Map 48W**  
 Schedule "B" To  
 By-law No. 0225-2007  
 Revised: 2017 July 31

# APPENDIX C

## Traffic Data, Signal Timings and AADT Data

## Peter Apasnore

---

**From:** Mathew, Steve <steve.mathew@peelregion.ca>  
**Sent:** December 13, 2019 10:29 AM  
**To:** Peter Apasnore  
**Subject:** RE: Signal Timing Plans

Please see table below with the historical data:

<b>Airport Road- 0.5KM north of Derry Road</b>		
<b>Historical AADT Data</b>		
<b>Year</b>	<b>NB</b>	<b>SB</b>
2017	14,416	15,193
2015	16,664	14,238
2014	15,680	14,726
2013	9,492	9,246
2012	13,982	13,975
2011	19,320	18,660
2009	16,057	16,817
2008	18,177	18,452

\*\*Please Note: The Region of Peel makes no claim concerning the accuracy of this data, nor assumes any liability resulting from the use of the information herein. The data provided is the property of the Region of Peel and is not to be distributed in any form nor used in any manner not authorized by the Region of Peel in writing.\*\*

Steve

---

**From:** Peter Apasnore <papasnore@cfcrozier.ca>  
**Sent:** December 13, 2019 8:28 AM  
**To:** Mathew, Steve <steve.mathew@peelregion.ca>  
**Subject:** RE: Signal Timing Plans

**CAUTION: EXTERNAL MAIL. DO NOT CLICK ON LINKS OR OPEN ATTACHMENTS YOU DO NOT TRUST.**

Hi Steve,

As discussed yesterday. Please send me available AADT for the past 10 years or more. Thank you, and if you can send it today, that will be greatly appreciated.

**Peter Apasnore** M.A.Sc., EIT | Transportation  
C.F. Crozier & Associates Consulting Engineers



Turning Movement Count (1 . AIRPORT RD & MORNING STAR DR) CustID: 00704806 MioID: 739082

Start Time	N Approach AIRPORT RD						E Approach MORNING STAR DR						S Approach AIRPORT RD						W Approach WEST DRIVEWAY						Int. Total (15 min)	Int. Total (1 hr)	
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total			
07:00:00	8	372	32	0	1	412	39	0	24	0	12	63	12	145	2	0	5	159	6	3	4	0	5	13	647		
07:15:00	3	344	48	0	5	395	27	2	26	0	5	55	11	183	2	0	8	196	1	2	2	0	2	5	651		
07:30:00	7	331	32	0	9	370	31	3	37	0	4	71	25	201	3	0	7	229	5	4	5	0	1	14	684		
07:45:00	7	459	41	0	5	507	44	4	35	0	8	83	17	183	0	0	6	200	4	4	5	0	0	13	803	2785	
08:00:00	3	375	43	0	1	421	36	2	36	0	0	74	20	164	2	0	9	186	2	2	3	0	4	7	688	2826	
08:15:00	4	336	31	0	2	371	40	6	39	0	3	85	17	201	2	0	7	220	5	3	2	0	3	10	686	2861	
08:30:00	6	350	50	2	9	408	57	4	26	0	3	87	23	185	1	0	6	209	2	2	3	0	4	7	711	2888	
08:45:00	3	315	41	0	10	359	52	7	32	0	12	91	25	205	0	0	11	230	4	2	5	0	4	11	691	2776	
09:00:00	2	298	46	0	6	346	34	6	28	0	1	68	15	161	2	1	6	179	2	6	8	0	8	16	609	2697	
09:15:00	4	331	49	0	11	384	33	4	24	0	5	61	24	172	1	0	5	197	2	6	8	0	13	16	658	2669	
09:30:00	2	244	33	0	14	279	37	3	26	0	5	66	13	150	2	0	11	165	1	3	1	0	5	5	515	2473	
09:45:00	5	263	30	1	3	299	31	3	12	0	2	46	16	153	2	0	5	171	1	3	3	0	3	7	523	2305	
***BREAK***																											
15:00:00	4	194	55	0	14	253	45	4	16	0	15	65	52	290	7	0	18	349	4	1	5	0	7	10	677		
15:15:00	9	176	58	0	14	243	57	3	38	0	14	98	30	422	6	0	18	458	6	3	6	0	8	15	814		
15:30:00	6	188	62	1	6	257	60	4	27	0	10	91	45	378	3	0	15	426	2	2	4	0	16	8	782		
15:45:00	8	163	67	0	16	238	62	3	42	0	9	107	34	337	4	0	16	375	3	1	9	0	12	13	733	3006	
16:00:00	4	212	52	1	12	269	43	6	18	0	9	67	44	438	8	0	18	490	2	9	7	0	14	18	844	3173	
16:15:00	5	179	54	0	17	238	47	4	25	0	10	76	61	460	5	0	19	526	4	4	5	0	15	13	853	3212	
16:30:00	6	222	66	0	19	294	42	7	28	0	11	77	44	421	1	0	23	466	4	3	5	0	10	12	849	3279	
16:45:00	2	202	57	0	21	261	66	8	31	0	12	105	62	501	1	1	14	565	2	5	6	0	16	13	944	3490	
17:00:00	5	217	64	0	5	286	68	1	26	0	12	95	55	422	4	0	24	481	2	8	6	0	11	16	878	3524	
17:15:00	4	202	56	0	8	262	52	3	23	0	8	78	61	436	5	0	20	502	6	4	3	0	8	13	855	3526	
17:30:00	6	203	59	1	8	269	47	1	28	0	11	76	54	457	6	0	18	517	3	3	0	0	6	6	868	3545	
17:45:00	10	171	56	1	21	238	41	5	32	0	10	78	79	345	7	0	30	431	5	4	6	0	7	15	762	3363	
18:00:00	6	174	51	0	18	231	38	8	25	0	4	71	77	421	2	0	25	500	5	7	4	0	7	16	818	3303	
18:15:00	4	179	61	0	17	244	48	8	19	0	1	75	53	383	7	1	14	444	5	6	8	0	5	19	782	3230	
18:30:00	7	153	46	0	15	206	42	5	34	0	6	81	44	268	6	1	21	319	5	8	6	0	1	19	625	2987	
18:45:00	2	157	60	0	13	219	41	5	24	0	13	70	44	253	6	0	24	303	5	8	5	0	11	18	610	2835	
<b>Grand Total</b>	<b>142</b>	<b>7010</b>	<b>1400</b>	<b>7</b>	<b>300</b>	<b>8559</b>	<b>1260</b>	<b>119</b>	<b>781</b>	<b>0</b>	<b>215</b>	<b>2160</b>	<b>1057</b>	<b>8335</b>	<b>97</b>	<b>4</b>	<b>403</b>	<b>9493</b>	<b>98</b>	<b>116</b>	<b>134</b>	<b>0</b>	<b>206</b>	<b>348</b>	<b>20560</b>	<b>-</b>	
<b>Approach%</b>	1.7%	81.9%	16.4%	0.1%	-	-	58.3%	5.5%	36.2%	0%	-	-	11.1%	87.8%	1%	0%	-	-	28.2%	33.3%	38.5%	0%	-	-	-	-	





Turning Movement Count  
 Location Name: AIRPORT RD & MORNING STAR DR  
 Date: Wed, Jan 08, 2020 Deployment Lead: Theo Daglis

Crozier & Associates

<b>Totals %</b>	0.7%	34.1%	6.8%	0%	41.6%	6.1%	0.6%	3.8%	0%	10.5%	5.1%	40.5%	0.5%	0%	46.2%	0.5%	0.6%	0.7%	0%	1.7%	-	-
<b>Heavy</b>	0	673	96	0	-	91	0	52	0	-	52	764	0	0	-	0	0	0	0	-	-	-
<b>Heavy %</b>	0%	9.6%	6.9%	0%	-	7.2%	0%	6.7%	0%	-	4.9%	9.2%	0%	0%	-	0%	0%	0%	0%	-	-	-
<b>Bicycles</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycle %</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Peak Hour: 07:45 AM - 08:45 AM Weather: Broken Clouds (-3.46 °C)**

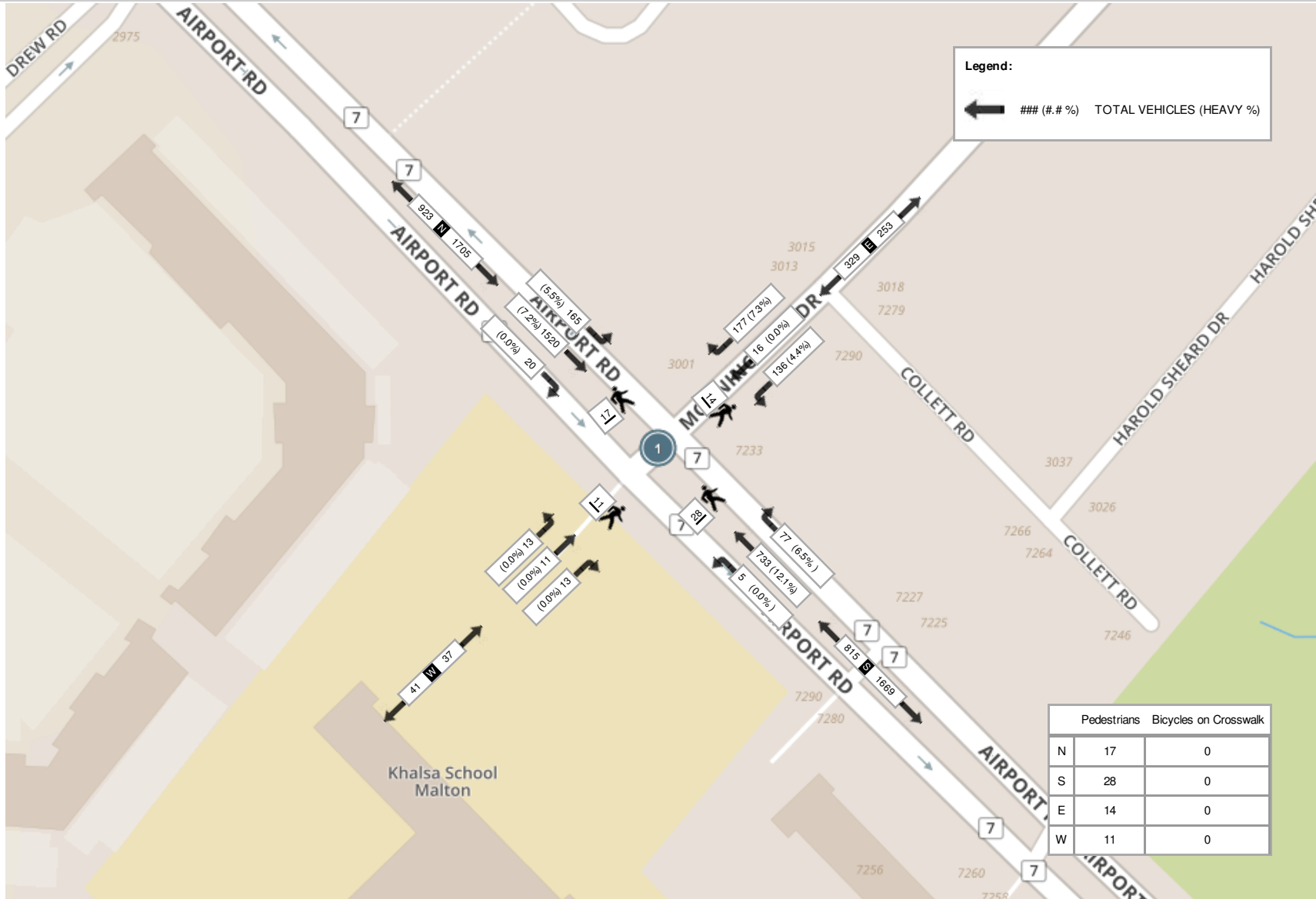
Start Time	N Approach AIRPORT RD						E Approach MORNING STAR DR						S Approach AIRPORT RD						W Approach WEST DRIVEWAY						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
07:45:00	7	459	41	0	5	507	44	4	35	0	8	83	17	183	0	0	6	200	4	4	5	0	0	13	803
08:00:00	3	375	43	0	1	421	36	2	36	0	0	74	20	164	2	0	9	186	2	2	3	0	4	7	688
08:15:00	4	336	31	0	2	371	40	6	39	0	3	85	17	201	2	0	7	220	5	3	2	0	3	10	686
08:30:00	6	350	50	2	9	408	57	4	26	0	3	87	23	185	1	0	6	209	2	2	3	0	4	7	711
<b>Grand Total</b>	<b>20</b>	<b>1520</b>	<b>165</b>	<b>2</b>	<b>17</b>	<b>1707</b>	<b>177</b>	<b>16</b>	<b>136</b>	<b>0</b>	<b>14</b>	<b>329</b>	<b>77</b>	<b>733</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>815</b>	<b>13</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>11</b>	<b>37</b>	<b>2688</b>
<b>Approach%</b>	1.2%	89%	9.7%	0.1%	-	-	53.8%	4.9%	41.3%	0%	-	-	9.4%	89.9%	0.6%	0%	-	35.1%	29.7%	35.1%	0%	-	-	-	
<b>Totals %</b>	0.7%	52.6%	5.7%	0.1%	-	59.1%	6.1%	0.6%	4.7%	0%	-	11.4%	2.7%	25.4%	0.2%	0%	-	28.2%	0.5%	0.4%	0.5%	0%	-	1.3%	
<b>PHF</b>	0.71	0.83	0.83	0.25	-	0.84	0.78	0.67	0.87	0	-	0.95	0.84	0.91	0.63	0	-	0.93	0.65	0.69	0.65	0	-	0.71	
<b>Heavy</b>	0	110	9	0	-	119	13	0	6	0	-	19	5	89	0	0	-	94	0	0	0	0	-	0	
<b>Heavy %</b>	0%	7.2%	5.5%	0%	-	7%	7.3%	0%	4.4%	0%	-	5.8%	6.5%	12.1%	0%	0%	-	11.5%	0%	0%	0%	0%	-	0%	
<b>Lights</b>	20	1410	156	2	-	1588	164	16	130	0	-	310	72	644	5	0	-	721	13	11	13	0	-	37	
<b>Lights %</b>	100%	92.8%	94.5%	100%	-	93%	92.7%	100%	95.6%	0%	-	94.2%	93.5%	87.9%	100%	0%	-	88.5%	100%	100%	100%	0%	-	100%	
<b>Single-Unit Trucks</b>	0	44	0	0	-	44	1	0	0	0	-	1	0	38	0	0	-	38	0	0	0	0	-	0	
<b>Single-Unit Trucks %</b>	0%	2.9%	0%	0%	-	2.6%	0.6%	0%	0%	0%	-	0.3%	0%	5.2%	0%	0%	-	4.7%	0%	0%	0%	0%	-	0%	
<b>Buses</b>	0	7	9	0	-	16	12	0	6	0	-	18	5	7	0	0	-	12	0	0	0	0	-	0	
<b>Buses %</b>	0%	0.5%	5.5%	0%	-	0.9%	6.8%	0%	4.4%	0%	-	5.5%	6.5%	1%	0%	0%	-	1.5%	0%	0%	0%	0%	-	0%	
<b>Articulated Trucks</b>	0	59	0	0	-	59	0	0	0	0	-	0	0	44	0	0	-	44	0	0	0	0	-	0	
<b>Articulated Trucks %</b>	0%	3.9%	0%	0%	-	3.5%	0%	0%	0%	0%	-	0%	0%	6%	0%	0%	-	5.4%	0%	0%	0%	0%	-	0%	
<b>Bicycles on Road</b>	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	
<b>Bicycles on Road %</b>	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	
<b>Pedestrians</b>	-	-	-	-	17	-	-	-	-	14	-	-	-	-	-	-	28	-	-	-	-	11	-	-	
<b>Pedestrians%</b>	-	-	-	-	24.3%	-	-	-	-	20%	-	-	-	-	-	-	40%	-	-	-	-	15.7%	-	-	
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	
<b>Bicycles on Crosswalk%</b>	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	



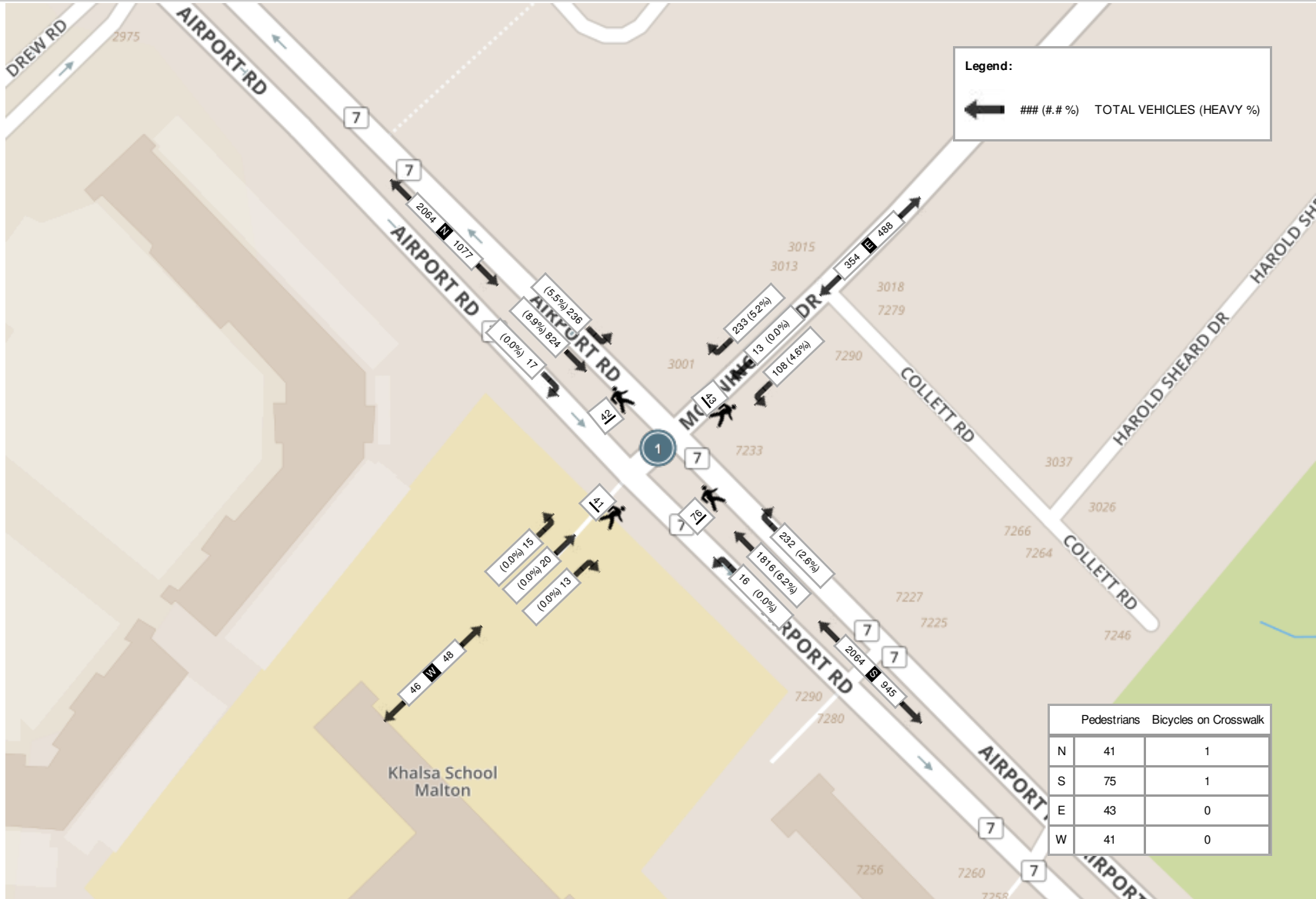
**Peak Hour: 04:45 PM - 05:45 PM Weather: Shower Rain (-4.99 °C)**

Start Time	N Approach AIRPORT RD						E Approach MORNING STAR DR						S Approach AIRPORT RD						W Approach WEST DRIVEWAY						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
16:45:00	2	202	57	0	21	261	66	8	31	0	12	105	62	501	1	1	14	565	2	5	6	0	16	13	944
17:00:00	5	217	64	0	5	286	68	1	26	0	12	95	55	422	4	0	24	481	2	8	6	0	11	16	878
17:15:00	4	202	56	0	8	262	52	3	23	0	8	78	61	436	5	0	20	502	6	4	3	0	8	13	855
17:30:00	6	203	59	1	8	269	47	1	28	0	11	76	54	457	6	0	18	517	3	3	0	0	6	6	868
<b>Grand Total</b>	17	824	236	1	42	1078	233	13	108	0	43	354	232	1816	16	1	76	2065	13	20	15	0	41	48	3545
<b>Approach%</b>	1.6%	76.4%	21.9%	0.1%	-	-	65.8%	3.7%	30.5%	0%	-	-	11.2%	87.9%	0.8%	0%	-	-	27.1%	41.7%	31.3%	0%	-	-	-
<b>Totals %</b>	0.5%	23.2%	6.7%	0%	30.4%	6.6%	0.4%	3%	0%	10%	6.5%	51.2%	0.5%	0%	58.3%	0.4%	0.6%	0.4%	0%	1.4%	-	-	-	-	-
<b>PHF</b>	0.71	0.95	0.92	0.25	0.94	0.86	0.41	0.87	0	0.84	0.94	0.91	0.67	0.25	0.91	0.54	0.63	0.63	0	0.75	-	-	-	-	-
<b>Heavy</b>	0	73	13	0	86	12	0	5	0	17	6	113	0	0	119	0	0	0	0	0	0	0	0	0	0
<b>Heavy %</b>	0%	8.9%	5.5%	0%	8%	5.2%	0%	4.6%	0%	4.8%	2.6%	6.2%	0%	0%	5.8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Lights</b>	17	751	223	1	992	221	13	103	0	337	226	1703	16	1	1946	13	20	15	0	48	-	-	-	-	-
<b>Lights %</b>	100%	91.1%	94.5%	100%	92%	94.8%	100%	95.4%	0%	95.2%	97.4%	93.8%	100%	100%	94.2%	100%	100%	100%	0%	100%	100%	100%	100%	100%	100%
<b>Single-Unit Trucks</b>	0	28	2	0	30	4	0	0	0	4	1	33	0	0	34	0	0	0	0	0	0	0	0	0	0
<b>Single-Unit Trucks %</b>	0%	3.4%	0.8%	0%	2.8%	1.7%	0%	0%	0%	1.1%	0.4%	1.8%	0%	0%	1.6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Buses</b>	0	3	11	0	14	8	0	5	0	13	5	8	0	0	13	0	0	0	0	0	0	0	0	0	0
<b>Buses %</b>	0%	0.4%	4.7%	0%	1.3%	3.4%	0%	4.6%	0%	3.7%	2.2%	0.4%	0%	0%	0.6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Articulated Trucks</b>	0	42	0	0	42	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	0	0	0	0	0
<b>Articulated Trucks %</b>	0%	5.1%	0%	0%	3.9%	0%	0%	0%	0%	0%	0%	4%	0%	0%	3.5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
<b>Bicycles on Road</b>	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
<b>Bicycles on Road %</b>	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%
<b>Pedestrians</b>	-	-	-	-	41	-	-	-	-	43	-	-	-	-	75	-	-	-	-	-	41	-	-	-	-
<b>Pedestrians%</b>	-	-	-	-	20.3%	-	-	-	-	21.3%	-	-	-	-	37.1%	-	-	-	-	-	20.3%	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	1	-	-	-	-	0	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-
<b>Bicycles on Crosswalk%</b>	-	-	-	-	0.5%	-	-	-	-	0%	-	-	-	-	0.5%	-	-	-	-	-	0%	-	-	-	-

Peak Hour: 07:45 AM - 08:45 AM Weather: Broken Clouds (-3.46 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Shower Rain (-4.99 °C)





**Turning Movement Count (3 . AIRPORT RD & 7256 AIRPORT RD SOUTH ACCESS)**

Start Time	N Approach AIRPORT RD					S Approach AIRPORT RD					W Approach 7256 AIRPORT RD SOUTH ACCESS					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	U-Turn N:N	Peds N:	Approach Total	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:00:00	0	410	0	0	410	155	0	0	0	155	1	0	0	8	1	566	
07:15:00	0	377	0	0	377	210	0	0	0	210	0	1	0	4	1	588	
07:30:00	0	370	0	0	370	211	0	0	0	211	1	0	0	2	1	582	
07:45:00	0	502	0	0	502	216	0	0	0	216	2	1	0	1	3	721	2457
08:00:00	0	419	0	0	419	170	0	0	0	170	2	1	0	0	3	592	2483
08:15:00	2	384	0	0	386	258	0	0	0	258	4	1	0	4	5	649	2544
08:30:00	0	385	0	0	385	216	0	0	0	216	3	0	0	9	3	604	2566
08:45:00	0	345	0	0	345	220	1	0	0	221	0	1	0	5	1	567	2412
09:00:00	0	340	0	0	340	198	0	0	0	198	1	1	0	7	2	540	2360
09:15:00	0	375	0	0	375	184	0	0	0	184	2	1	0	3	3	562	2273
09:30:00	0	275	0	0	275	183	0	0	0	183	1	0	0	2	1	459	2128
09:45:00	0	288	0	0	288	145	0	0	0	145	2	1	0	3	3	436	1997
***BREAK***																	
15:00:00	0	219	0	0	219	349	0	0	0	349	1	2	0	4	3	571	
15:15:00	0	227	0	0	227	480	0	0	0	480	1	0	0	14	1	708	
15:30:00	0	220	0	0	220	402	0	0	0	402	2	0	0	6	2	624	
15:45:00	0	214	0	0	214	430	1	0	0	431	1	1	0	8	2	647	2550
16:00:00	0	240	0	0	240	460	0	0	0	460	2	0	0	8	2	702	2681
16:15:00	0	208	1	0	209	523	0	0	0	523	0	0	0	4	0	732	2705
16:30:00	0	259	0	0	259	518	0	0	0	518	1	0	0	6	1	778	2859
16:45:00	1	246	0	0	247	496	0	0	0	496	2	1	0	12	3	746	2958
17:00:00	0	250	0	0	250	535	0	0	0	535	0	1	0	7	1	786	3042
17:15:00	0	229	1	0	230	491	0	0	0	491	5	0	0	5	5	726	3036
17:30:00	1	237	0	0	238	478	1	0	0	479	0	1	0	7	1	718	2976



17:45:00	0	209	0	0	209	503	0	0	0	503	4	1	0	7	5	717	2947
18:00:00	0	205	0	0	205	461	0	0	0	461	0	1	0	4	1	667	2828
18:15:00	0	201	0	0	201	394	0	0	0	394	1	1	0	5	2	597	2699
18:30:00	0	198	0	0	198	357	0	0	0	357	1	0	0	4	1	556	2537
18:45:00	0	186	0	0	186	252	0	1	0	253	2	1	0	5	3	442	2262
<b>Grand Total</b>	<b>4</b>	<b>8018</b>	<b>2</b>	<b>0</b>	<b>8024</b>	<b>9495</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9499</b>	<b>42</b>	<b>18</b>	<b>0</b>	<b>154</b>	<b>60</b>	<b>17583</b>	<b>-</b>
<b>Approach%</b>	0%	99.9%	0%	-	-	100%	0%	0%	-	-	70%	30%	0%	-	-	-	-
<b>Totals %</b>	0%	45.6%	0%	45.6%	45.6%	54%	0%	0%	54%	0.2%	0.1%	0%	0.3%	-	-	-	-
<b>Heavy</b>	0	730	0	-	-	817	0	0	-	-	2	1	0	-	-	-	-
<b>Heavy %</b>	0%	9.1%	0%	-	-	8.6%	0%	0%	-	-	4.8%	5.6%	0%	-	-	-	-
<b>Bicycles</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycle %</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Peak Hour: 07:45 AM - 08:45 AM Weather: Broken Clouds (-3.46 °C)**

Start Time	N Approach AIRPORT RD					S Approach AIRPORT RD					W Approach 7256 AIRPORT RD SOUTH ACCESS					Int. Total (15 min)
	Right	Thru	U-Turn	Peds	Approach Total	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	
07:45:00	0	502	0	0	502	216	0	0	0	216	2	1	0	1	3	721
08:00:00	0	419	0	0	419	170	0	0	0	170	2	1	0	0	3	592
08:15:00	2	384	0	0	386	258	0	0	0	258	4	1	0	4	5	649
08:30:00	0	385	0	0	385	216	0	0	0	216	3	0	0	9	3	604
<b>Grand Total</b>	<b>2</b>	<b>1690</b>	<b>0</b>	<b>0</b>	<b>1692</b>	<b>860</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>860</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>2566</b>
<b>Approach%</b>	0.1%	99.9%	0%		-	100%	0%	0%		-	78.6%	21.4%	0%		-	-
<b>Totals %</b>	0.1%	65.9%	0%		65.9%	33.5%	0%	0%		33.5%	0.4%	0.1%	0%		0.5%	-
<b>PHF</b>	0.25	0.84	0		0.84	0.83	0	0		0.83	0.69	0.75	0		0.7	-
<b>Heavy</b>	0	111	0		111	108	0	0		108	0	0	0		0	-
<b>Heavy %</b>	0%	6.6%	0%		6.6%	12.6%	0%	0%		12.6%	0%	0%	0%		0%	-
<b>Lights</b>	2	1579	0		1581	752	0	0		752	11	3	0		14	-
<b>Lights %</b>	100%	93.4%	0%		93.4%	87.4%	0%	0%		87.4%	100%	100%	0%		100%	-
<b>Single-Unit Trucks</b>	0	40	0		40	44	0	0		44	0	0	0		0	-
<b>Single-Unit Trucks %</b>	0%	2.4%	0%		2.4%	5.1%	0%	0%		5.1%	0%	0%	0%		0%	-
<b>Buses</b>	0	12	0		12	10	0	0		10	0	0	0		0	-
<b>Buses %</b>	0%	0.7%	0%		0.7%	1.2%	0%	0%		1.2%	0%	0%	0%		0%	-
<b>Articulated Trucks</b>	0	59	0		59	54	0	0		54	0	0	0		0	-
<b>Articulated Trucks %</b>	0%	3.5%	0%		3.5%	6.3%	0%	0%		6.3%	0%	0%	0%		0%	-
<b>Pedestrians</b>	-	-	-	0	-	-	-	0		-	-	-	13		-	-
<b>Pedestrians%</b>	-	-	-	0%	-	-	-	0%		-	-	-	92.9%		-	-
<b>Bicycles on Crosswalk</b>	-	-	-	0	-	-	-	0		-	-	-	1		-	-
<b>Bicycles on Crosswalk%</b>	-	-	-	0%	-	-	-	0%		-	-	-	7.1%		-	-

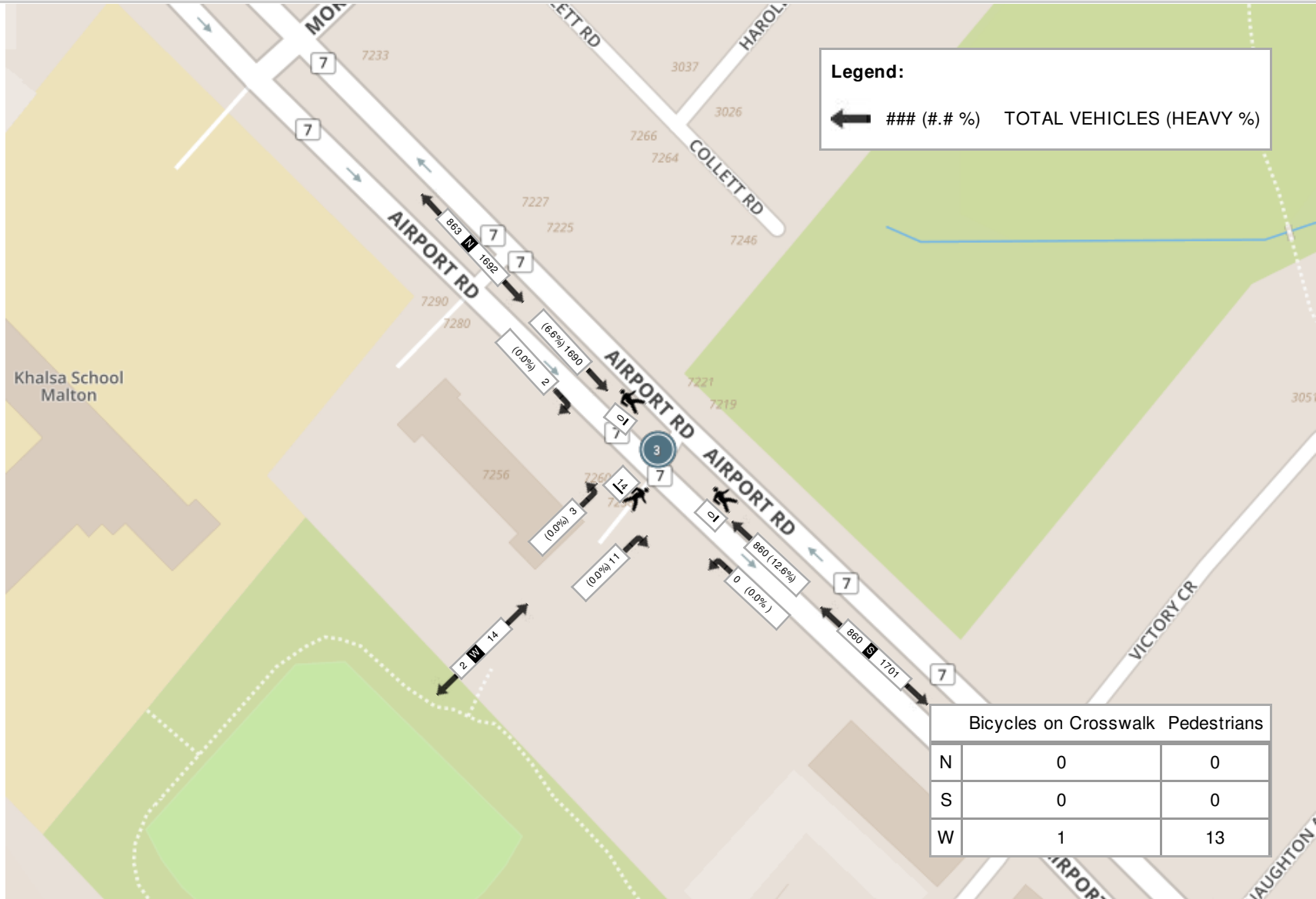




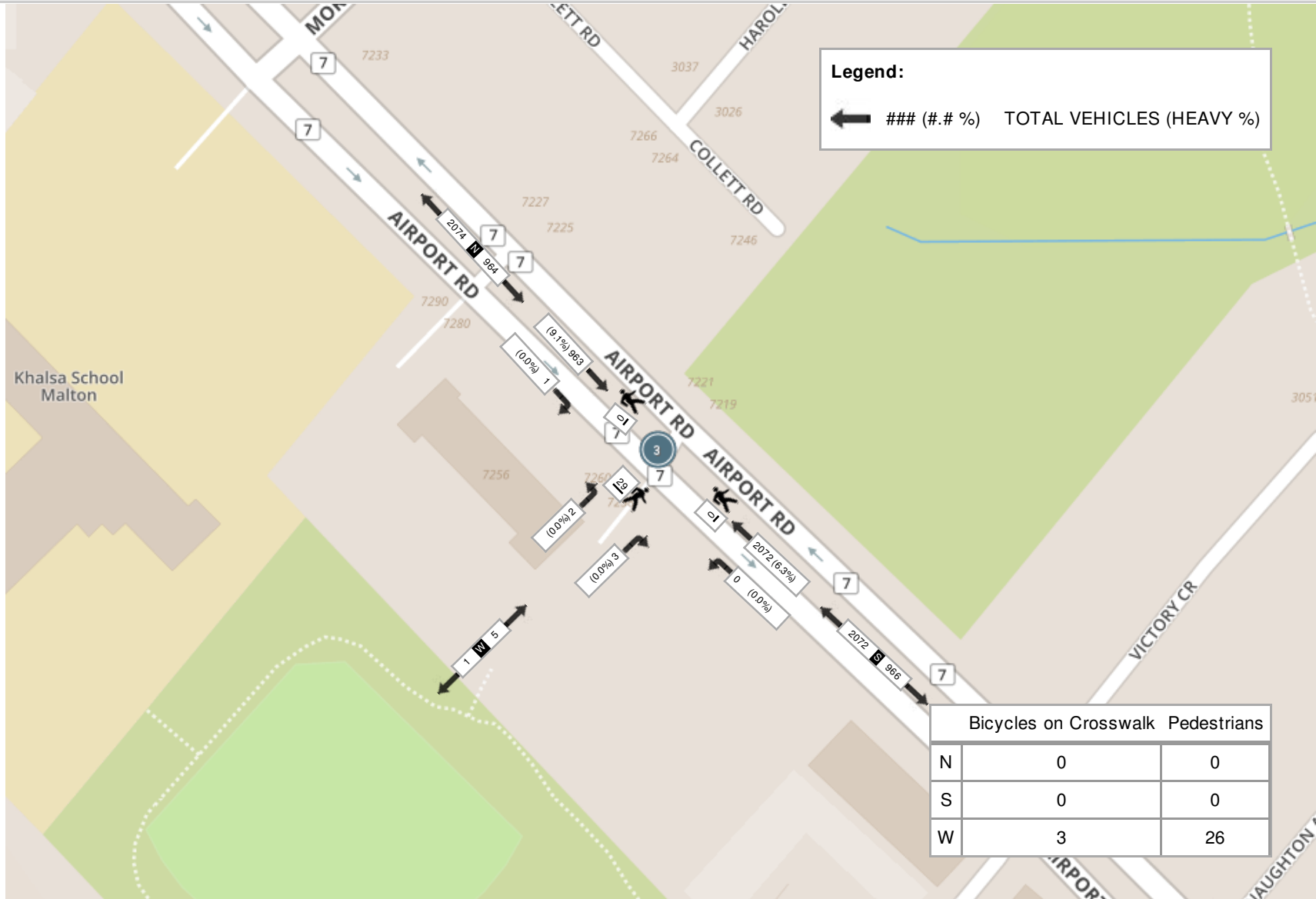
**Peak Hour: 04:15 PM - 05:15 PM Weather: Shower Rain (-4.99 °C)**

Start Time	N Approach AIRPORT RD					S Approach AIRPORT RD					W Approach 7256 AIRPORT RD SOUTH ACCESS					Int. Total (15 min)
	Right	Thru	U-Turn	Peds	Approach Total	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	
16:15:00	0	208	1	0	209	523	0	0	0	523	0	0	0	4	0	732
16:30:00	0	259	0	0	259	518	0	0	0	518	1	0	0	6	1	778
16:45:00	1	246	0	0	247	496	0	0	0	496	2	1	0	12	3	746
17:00:00	0	250	0	0	250	535	0	0	0	535	0	1	0	7	1	786
<b>Grand Total</b>	<b>1</b>	<b>963</b>	<b>1</b>	<b>0</b>	<b>965</b>	<b>2072</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2072</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>5</b>	<b>3042</b>
<b>Approach%</b>	0.1%	99.8%	0.1%	-	-	100%	0%	0%	-	-	60%	40%	0%	-	-	-
<b>Totals %</b>	0%	31.7%	0%	31.7%	68.1%	0%	0%	68.1%	0.1%	0.1%	0%	0.2%	-	-	-	-
<b>PHF</b>	0.25	0.93	0.25	0.93	0.97	0	0	0.97	0.38	0.5	0	0.42	-	-	-	-
<b>Heavy</b>	0	88	0	88	131	0	0	131	0	0	0	0	0	0	0	-
<b>Heavy %</b>	0%	9.1%	0%	9.1%	6.3%	0%	0%	6.3%	0%	0%	0%	0%	0%	0%	0%	-
<b>Lights</b>	1	875	1	877	1941	0	0	1941	3	2	0	5	-	-	-	-
<b>Lights %</b>	100%	90.9%	100%	90.9%	93.7%	0%	0%	93.7%	100%	100%	0%	100%	-	-	-	-
<b>Single-Unit Trucks</b>	0	33	0	33	52	0	0	52	0	0	0	0	0	0	0	-
<b>Single-Unit Trucks %</b>	0%	3.4%	0%	3.4%	2.5%	0%	0%	2.5%	0%	0%	0%	0%	0%	0%	0%	-
<b>Buses</b>	0	9	0	9	12	0	0	12	0	0	0	0	0	0	0	-
<b>Buses %</b>	0%	0.9%	0%	0.9%	0.6%	0%	0%	0.6%	0%	0%	0%	0%	0%	0%	0%	-
<b>Articulated Trucks</b>	0	46	0	46	67	0	0	67	0	0	0	0	0	0	0	-
<b>Articulated Trucks %</b>	0%	4.8%	0%	4.8%	3.2%	0%	0%	3.2%	0%	0%	0%	0%	0%	0%	0%	-
<b>Pedestrians</b>	-	-	-	0	-	-	-	0	-	-	-	-	26	-	-	-
<b>Pedestrians%</b>	-	-	-	0%	-	-	-	0%	-	-	-	-	89.7%	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	0	-	-	-	0	-	-	-	-	3	-	-	-
<b>Bicycles on Crosswalk%</b>	-	-	-	0%	-	-	-	0%	-	-	-	-	10.3%	-	-	-

Peak Hour: 07:45 AM - 08:45 AM Weather: Broken Clouds (-3.46 °C)



Peak Hour: 04:15 PM - 05:15 PM Weather: Shower Rain (-4.99 °C)





**Turning Movement Count (4 . AIRPORT RD & BEVERLEY ST / VICTORY ST) CustID: 00704471 MioID: 738665**

Start Time	N Approach AIRPORT RD						E Approach VICTORY ST						S Approach AIRPORT RD						W Approach BEVERLEY ST						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:00:00	6	400	0	0	2	406	3	1	0	0	3	4	2	156	0	0	2	158	3	1	2	0	6	6	574	
07:15:00	5	369	1	0	0	375	3	1	1	0	0	5	0	183	2	0	0	185	2	4	5	0	2	11	576	
07:30:00	5	368	1	0	0	374	4	5	4	0	2	13	0	206	0	0	1	206	1	1	12	0	2	14	607	
07:45:00	5	452	3	0	0	460	3	5	1	0	1	9	1	197	0	0	0	198	3	2	10	0	0	15	682	2439
08:00:00	11	427	4	0	0	442	5	2	0	0	0	7	2	150	4	0	0	156	2	5	18	0	1	25	630	2495
08:15:00	6	378	4	0	1	388	5	1	4	0	4	10	1	221	1	0	0	223	0	6	14	0	0	20	641	2560
08:30:00	13	357	3	0	1	373	3	2	3	0	0	8	1	195	2	1	0	199	0	3	5	0	9	8	588	2541
08:45:00	6	354	0	0	0	360	4	3	1	0	3	8	0	213	3	0	0	216	2	2	7	0	8	11	595	2454
09:00:00	3	329	2	0	3	334	3	1	3	0	0	7	1	178	1	1	0	181	1	3	9	0	5	13	535	2359
09:15:00	10	356	1	1	0	368	0	2	1	0	2	3	2	187	1	0	2	190	3	4	7	0	1	14	575	2293
09:30:00	2	271	3	0	1	276	2	1	1	0	0	4	0	154	2	0	0	156	0	1	10	0	1	11	447	2152
09:45:00	5	273	1	0	0	279	3	1	1	0	3	5	1	164	0	0	2	165	1	3	2	0	2	6	455	2012
***BREAK***																										
15:00:00	12	203	4	0	2	219	2	4	1	0	5	7	1	337	1	0	3	339	5	6	13	0	4	24	589	
15:15:00	18	200	5	0	0	223	1	8	3	0	2	12	2	434	8	1	6	445	7	8	19	0	9	34	714	
15:30:00	21	198	10	0	0	229	3	5	2	0	2	10	1	422	3	0	0	426	1	4	17	0	6	22	687	
15:45:00	10	195	3	1	0	209	2	4	3	0	1	9	0	362	5	1	4	368	3	6	23	0	10	32	618	2608
16:00:00	16	217	4	0	4	237	3	7	3	0	2	13	3	429	5	1	0	438	4	10	20	0	5	34	722	2741
16:15:00	10	197	4	0	2	211	4	2	1	0	3	7	2	484	2	1	4	489	2	8	34	0	4	44	751	2778
16:30:00	19	233	10	2	0	264	0	5	2	0	3	7	3	419	1	0	0	423	4	4	16	0	4	24	718	2809
16:45:00	20	224	3	0	3	247	3	5	3	0	3	11	2	470	9	2	4	483	5	6	28	0	15	39	780	2971
17:00:00	10	227	6	1	1	244	2	2	2	0	2	6	0	482	1	0	0	483	1	10	23	0	8	34	767	3016
17:15:00	12	220	7	0	1	239	3	4	0	0	1	7	0	446	7	1	0	454	2	6	25	0	5	33	733	2998
17:30:00	18	219	2	0	0	239	3	5	3	0	3	11	2	501	4	0	3	507	4	5	31	0	5	40	797	3077
17:45:00	17	192	4	0	1	213	2	7	3	0	1	12	5	402	5	0	2	412	0	7	38	0	6	45	682	2979
18:00:00	9	179	8	2	0	198	5	1	0	0	0	6	2	454	7	0	4	463	2	6	35	0	5	43	710	2922
18:15:00	14	185	3	0	2	202	1	2	1	0	1	4	2	427	5	1	7	435	1	6	19	0	7	26	667	2856
18:30:00	15	175	4	1	0	195	2	1	2	0	3	5	2	297	4	0	1	303	5	3	20	0	4	28	531	2590
18:45:00	11	173	5	0	5	189	4	1	3	0	5	8	3	285	0	0	3	288	6	2	13	0	5	21	506	2414
<b>Grand Total</b>	<b>309</b>	<b>7571</b>	<b>105</b>	<b>8</b>	<b>29</b>	<b>7993</b>	<b>78</b>	<b>88</b>	<b>52</b>	<b>0</b>	<b>55</b>	<b>218</b>	<b>41</b>	<b>8855</b>	<b>83</b>	<b>10</b>	<b>48</b>	<b>8989</b>	<b>70</b>	<b>132</b>	<b>475</b>	<b>0</b>	<b>139</b>	<b>677</b>	<b>17877</b>	<b>-</b>
<b>Approach%</b>	3.9%	94.7%	1.3%	0.1%	-	-	35.8%	40.4%	23.9%	0%	-	-	0.5%	98.5%	0.9%	0.1%	-	-	10.3%	19.5%	70.2%	0%	-	-	-	-



Turning Movement Count  
 Location Name: AIRPORT RD & BEVERLEY ST / VICTORY ST  
 Date: Wed, Jan 08, 2020 Deployment Lead: Theo Daglis

Crozier & Associates

<b>Totals %</b>	1.7%	42.4%	0.6%	0%	44.7%	0.4%	0.5%	0.3%	0%	1.2%	0.2%	49.5%	0.5%	0.1%	50.3%	0.4%	0.7%	2.7%	0%	3.8%	-	-
<b>Heavy</b>	7	724	2	0	-	1	28	2	0	-	3	829	0	0	-	0	30	3	0	-	-	-
<b>Heavy %</b>	2.3%	9.6%	1.9%	0%	-	1.3%	31.8%	3.8%	0%	-	7.3%	9.4%	0%	0%	-	0%	22.7%	0.6%	0%	-	-	-
<b>Bicycles</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycle %</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Peak Hour: 07:30 AM - 08:30 AM Weather: Broken Clouds (-3.46 °C)**

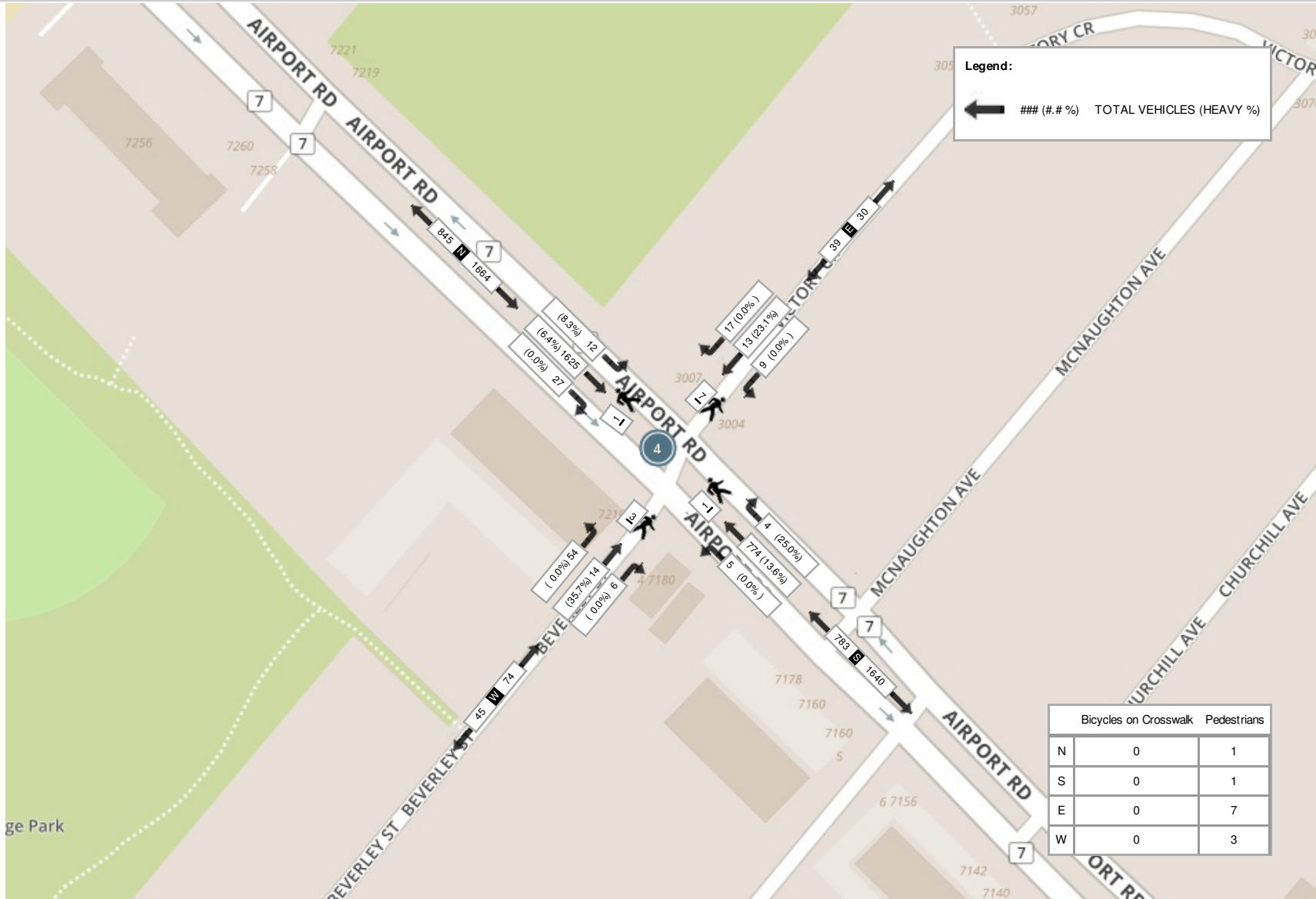
Start Time	N Approach AIRPORT RD						E Approach VICTORY ST						S Approach AIRPORT RD						W Approach BEVERLEY ST						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
07:30:00	5	368	1	0	0	374	4	5	4	0	2	13	0	206	0	0	1	206	1	1	12	0	2	14	607
07:45:00	5	452	3	0	0	460	3	5	1	0	1	9	1	197	0	0	0	198	3	2	10	0	0	15	682
08:00:00	11	427	4	0	0	442	5	2	0	0	0	7	2	150	4	0	0	156	2	5	18	0	1	25	630
08:15:00	6	378	4	0	1	388	5	1	4	0	4	10	1	221	1	0	0	223	0	6	14	0	0	20	641
<b>Grand Total</b>	<b>27</b>	<b>1625</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>1664</b>	<b>17</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>7</b>	<b>39</b>	<b>4</b>	<b>774</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>783</b>	<b>6</b>	<b>14</b>	<b>54</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>2560</b>
<b>Approach%</b>	1.6%	97.7%	0.7%	0%	-	-	43.6%	33.3%	23.1%	0%	-	-	0.5%	98.9%	0.6%	0%	-	-	8.1%	18.9%	73%	0%	-	-	-
<b>Totals %</b>	1.1%	63.5%	0.5%	0%	65%	65%	0.7%	0.5%	0.4%	0%	1.5%	1.5%	0.2%	30.2%	0.2%	0%	30.6%	30.6%	0.2%	0.5%	2.1%	0%	2.9%	2.9%	-
<b>PHF</b>	0.61	0.9	0.75	0	0.9	0.9	0.85	0.65	0.56	0	0.75	0.75	0.5	0.88	0.31	0	0.88	0.88	0.5	0.58	0.75	0	0.74	0.74	-
<b>Heavy</b>	0	104	1	0	105	105	0	3	0	0	3	3	1	105	0	0	106	106	0	5	0	0	5	5	-
<b>Heavy %</b>	0%	6.4%	8.3%	0%	6.3%	6.3%	0%	23.1%	0%	0%	7.7%	7.7%	25%	13.6%	0%	0%	13.5%	13.5%	0%	35.7%	0%	0%	6.8%	6.8%	-
<b>Lights</b>	27	1521	11	0	1559	1559	17	10	9	0	36	36	3	669	5	0	677	677	6	9	54	0	69	69	-
<b>Lights %</b>	100%	93.6%	91.7%	0%	93.7%	93.7%	100%	76.9%	100%	0%	92.3%	92.3%	75%	86.4%	100%	0%	86.5%	86.5%	100%	64.3%	100%	0%	93.2%	93.2%	-
<b>Single-Unit Trucks</b>	0	39	0	0	39	39	0	0	0	0	0	0	0	43	0	0	43	43	0	0	0	0	0	0	-
<b>Single-Unit Trucks %</b>	0%	2.4%	0%	0%	2.3%	2.3%	0%	0%	0%	0%	0%	0%	0%	5.6%	0%	0%	5.5%	5.5%	0%	0%	0%	0%	0%	0%	-
<b>Buses</b>	0	11	1	0	12	12	0	3	0	0	3	3	1	11	0	0	12	12	0	5	0	0	5	5	-
<b>Buses %</b>	0%	0.7%	8.3%	0%	0.7%	0.7%	0%	23.1%	0%	0%	7.7%	7.7%	25%	1.4%	0%	0%	1.5%	1.5%	0%	35.7%	0%	0%	6.8%	6.8%	-
<b>Articulated Trucks</b>	0	54	0	0	54	54	0	0	0	0	0	0	0	51	0	0	51	51	0	0	0	0	0	0	-
<b>Articulated Trucks %</b>	0%	3.3%	0%	0%	3.2%	3.2%	0%	0%	0%	0%	0%	0%	0%	6.6%	0%	0%	6.5%	6.5%	0%	0%	0%	0%	0%	0%	-
<b>Pedestrians</b>	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	1	-	-	-	-	-	3	-	-
<b>Pedestrians%</b>	-	-	-	-	8.3%	-	-	-	-	-	58.3%	-	-	-	-	-	8.3%	-	-	-	-	-	25%	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
<b>Bicycles on Crosswalk%</b>	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-



**Peak Hour: 04:45 PM - 05:45 PM Weather: Shower Rain (-4.99 °C)**

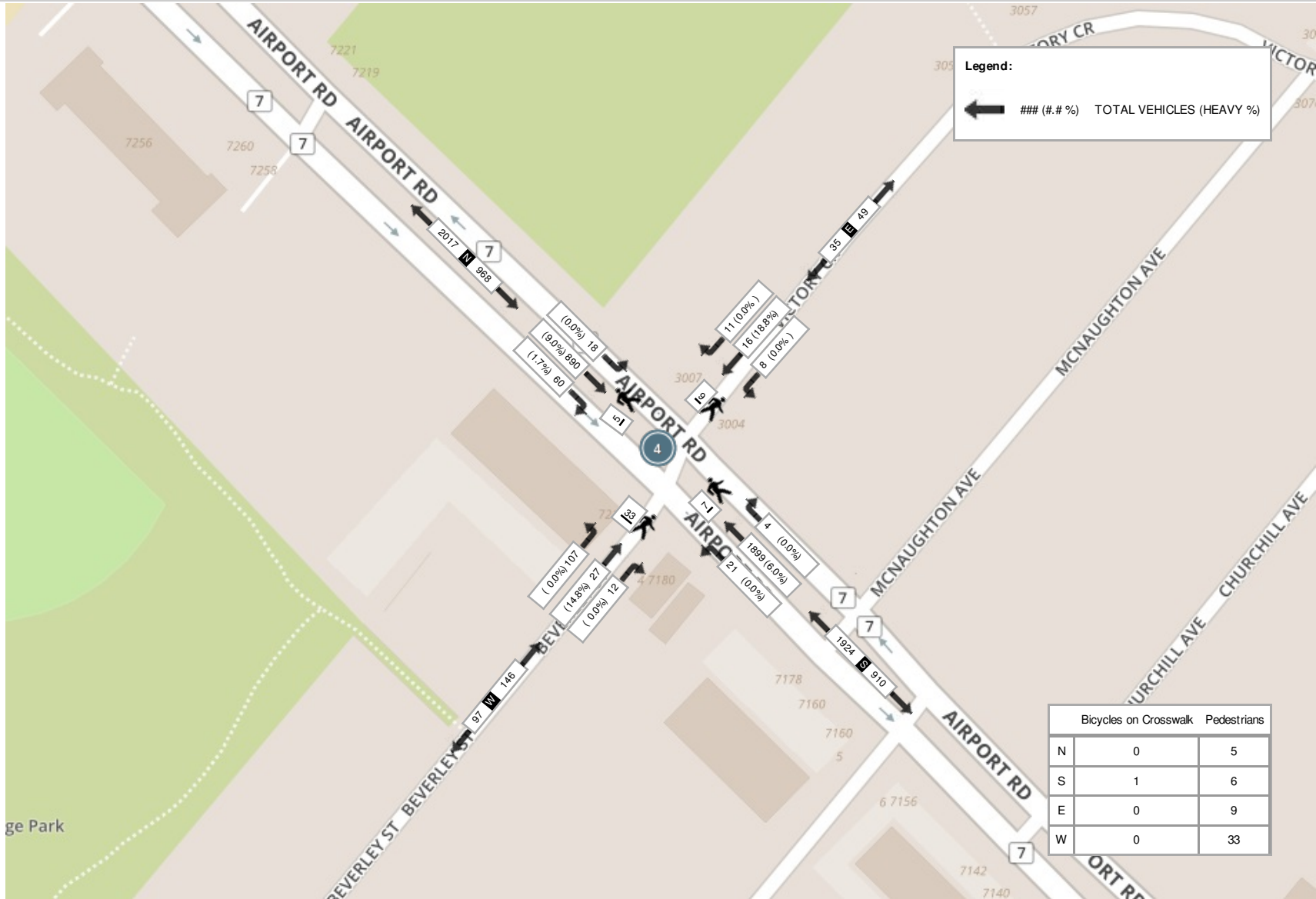
Start Time	N Approach AIRPORT RD						E Approach VICTORY ST						S Approach AIRPORT RD						W Approach BEVERLEY ST						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
16:45:00	20	224	3	0	3	247	3	5	3	0	3	11	2	470	9	2	4	483	5	6	28	0	15	39	780
17:00:00	10	227	6	1	1	244	2	2	2	0	2	6	0	482	1	0	0	483	1	10	23	0	8	34	767
17:15:00	12	220	7	0	1	239	3	4	0	0	1	7	0	446	7	1	0	454	2	6	25	0	5	33	733
17:30:00	18	219	2	0	0	239	3	5	3	0	3	11	2	501	4	0	3	507	4	5	31	0	5	40	797
<b>Grand Total</b>	<b>60</b>	<b>890</b>	<b>18</b>	<b>1</b>	<b>5</b>	<b>969</b>	<b>11</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>9</b>	<b>35</b>	<b>4</b>	<b>1899</b>	<b>21</b>	<b>3</b>	<b>7</b>	<b>1927</b>	<b>12</b>	<b>27</b>	<b>107</b>	<b>0</b>	<b>33</b>	<b>146</b>	<b>3077</b>
<b>Approach%</b>	6.2%	91.8%	1.9%	0.1%	-	-	31.4%	45.7%	22.9%	0%	-	-	0.2%	98.5%	1.1%	0.2%	-	-	8.2%	18.5%	73.3%	0%	-	-	-
<b>Totals %</b>	1.9%	28.9%	0.6%	0%	-	31.5%	0.4%	0.5%	0.3%	0%	1.1%	0.1%	61.7%	0.7%	0.1%	-	62.6%	0.4%	0.9%	3.5%	0%	-	-	4.7%	-
<b>PHF</b>	0.75	0.98	0.64	0.25	-	0.98	0.92	0.8	0.67	0	-	0.8	0.5	0.95	0.58	0.38	-	0.95	0.6	0.68	0.86	0	-	0.91	-
<b>Heavy</b>	1	80	0	0	-	81	0	3	0	0	-	3	0	113	0	0	-	113	0	4	0	0	-	4	-
<b>Heavy %</b>	1.7%	9%	0%	0%	-	8.4%	0%	18.8%	0%	0%	-	8.6%	0%	6%	0%	0%	-	5.9%	0%	14.8%	0%	0%	-	2.7%	-
<b>Lights</b>	59	810	18	1	-	888	11	13	8	0	-	32	4	1786	21	3	-	1814	12	23	107	0	-	142	-
<b>Lights %</b>	98.3%	91%	100%	100%	-	91.6%	100%	81.3%	100%	0%	-	91.4%	100%	94%	100%	100%	-	94.1%	100%	85.2%	100%	0%	-	97.3%	-
<b>Single-Unit Trucks</b>	1	28	0	0	-	29	0	0	0	0	-	0	0	36	0	0	-	36	0	0	0	0	-	0	-
<b>Single-Unit Trucks %</b>	1.7%	3.1%	0%	0%	-	3%	0%	0%	0%	0%	-	0%	0%	1.9%	0%	0%	-	1.9%	0%	0%	0%	0%	-	0%	-
<b>Buses</b>	0	7	0	0	-	7	0	3	0	0	-	3	0	10	0	0	-	10	0	4	0	0	-	4	-
<b>Buses %</b>	0%	0.8%	0%	0%	-	0.7%	0%	18.8%	0%	0%	-	8.6%	0%	0.5%	0%	0%	-	0.5%	0%	14.8%	0%	0%	-	2.7%	-
<b>Articulated Trucks</b>	0	45	0	0	-	45	0	0	0	0	-	0	0	67	0	0	-	67	0	0	0	0	-	0	-
<b>Articulated Trucks %</b>	0%	5.1%	0%	0%	-	4.6%	0%	0%	0%	0%	-	0%	0%	3.5%	0%	0%	-	3.5%	0%	0%	0%	0%	-	0%	-
<b>Pedestrians</b>	-	-	-	-	5	-	-	-	-	9	-	-	-	-	-	6	-	-	-	-	-	33	-	-	-
<b>Pedestrians%</b>	-	-	-	-	9.3%	-	-	-	-	16.7%	-	-	-	-	-	11.1%	-	-	-	-	-	61.1%	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-
<b>Bicycles on Crosswalk%</b>	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	1.9%	-	-	-	-	-	0%	-	-	-

Peak Hour: 07:30 AM - 08:30 AM Weather: Broken Clouds (-3.46 °C)





Peak Hour: 04:45 PM - 05:45 PM Weather: Shower Rain (-4.99 °C)





**Turning Movement Count (2 . AIRPORT RD & 7256 AIRPORT RD NORTH ACCESS)**

Start Time	N Approach AIRPORT RD					S Approach AIRPORT RD					W Approach 7256 AIRPORT RD NORTH ACCESS					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	U-Turn N:N	Peds N:	Approach Total	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Left W:N	U-Turn W:W	Peds W:	Approach Total		
07:00:00	2	413	0	0	415	161	0	0	0	161	0	0	0	6	0	576	
07:15:00	0	377	0	0	377	197	0	0	0	197	1	0	0	4	1	575	
07:30:00	1	373	1	0	375	234	1	0	0	235	0	0	0	2	0	610	
07:45:00	0	505	0	0	505	211	1	0	0	212	0	0	0	1	0	717	2478
08:00:00	0	421	0	0	421	188	0	0	0	188	0	2	0	1	2	611	2513
08:15:00	1	379	0	0	380	246	1	0	0	247	2	0	0	4	2	629	2567
08:30:00	1	383	0	0	384	201	1	0	0	202	0	1	0	4	1	587	2544
08:45:00	0	347	0	0	347	232	1	0	0	233	1	1	0	6	2	582	2409
09:00:00	1	335	0	0	336	187	2	0	0	189	0	0	0	6	0	525	2323
09:15:00	1	375	0	0	376	204	0	0	0	204	0	1	0	5	1	581	2275
09:30:00	1	273	0	0	274	167	0	1	0	168	1	1	0	2	2	444	2132
09:45:00	1	286	0	0	287	172	0	0	0	172	0	0	0	4	0	459	2009
***BREAK***																	
15:00:00	0	221	1	0	222	352	0	0	0	352	0	1	0	5	1	575	
15:15:00	3	224	0	0	227	470	1	0	0	471	0	0	0	12	0	698	
15:30:00	3	218	0	0	221	443	3	0	0	446	0	0	0	5	0	667	
15:45:00	1	207	0	0	208	375	2	1	0	378	0	0	0	9	0	586	2526
16:00:00	1	232	0	0	233	487	0	0	0	487	0	0	0	6	0	720	2671
16:15:00	2	205	0	0	207	541	1	0	0	542	0	0	0	12	0	749	2722
16:30:00	1	256	2	0	259	462	0	1	0	463	0	0	0	7	0	722	2777
16:45:00	3	248	0	0	251	547	2	0	0	549	1	3	0	10	4	804	2995
17:00:00	2	249	0	0	251	483	3	1	0	487	0	0	0	8	0	738	3013
17:15:00	2	231	3	0	236	485	0	1	1	486	0	0	0	10	0	722	2986
17:30:00	1	233	1	0	235	517	3	0	0	520	0	0	0	8	0	755	3019



17:45:00	3	208	0	0	211	435	0	0	0	435	0	0	0	5	0	646	2861
18:00:00	1	205	0	0	206	492	4	0	0	496	0	0	0	8	0	702	2825
18:15:00	2	200	0	0	202	438	2	0	0	440	0	0	0	6	0	642	2745
18:30:00	2	196	0	0	198	318	3	0	0	321	1	0	0	9	1	520	2510
18:45:00	1	187	0	0	188	296	0	0	1	296	0	0	0	6	0	484	2348
<b>Grand Total</b>	<b>37</b>	<b>7987</b>	<b>8</b>	<b>0</b>	<b>8032</b>	<b>9541</b>	<b>31</b>	<b>5</b>	<b>2</b>	<b>9577</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>171</b>	<b>17</b>	<b>17626</b>	<b>-</b>
<b>Approach%</b>	0.5%	99.4%	0.1%	-	-	99.6%	0.3%	0.1%	-	-	41.2%	58.8%	0%	-	-	-	-
<b>Totals %</b>	0.2%	45.3%	0%	45.6%	54.1%	0.2%	0%	54.3%	0%	0.1%	0%	0%	0.1%	-	-	-	-
<b>Heavy</b>	2	739	0	-	824	0	0	-	0	0	0	0	-	-	-	-	-
<b>Heavy %</b>	5.4%	9.3%	0%	-	8.6%	0%	0%	-	0%	0%	0%	0%	-	-	-	-	-
<b>Bicycles</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Bicycle %</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



**Peak Hour: 07:30 AM - 08:30 AM Weather: Broken Clouds (-3.46 °C)**

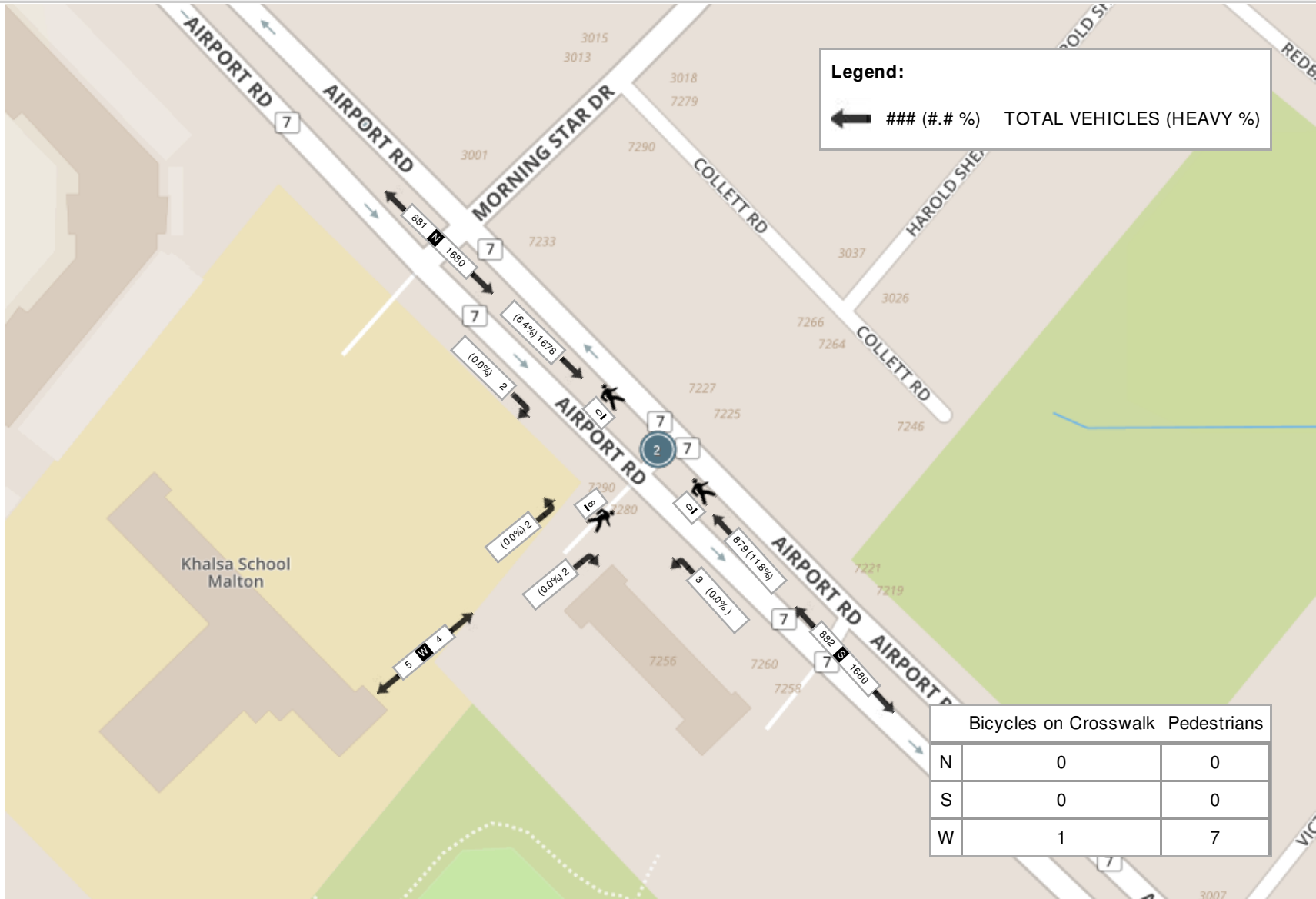
Start Time	N Approach AIRPORT RD					S Approach AIRPORT RD					W Approach 7256 AIRPORT RD NORTH ACCESS					Int. Total (15 min)
	Right	Thru	U-Turn	Peds	Approach Total	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	
07:30:00	1	373	1	0	375	234	1	0	0	235	0	0	0	2	0	610
07:45:00	0	505	0	0	505	211	1	0	0	212	0	0	0	1	0	717
08:00:00	0	421	0	0	421	188	0	0	0	188	0	2	0	1	2	611
08:15:00	1	379	0	0	380	246	1	0	0	247	2	0	0	4	2	629
<b>Grand Total</b>	<b>2</b>	<b>1678</b>	<b>1</b>	<b>0</b>	<b>1681</b>	<b>879</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>882</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>2567</b>
<b>Approach%</b>	0.1%	99.8%	0.1%	-	-	99.7%	0.3%	0%	-	-	50%	50%	0%	-	-	-
<b>Totals %</b>	0.1%	65.4%	0%	65.5%	34.2%	0.1%	0%	34.4%	0.1%	0.1%	0%	0.2%	-	-	-	-
<b>PHF</b>	0.5	0.83	0.25	0.83	0.89	0.75	0	0.89	0.25	0.25	0	0.5	-	-	-	-
<b>Heavy</b>	0	107	0	107	104	0	0	104	0	0	0	0	-	-	-	-
<b>Heavy %</b>	0%	6.4%	0%	6.4%	11.8%	0%	0%	11.8%	0%	0%	0%	0%	-	-	-	-
<b>Lights</b>	2	1571	1	1574	775	3	0	778	2	2	0	4	-	-	-	-
<b>Lights %</b>	100%	93.6%	100%	93.6%	88.2%	100%	0%	88.2%	100%	100%	0%	100%	-	-	-	-
<b>Single-Unit Trucks</b>	0	40	0	40	43	0	0	43	0	0	0	0	-	-	-	-
<b>Single-Unit Trucks %</b>	0%	2.4%	0%	2.4%	4.9%	0%	0%	4.9%	0%	0%	0%	0%	-	-	-	-
<b>Buses</b>	0	12	0	12	10	0	0	10	0	0	0	0	-	-	-	-
<b>Buses %</b>	0%	0.7%	0%	0.7%	1.1%	0%	0%	1.1%	0%	0%	0%	0%	-	-	-	-
<b>Articulated Trucks</b>	0	55	0	55	51	0	0	51	0	0	0	0	-	-	-	-
<b>Articulated Trucks %</b>	0%	3.3%	0%	3.3%	5.8%	0%	0%	5.8%	0%	0%	0%	0%	-	-	-	-
<b>Pedestrians</b>	-	-	-	0	-	-	-	0	-	-	-	7	-	-	-	-
<b>Pedestrians%</b>	-	-	-	0%	-	-	-	0%	-	-	-	87.5%	-	-	-	-
<b>Bicycles on Crosswalk</b>	-	-	-	0	-	-	-	0	-	-	-	1	-	-	-	-
<b>Bicycles on Crosswalk%</b>	-	-	-	0%	-	-	-	0%	-	-	-	12.5%	-	-	-	-



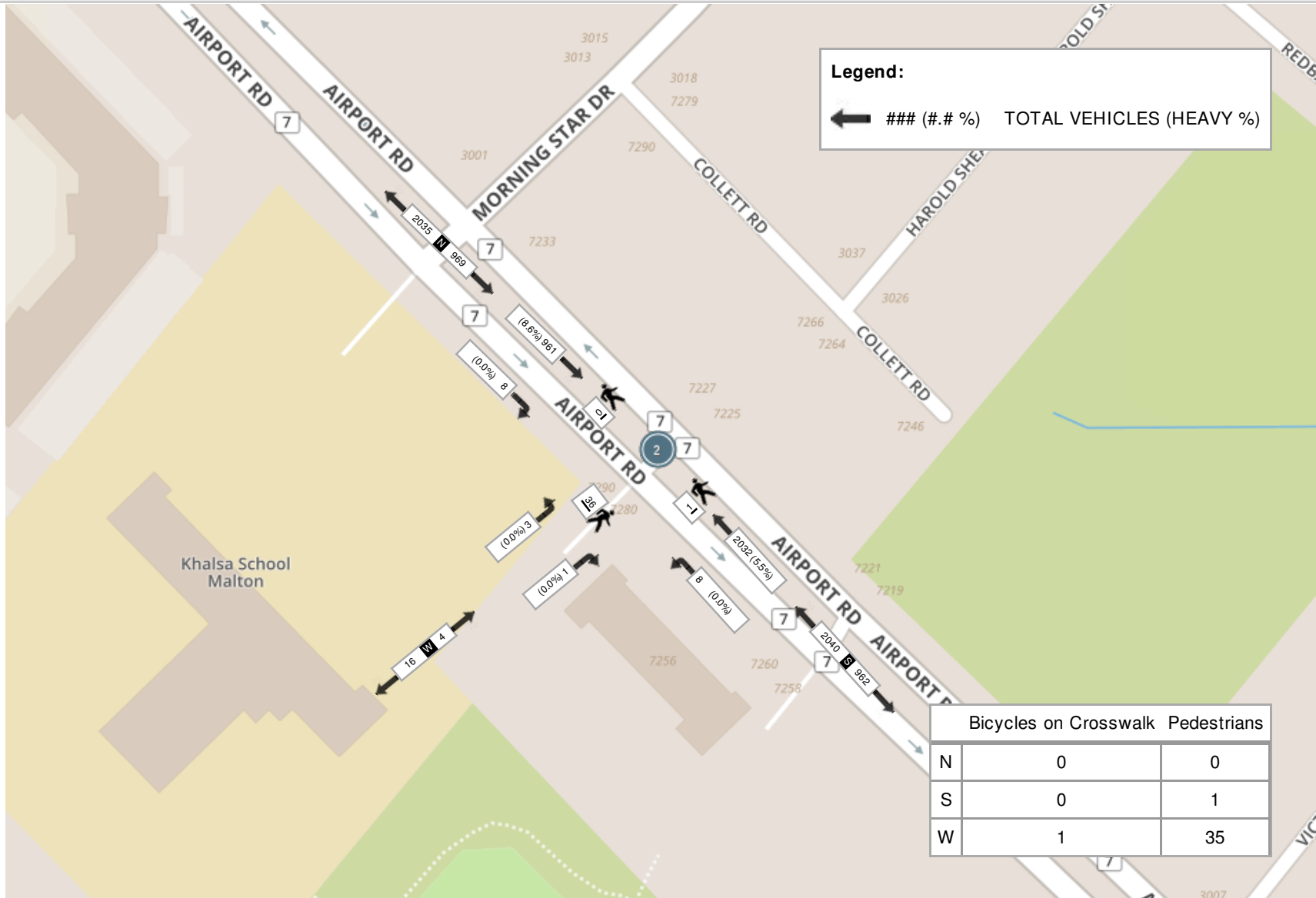
**Peak Hour: 04:45 PM - 05:45 PM Weather: Shower Rain (-4.99 °C)**

Start Time	N Approach AIRPORT RD					S Approach AIRPORT RD					W Approach 7256 AIRPORT RD NORTH ACCESS					Int. Total (15 min)
	Right	Thru	U-Turn	Peds	Approach Total	Thru	Left	U-Turn	Peds	Approach Total	Right	Left	U-Turn	Peds	Approach Total	
16:45:00	3	248	0	0	251	547	2	0	0	549	1	3	0	10	4	804
17:00:00	2	249	0	0	251	483	3	1	0	487	0	0	0	8	0	738
17:15:00	2	231	3	0	236	485	0	1	1	486	0	0	0	10	0	722
17:30:00	1	233	1	0	235	517	3	0	0	520	0	0	0	8	0	755
<b>Grand Total</b>	<b>8</b>	<b>961</b>	<b>4</b>	<b>0</b>	<b>973</b>	<b>2032</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>2042</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>4</b>	<b>3019</b>
<b>Approach%</b>	0.8%	98.8%	0.4%		-	99.5%	0.4%	0.1%		-	25%	75%	0%		-	-
<b>Totals %</b>	0.3%	31.8%	0.1%		32.2%	67.3%	0.3%	0.1%		67.6%	0%	0.1%	0%		0.1%	-
<b>PHF</b>	0.67	0.96	0.33		0.97	0.93	0.67	0.5		0.93	0.25	0.25	0		0.25	-
<b>Heavy</b>	0	83	0		83	111	0	0		111	0	0	0		0	-
<b>Heavy %</b>	0%	8.6%	0%		8.5%	5.5%	0%	0%		5.4%	0%	0%	0%		0%	-
<b>Lights</b>	8	878	4		890	1921	8	2		1931	1	3	0		4	-
<b>Lights %</b>	100%	91.4%	100%		91.5%	94.5%	100%	100%		94.6%	100%	100%	0%		100%	-
<b>Single-Unit Trucks</b>	0	29	0		29	34	0	0		34	0	0	0		0	-
<b>Single-Unit Trucks %</b>	0%	3%	0%		3%	1.7%	0%	0%		1.7%	0%	0%	0%		0%	-
<b>Buses</b>	0	7	0		7	10	0	0		10	0	0	0		0	-
<b>Buses %</b>	0%	0.7%	0%		0.7%	0.5%	0%	0%		0.5%	0%	0%	0%		0%	-
<b>Articulated Trucks</b>	0	47	0		47	67	0	0		67	0	0	0		0	-
<b>Articulated Trucks %</b>	0%	4.9%	0%		4.8%	3.3%	0%	0%		3.3%	0%	0%	0%		0%	-
<b>Pedestrians</b>	-	-	-	0	-	-	-	1		-	-	-	35		-	-
<b>Pedestrians%</b>	-	-	-	0%	-	-	-	2.7%		-	-	-	94.6%		-	-
<b>Bicycles on Crosswalk</b>	-	-	-	0	-	-	-	0		-	-	-	1		-	-
<b>Bicycles on Crosswalk%</b>	-	-	-	0%	-	-	-	0%		-	-	-	2.7%		-	-

Peak Hour: 07:30 AM - 08:30 AM Weather: Broken Clouds (-3.46 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Shower Rain (-4.99 °C)



## REGIONAL MUNICIPALITY OF PEEL

### Traffic Signal Timing Parameters

Database Date		Decemer 11, 2019		Prepared Date:		December 12, 2019				
Database Rev		iNet		Completed By:		BL				
Timing Card / Field rev		iNet		Checked By:		MA				
Location:		Airport Road @ Morning Star Drive					TIME PERIOD (sec.) (Green+Amber+All Red)			
Phase #	Direction	Vehicle Minimum (sec.)	Pedestrian Minimum (sec.)		Amber (sec.)	All Red (sec.)				
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS	
1	Airport Road - N/B P.P LT	5	0	0	3	0	0	13	0	
2	Airport Road - S/B	8	9	14	4	2.2	106	86	108	
3	Not In Use	-	-	-	-	-	-	-	-	
4	Morning Star Drive - W/B	8	14	23	4	2.7	54	61	52	
5	Airport Road - S/B P.P LT	5	0	0	3	0	14	16	0	
6	Airport Road - N/B	8	9	14	4	2.2	92	83	108	
7	Not In Use	-	-	-	-	-	-	-	-	
8	Private Drive - E/B	8	14	23	4	2.7	54	61	52	
System Control		YES								
Local Control		NO								
Semi-Actuated Mode		YES								
				<b>TIME (M-F)</b>		<b>PEAK</b>		<b>CYCLE LENGTH (sec.)</b>		<b>OFFSET (sec.)</b>
				06:00 - 09:30		AM		160		34
				09:30 - 15:00 19:30 - 00:00		OFF		160		67
				15:30 - 19:30		PM		160		155



## REGIONAL MUNICIPALITY OF PEEL

### Traffic Signal Timing Parameters

Database Date		Decemer 11, 2019				Prepared Date:		December 12, 2019	
Database Rev		iNet				Completed By:		BL	
Timing Card / Field rev		iNet				Checked By:		MA	
Location:	Airport Road @ Beverly Street / Victory Crescent						TIME PERIOD (sec.) (Green+Amber+All Red)		
Phase #	Direction	Vehicle Minimum (sec.)	Pedestrian Minimum (sec.)		Amber (sec.)	All Red (sec.)			
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS
1	Not In Use	-	-	-	-	-	-	-	-
2	Airport Road - S/B	8	8	15	4	2.7	108	104	108
3	Not In Use	-	-	-	-	-	-	-	-
4	Victory Crescent - W/B	8	14	30	4	3.3	52	56	52
5	Not In Use	-	-	-	-	-	-	-	-
6	Airport Road - N/B	8	8	15	4	2.7	108	104	108
7	Not In Use	-	-	-	-	-	-	-	-
8	Beverly Street - E/B	8	14	30	4	3.3	52	56	52
System Control		YES							
Local Control		NO							
Semi-Actuated Mode		YES							
				<b>TIME (M-F)</b>		<b>PEAK</b>	<b>CYCLE LENGTH (sec.)</b>		<b>OFFSET (sec.)</b>
				06:00 - 09:30		AM	160		6
				09:30 - 15:00		OFF	160		75
				19:30 - 00:00		OFF	160		75
				15:30 - 19:30		PM	160		134

# APPENDIX D

## Levels of Service Definitions

## Level of Service Definitions

### Two-Way Stop Controlled Intersections

<b>Level of Service</b>	<b>Control Delay per Vehicle (seconds)</b>	<b>Interpretation</b>
A	$\leq 10$	EXCELLENT. Large and frequent gaps in traffic on the main roadway. Queuing on the minor street is rare.
B	$> 10$ and $\leq 15$	VERY GOOD. Many gaps exist in traffic on the main roadway. Queuing on the minor street is minimal.
C	$> 15$ and $\leq 25$	GOOD. Fewer gaps exist in traffic on the main roadway. Delay on minor approach becomes more noticeable.
D	$> 25$ and $\leq 35$	FAIR. Infrequent and shorter gaps in traffic on the main roadway. Queue lengths develop on the minor street.
E	$> 35$ and $\leq 50$	POOR. Very infrequent gaps in traffic on the main roadway. Queue lengths become noticeable.
F	$> 50$	UNSATISFACTORY. Very few gaps in traffic on the main roadway. Excessive delay with significant queue lengths on the minor street.

Adapted from Highway Capacity Manual 2000, Transportation Research Board

## Level of Service Definitions

### Signalized Intersections

<b>Level of Service</b>	<b>Control Delay per Vehicle (seconds)</b>	<b>Interpretation</b>
A	$\leq 10$	EXCELLENT. Extremely favourable progression with most vehicles arriving during the green phase. Most vehicles do not stop and short cycle lengths may contribute to low delay.
B	$> 10$ and $\leq 20$	VERY GOOD. Very good progression and/or short cycle lengths with slightly more vehicles stopping than LOS "A" causing slightly higher levels of average delay.
C	$> 20$ and $\leq 35$	GOOD. Fair progression and longer cycle lengths lead to a greater number of vehicles stopping than LOS "B".
D	$> 35$ and $\leq 55$	FAIR. Congestion becomes noticeable with higher average delays resulting from a combination of long cycle lengths, high volume-to-capacity ratios and unfavourable progression.
E	$> 55$ and $\leq 80$	POOR. Lengthy delays values are indicative of poor progression, long cycle lengths and high volume-to-capacity ratios. Individual cycle failures are common with individual movement failures also common.
F	$> 80$	UNSATISFACTORY. Indicative of oversaturated conditions with vehicular demand greater than the capacity of the intersection.






















Adapted from Highway Capacity Manual 2000, Transportation Research Board

# APPENDIX E

## Detailed Capacity Analysis

Lanes, Volumes, Timings  
1: Airport Road & Private Road/Morning Star Drive

2021 Existing Conditions AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	11	13	136	16	177	5	740	78	167	1535	20
Future Volume (vph)	13	11	13	136	16	177	5	740	78	167	1535	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	30.0		0.0	70.0		70.0	60.0		80.0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.98		0.97	0.97				0.93	0.98		0.94
Frt		0.953			0.862				0.850			0.850
Flt Protected		0.983		0.950			0.950			0.950		
Satd. Flow (prot)	0	1770	0	1716	1508	0	1785	4641	1507	1684	4882	1597
Flt Permitted		0.767		0.733			0.152			0.339		
Satd. Flow (perm)	0	1373	0	1279	1508	0	286	4641	1394	591	4882	1505
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			177				78			46
Link Speed (k/h)		50			50			50				50
Link Distance (m)		85.4			209.1			96.6				221.6
Travel Time (s)		6.1			15.1			7.0				16.0
Confl. Peds. (#/hr)	17		28	28		17	11		16	16		11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	4%	0%	7%	0%	13%	6%	6%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Adj. Flow (vph)	13	11	13	136	16	177	5	740	78	167	1535	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	136	193	0	5	740	78	167	1535	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		1.6			1.6			1.6				1.6
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	1.01	1.01	0.99	1.01
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(m)		28.7			28.7			28.7				28.7
Detector 2 Size(m)		1.8			1.8			1.8				1.8
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings  
1: Airport Road & Private Road/Morning Star Drive

2021 Existing Conditions AM Peak Hour

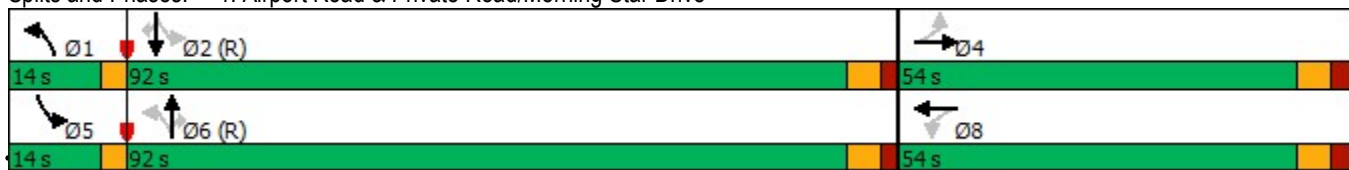


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6		6	2		2
Detector Phase	4	4		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		9.5	29.2	29.2	8.0	29.2	29.2
Total Split (s)	54.0	54.0		54.0	54.0		14.0	92.0	92.0	14.0	92.0	92.0
Total Split (%)	33.8%	33.8%		33.8%	33.8%		8.8%	57.5%	57.5%	8.8%	57.5%	57.5%
Maximum Green (s)	47.3	47.3		47.3	47.3		11.0	85.8	85.8	11.0	85.8	85.8
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		0.0	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		3.0	6.2	6.2	3.0	6.2	6.2
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0		14.0	14.0			9.0	9.0		9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		24.7		24.7	24.7		118.6	107.8	107.8	125.6	120.2	120.2
Actuated g/C Ratio		0.15		0.15	0.15		0.74	0.67	0.67	0.78	0.75	0.75
v/c Ratio		0.17		0.69	0.51		0.02	0.24	0.08	0.31	0.42	0.02
Control Delay		40.8		80.6	14.1		5.0	9.3	1.2	6.4	8.7	0.1
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		40.8		80.6	14.1		5.0	9.3	1.2	6.4	8.7	0.1
LOS		D		F	B		A	A	A	A	A	A
Approach Delay		40.8			41.6			8.5			8.4	
Approach LOS		D			D			A			A	

Intersection Summary



















Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 16.8 (11%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 12.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 72.3%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 1: Airport Road & Private Road/Morning Star Drive



Lanes, Volumes, Timings  
2: Airport Road & Beverley Street/Victory Crescent

2021 Existing Conditions AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	14	6	9	13	17	5	782	4	12	1641	27
Future Volume (vph)	54	14	6	9	13	17	5	782	4	12	1641	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.7
Storage Length (m)	0.0		0.0	0.0		0.0	16.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00			0.99			1.00		0.99	1.00	
Frt		0.989			0.941			0.999			0.998	
Flt Protected		0.965			0.989		0.950			0.950		
Satd. Flow (prot)	0	1715	0	0	1651	0	1785	4574	0	1653	4920	0
Flt Permitted		0.760			0.927		0.127			0.342		
Satd. Flow (perm)	0	1349	0	0	1547	0	239	4574	0	591	4920	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			17			1			3	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		154.6			181.1			209.7			153.7	
Travel Time (s)		11.1			13.0			15.1			11.1	
Confl. Peds. (#/hr)	1		1	1		1	3		7	7		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	36%	0%	0%	23%	0%	0%	14%	25%	8%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	0	3	3
Adj. Flow (vph)	54	14	6	9	13	17	5	782	4	12	1641	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	39	0	5	786	0	12	1668	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lanes, Volumes, Timings  
2: Airport Road & Beverley Street/Victory Crescent

2021 Existing Conditions AM Peak Hour

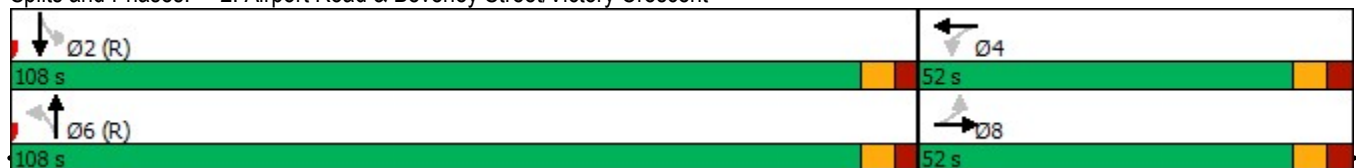


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6				2
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	51.3	51.3		51.3	51.3		29.7	29.7		29.7	29.7	
Total Split (s)	52.0	52.0		52.0	52.0		108.0	108.0		108.0	108.0	
Total Split (%)	32.5%	32.5%		32.5%	32.5%		67.5%	67.5%		67.5%	67.5%	
Maximum Green (s)	44.7	44.7		44.7	44.7		101.3	101.3		101.3	101.3	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.3	3.3		3.3	3.3		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3			7.3		6.7	6.7		6.7	6.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	30.0	30.0		30.0	30.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		15.6			15.6		130.4	130.4		130.4	130.4	
Actuated g/C Ratio		0.10			0.10		0.82	0.82		0.82	0.82	
v/c Ratio		0.55			0.23		0.03	0.21		0.02	0.42	
Control Delay		80.5			44.6		4.0	3.7		3.0	3.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		80.5			44.6		4.0	3.7		3.0	3.3	
LOS		F			D		A	A		A	A	
Approach Delay		80.5			44.6			3.7			3.3	
Approach LOS		F			D			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	5.6 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	6.2
Intersection LOS:	A
Intersection Capacity Utilization	55.5%
ICU Level of Service	B
Analysis Period (min)	15

Splits and Phases: 2: Airport Road & Beverley Street/Victory Crescent



Lanes, Volumes, Timings  
3: Airport Road & 7256 Airport Road North Access

2021 Existing Conditions AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	2	3	888	1695	2
Future Volume (vph)	2	2	3	888	1695	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.5	3.7	3.7	3.7
Storage Length (m)	0.0	0.0	65.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor						
Frt	0.932					
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1748	0	1785	4683	4948	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1748	0	1785	4683	4948	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	76.4			76.0	96.6	
Travel Time (s)	5.5			5.5	7.0	
Confl. Peds. (#/hr)			8			8
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	12%	6%	0%
Adj. Flow (vph)	2	2	3	888	1695	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	3	888	1697	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	0.99	0.99	0.99
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	42.8%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis  
3: Airport Road & 7256 Airport Road North Access

2021 Existing Conditions AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations									
Traffic Volume (veh/h)	2	2	3	888	1695	2			
Future Volume (Veh/h)	2	2	3	888	1695	2			
Sign Control	Stop			Free	Free				
Grade	0%			0%	0%				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly flow rate (vph)	2	2	3	888	1695	2			
Pedestrians	8								
Lane Width (m)	3.7								
Walking Speed (m/s)	1.1								
Percent Blockage	1								
Right turn flare (veh)									
Median type				None	None				
Median storage veh									
Upstream signal (m)				230	97				
pX, platoon unblocked	0.89	0.88	0.88						
vC, conflicting volume	2006	574	1705						
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	1611	43	1327						
tC, single (s)	6.8	6.9	4.1						
tC, 2 stage (s)									
tF (s)	3.5	3.3	2.2						
p0 queue free %	98	100	99						
cM capacity (veh/h)	85	896	461						
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	4	3	296	296	296	678	678	341	
Volume Left	2	3	0	0	0	0	0	0	
Volume Right	2	0	0	0	0	0	0	2	
cSH	155	461	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.03	0.01	0.17	0.17	0.17	0.40	0.40	0.20	
Queue Length 95th (m)	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (s)	28.9	12.9	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	D	B							
Approach Delay (s)	28.9	0.0					0.0		
Approach LOS	D								
Intersection Summary									
Average Delay			0.1						
Intersection Capacity Utilization			42.8%	ICU Level of Service	A				
Analysis Period (min)			15						

Lanes, Volumes, Timings  
4: Airport Road & 7256 Airport Road South Access

2021 Existing Conditions AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	11	0	869	1707	2
Future Volume (vph)	3	11	0	869	1707	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	0.91
Ped Bike Factor						
Frt	0.894					
Flt Protected	0.989					
Satd. Flow (prot)	1699	0	0	4641	4902	0
Flt Permitted	0.989					
Satd. Flow (perm)	1699	0	0	4641	4902	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	88.9			153.7	76.0	
Travel Time (s)	6.4			11.1	5.5	
Confl. Peds. (#/hr)			14			14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	13%	7%	0%
Adj. Flow (vph)	3	11	0	869	1707	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	0	869	1709	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.0%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis  
4: Airport Road & 7256 Airport Road South Access

2021 Existing Conditions AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Volume (veh/h)	3	11	0	869	1707	2	
Future Volume (Veh/h)	3	11	0	869	1707	2	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	3	11	0	869	1707	2	
Pedestrians	14						
Lane Width (m)	3.7						
Walking Speed (m/s)	1.1						
Percent Blockage	1						
Right turn flare (veh)							
Median type				None	None		
Median storage veh							
Upstream signal (m)				154	173		
pX, platoon unblocked	0.89	0.88	0.88				
vC, conflicting volume	2012	584	1723				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1546	61	1352				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	97	99	100				
cM capacity (veh/h)	95	868	449				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	14	174	348	348	683	683	343
Volume Left	3	0	0	0	0	0	0
Volume Right	11	0	0	0	0	0	2
cSH	315	449	1700	1700	1700	1700	1700
Volume to Capacity	0.04	0.00	0.20	0.20	0.40	0.40	0.20
Queue Length 95th (m)	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	16.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C						
Approach Delay (s)	16.9	0.0			0.0		
Approach LOS	C						
Intersection Summary							
Average Delay	0.1						
Intersection Capacity Utilization	43.0%			ICU Level of Service	A		
Analysis Period (min)	15						

Intersection: 1: Airport Road & Private Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	T	T	R	L	T	T	T
Maximum Queue (m)	14.0	36.4	54.8	1.7	50.4	48.7	40.4	11.7	67.2	106.3	91.3	64.9
Average Queue (m)	4.9	28.6	23.7	0.7	34.2	32.3	20.8	5.4	40.5	84.2	69.9	46.8
95th Queue (m)	15.7	43.2	55.9	4.4	53.1	53.5	44.0	14.5	80.9	119.9	99.6	79.9
Link Distance (m)	67.3		190.9		82.0	82.0	82.0			214.6	214.6	214.6
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)		30.0		70.0				70.0	60.0			
Storage Blk Time (%)		17	3		0				0	14		1
Queuing Penalty (veh)		33	4		0				1	24		0

Intersection: 1: Airport Road & Private Road/Morning Star Drive

Movement	SB
Directions Served	R
Maximum Queue (m)	5.4
Average Queue (m)	1.4
95th Queue (m)	6.9
Link Distance (m)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	80.0
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Airport Road & Beverley Street/Victory Crescent

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (m)	28.6	20.5	5.4	33.6	24.6	11.0	6.8	39.4	42.4	34.9
Average Queue (m)	17.3	9.6	2.0	21.2	9.8	4.0	2.3	23.5	25.2	17.9
95th Queue (m)	33.4	22.6	8.0	38.2	27.6	13.2	9.5	43.9	47.3	40.4
Link Distance (m)	136.7	163.4		201.0	201.0	201.0		141.3	141.3	141.3
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)			16.0				70.0			
Storage Blk Time (%)				10						
Queuing Penalty (veh)				0						

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Intersection: 3: Airport Road & 7256 Airport Road North Access

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Movement	EB	NB
Directions Served	LR	L
Maximum Queue (m)	1.8	1.7
Average Queue (m)	0.4	0.3
95th Queue (m)	3.2	3.1
Link Distance (m)	61.9	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		65.0
Storage Blk Time (%)		
Queuing Penalty (veh)		

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Intersection: 4: Airport Road & 7256 Airport Road South Access

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Movement	EB
Directions Served	LR
Maximum Queue (m)	8.9
Average Queue (m)	3.2
95th Queue (m)	10.2
Link Distance (m)	74.4
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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



















Network Summary

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Network wide Queuing Penalty: 62

Lanes, Volumes, Timings  
1: Airport Road & Private Road/Morning Star Drive

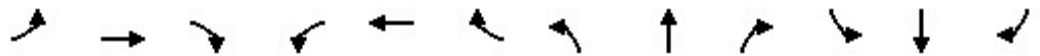
2021 PM Existing Conditions

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	20	13	108	13	233	16	1834	234	238	832	17
Future Volume (vph)	15	20	13	108	13	233	16	1834	234	238	832	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	30.0		0.0	70.0		70.0	60.0		80.0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.96		0.91	0.94		0.96		0.83			0.84
Frt		0.963			0.858				0.850			0.850
Flt Protected		0.985		0.950			0.950			0.950		
Satd. Flow (prot)	0	1769	0	1700	1476	0	1785	4948	1551	1684	4792	1597
Flt Permitted		0.502		0.779			0.326			0.066		
Satd. Flow (perm)	0	892	0	1265	1476	0	590	4948	1292	117	4792	1342
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			129				191			46
Link Speed (k/h)		50			50			50				50
Link Distance (m)		85.4			209.1			96.6				221.6
Travel Time (s)		6.1			15.1			7.0				16.0
Confl. Peds. (#/hr)	42		76	76		42	41		43	43		41
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	5%	0%	5%	0%	6%	3%	6%	9%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Adj. Flow (vph)	15	20	13	108	13	233	16	1834	234	238	832	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	108	246	0	16	1834	234	238	832	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		1.6			1.6			1.6				1.6
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	1.01	1.01	0.99	1.01
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(m)		28.7			28.7			28.7				28.7
Detector 2 Size(m)		1.8			1.8			1.8				1.8
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												



Lanes, Volumes, Timings  
 1: Airport Road & Private Road/Morning Star Drive

2021 PM Existing Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6		6	2		2
Detector Phase	4	4		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		9.5	29.2	29.2	8.0	29.2	29.2
Total Split (s)	52.0	52.0		52.0	52.0		14.0	94.0	94.0	14.0	94.0	94.0
Total Split (%)	32.5%	32.5%		32.5%	32.5%		8.8%	58.8%	58.8%	8.8%	58.8%	58.8%
Maximum Green (s)	45.3	45.3		45.3	45.3		11.0	87.8	87.8	11.0	87.8	87.8
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		0.0	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		3.0	6.2	6.2	3.0	6.2	6.2
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0		14.0	14.0			9.0	9.0		9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		23.0		23.0	23.0		100.6	89.6	89.6	127.3	119.6	119.6
Actuated g/C Ratio		0.14		0.14	0.14		0.63	0.56	0.56	0.80	0.75	0.75
v/c Ratio		0.35		0.59	0.76		0.04	0.66	0.29	0.59	0.23	0.02
Control Delay		51.8		76.0	45.4		4.5	20.6	1.8	39.8	7.6	0.1
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		51.8		76.0	45.4		4.5	20.6	1.8	39.8	7.6	0.1
LOS		D		E	D		A	C	A	D	A	A
Approach Delay		51.8			54.7			18.3			14.5	
Approach LOS		D			D			B			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 16.8 (11%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 21.2  
 Intersection LOS: C  
 Intersection Capacity Utilization 92.4%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 1: Airport Road & Private Road/Morning Star Drive



Lanes, Volumes, Timings  
2: Airport Road & Beverley Street/Victory Crescent

2021 PM Existing Conditions



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑		↕	↑↑↑	
Traffic Volume (vph)	107	27	12	8	16	11	21	1918	4	18	899	61
Future Volume (vph)	107	27	12	8	16	11	21	1918	4	18	899	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.7
Storage Length (m)	0.0		0.0	0.0		0.0	16.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99		0.97	1.00			0.99	
Frt		0.989			0.958						0.990	
Flt Protected		0.965			0.989		0.950			0.950		
Satd. Flow (prot)	0	1781	0	0	1666	0	1785	4928	0	1785	4724	0
Flt Permitted		0.761			0.929		0.280			0.088		
Satd. Flow (perm)	0	1399	0	0	1562	0	513	4928	0	165	4724	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			11							13
Link Speed (k/h)		50			50			50				50
Link Distance (m)		154.6			181.1			209.7				153.7
Travel Time (s)		11.1			13.0			15.1				11.1
Confl. Peds. (#/hr)	5		7	7		5	33		9	9		33
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	15%	0%	0%	19%	0%	0%	6%	0%	0%	9%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	0	3	3
Adj. Flow (vph)	107	27	12	8	16	11	21	1918	4	18	899	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	35	0	21	1922	0	18	960	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

# Lanes, Volumes, Timings

## 2: Airport Road & Beverley Street/Victory Crescent

2021 PM Existing Conditions

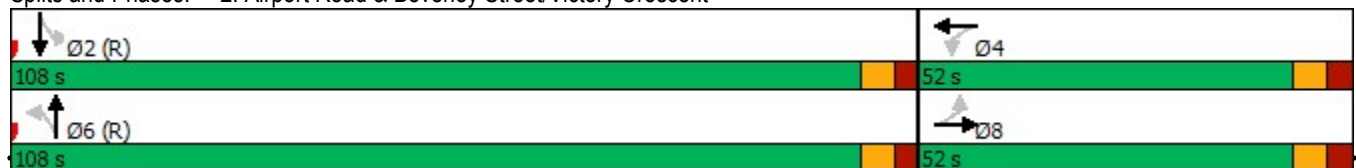


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6				2
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2		2
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0		8.0
Minimum Split (s)	51.3	51.3		51.3	51.3		29.7	29.7		29.7		29.7
Total Split (s)	52.0	52.0		52.0	52.0		108.0	108.0		108.0		108.0
Total Split (%)	32.5%	32.5%		32.5%	32.5%		67.5%	67.5%		67.5%		67.5%
Maximum Green (s)	44.7	44.7		44.7	44.7		101.3	101.3		101.3		101.3
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	3.3	3.3		3.3	3.3		2.7	2.7		2.7		2.7
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)		7.3			7.3		6.7	6.7		6.7		6.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max		C-Max
Walk Time (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0		8.0
Flash Dont Walk (s)	30.0	30.0		30.0	30.0		15.0	15.0		15.0		15.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0		0
Act Effct Green (s)		23.6			23.6		122.4	122.4		122.4		122.4
Actuated g/C Ratio		0.15			0.15		0.76	0.76		0.76		0.76
v/c Ratio		0.70			0.15		0.05	0.51		0.14		0.27
Control Delay		80.3			43.2		6.2	8.3		7.9		4.8
Queue Delay		0.0			0.0		0.0	0.0		0.0		0.0
Total Delay		80.3			43.2		6.2	8.3		7.9		4.8
LOS		F			D		A	A		A		A
Approach Delay		80.3			43.2			8.3				4.8
Approach LOS		F			D			A				A

### Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	5.6 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle:	95
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	11.0
Intersection LOS:	B
Intersection Capacity Utilization:	68.2%
ICU Level of Service:	C
Analysis Period (min):	15

### Splits and Phases: 2: Airport Road & Beverley Street/Victory Crescent



Lanes, Volumes, Timings  
 3: Airport Road & 7256 Airport Road North Access

2021 PM Existing Conditions



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	1	8	2052	971	8
Future Volume (vph)	3	1	8	2052	971	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.5	3.7	3.7	3.7
Storage Length (m)	0.0	0.0	65.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor						
Frt	0.966				0.999	
Flt Protected	0.964		0.950			
Satd. Flow (prot)	1789	0	1785	4948	4810	0
Flt Permitted	0.964		0.950			
Satd. Flow (perm)	1789	0	1785	4948	4810	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	76.4			76.0	96.6	
Travel Time (s)	5.5			5.5	7.0	
Confl. Peds. (#/hr)		1	36			36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	6%	9%	0%
Adj. Flow (vph)	3	1	8	2052	971	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	8	2052	979	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	0.99	0.99	0.99
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.0%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis  
 3: Airport Road & 7256 Airport Road North Access

2021 PM Existing Conditions



Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations									
Traffic Volume (veh/h)	3	1	8	2052	971	8			
Future Volume (Veh/h)	3	1	8	2052	971	8			
Sign Control	Stop			Free		Free			
Grade	0%			0%		0%			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly flow rate (vph)	3	1	8	2052	971	8			
Pedestrians	36			1					
Lane Width (m)	3.7			3.6					
Walking Speed (m/s)	1.1			1.1					
Percent Blockage	3			0					
Right turn flare (veh)									
Median type				None		None			
Median storage veh									
Upstream signal (m)				230		97			
pX, platoon unblocked	0.88	0.95	0.95						
vC, conflicting volume	1711	365	1015						
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	931	149	833						
tC, single (s)	6.8	6.9	4.1						
tC, 2 stage (s)									
tF (s)	3.5	3.3	2.2						
p0 queue free %	99	100	99						
cM capacity (veh/h)	225	805	743						
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	4	8	684	684	684	388	388	202	
Volume Left	3	8	0	0	0	0	0	0	
Volume Right	1	0	0	0	0	0	0	8	
cSH	275	743	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.01	0.01	0.40	0.40	0.40	0.23	0.23	0.12	
Queue Length 95th (m)	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (s)	18.3	9.9	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	C	A							
Approach Delay (s)	18.3	0.0					0.0		
Approach LOS	C								
Intersection Summary									
Average Delay			0.1						
Intersection Capacity Utilization			50.0%		ICU Level of Service			A	
Analysis Period (min)			15						

Lanes, Volumes, Timings  
 4: Airport Road & 7256 Airport Road South Access

2021 PM Existing Conditions

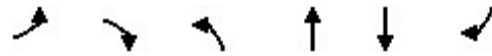


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	3	0	2093	973	1
Future Volume (vph)	2	3	0	2093	973	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	0.91
Ped Bike Factor						
Frt	0.919					
Flt Protected	0.980					
Satd. Flow (prot)	1730	0	0	4948	4812	0
Flt Permitted	0.980					
Satd. Flow (perm)	1730	0	0	4948	4812	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	88.9			153.7	76.0	
Travel Time (s)	6.4			11.1	5.5	
Confl. Peds. (#/hr)				29		29
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	6%	9%	0%
Adj. Flow (vph)	2	3	0	2093	973	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	2093	974	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	50.4%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis  
4: Airport Road & 7256 Airport Road South Access

2021 PM Existing Conditions



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Volume (veh/h)	2	3	0	2093	973	1	
Future Volume (Veh/h)	2	3	0	2093	973	1	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	2	3	0	2093	973	1	
Pedestrians	29						
Lane Width (m)	3.7						
Walking Speed (m/s)	1.1						
Percent Blockage	3						
Right turn flare (veh)							
Median type				None	None		
Median storage veh							
Upstream signal (m)				154	173		
pX, platoon unblocked	0.87	0.96	0.96				
vC, conflicting volume	1700	354	1003				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	945	167	845				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	99	100	100				
cM capacity (veh/h)	223	796	745				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	5	419	837	837	389	389	196
Volume Left	2	0	0	0	0	0	0
Volume Right	3	0	0	0	0	0	1
cSH	393	745	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.00	0.49	0.49	0.23	0.23	0.12
Queue Length 95th (m)	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	14.3	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	14.3	0.0			0.0		
Approach LOS	B						
Intersection Summary							
Average Delay	0.0						
Intersection Capacity Utilization	50.4%			ICU Level of Service	A		
Analysis Period (min)	15						

Intersection: 1: Airport Road & Private Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	T	T	R	L	T	T	T
Maximum Queue (m)	11.5	37.0	82.2	8.7	72.1	75.4	68.1	19.9	60.8	116.4	99.0	41.4
Average Queue (m)	7.3	29.2	47.5	3.1	52.3	53.5	44.4	11.9	50.4	76.5	59.2	24.2
95th Queue (m)	14.6	47.1	92.5	10.0	76.7	80.6	72.2	21.9	81.0	170.2	146.6	48.4
Link Distance (m)	67.3		190.9		82.0	82.0	82.0			214.6	214.6	214.6
Upstream Blk Time (%)					0	0	0					
Queuing Penalty (veh)					3	2	1					
Storage Bay Dist (m)		30.0		70.0				70.0	60.0			
Storage Blk Time (%)		15	18		1		1		33	2		
Queuing Penalty (veh)		37	20		0		2		91	4		

Intersection: 1: Airport Road & Private Road/Morning Star Drive

Movement	SB
Directions Served	R
Maximum Queue (m)	7.2
Average Queue (m)	1.8
95th Queue (m)	7.8
Link Distance (m)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	80.0
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Airport Road & Beverley Street/Victory Crescent

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (m)	56.5	16.6	10.1	119.8	101.4	80.2	8.9	28.0	27.9	19.8
Average Queue (m)	40.0	9.7	3.3	89.2	64.9	46.0	4.7	16.4	17.2	8.8
95th Queue (m)	68.1	20.4	12.5	142.0	127.1	93.5	11.8	32.3	33.6	23.0
Link Distance (m)	136.7	163.4		201.0	201.0	201.0		141.3	141.3	141.3
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)			16.0				70.0			
Storage Blk Time (%)				27						
Queuing Penalty (veh)				6						



Intersection: 3: Airport Road & 7256 Airport Road North Access

Movement	EB	NB	NB	NB	NB
Directions Served	LR	L	T	T	T
Maximum Queue (m)	5.2	3.7	12.2	7.4	3.4
Average Queue (m)	1.0	1.1	2.4	1.5	0.7
95th Queue (m)	5.7	6.1	16.8	13.4	6.1
Link Distance (m)	61.9		65.4	65.4	65.4
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)		65.0			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Airport Road & 7256 Airport Road South Access






















Movement	EB	SB
Directions Served	LR	TR
Maximum Queue (m)	1.8	1.0
Average Queue (m)	0.4	0.2
95th Queue (m)	3.2	1.8
Link Distance (m)	74.4	65.4
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 165
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Lanes, Volumes, Timings  
1: Airport Road & Private Road/Morning Star Drive

2026 Future Background AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	11	13	136	16	177	5	778	77	165	1614	20
Future Volume (vph)	13	11	13	136	16	177	5	778	77	165	1614	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	30.0		0.0	70.0		70.0	60.0		80.0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.98		0.97	0.97				0.93	0.98		0.94
Frt		0.953			0.862				0.850			0.850
Flt Protected		0.983		0.950			0.950			0.950		
Satd. Flow (prot)	0	1770	0	1716	1508	0	1785	4641	1507	1684	4882	1597
Flt Permitted		0.767		0.733			0.138			0.325		
Satd. Flow (perm)	0	1373	0	1279	1508	0	259	4641	1394	567	4882	1505
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			177				77			46
Link Speed (k/h)		50			50			50				50
Link Distance (m)		85.4			209.1			96.6				221.6
Travel Time (s)		6.1			15.1			7.0				16.0
Confl. Peds. (#/hr)	17		28	28		17	11		16	16		11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	4%	0%	7%	0%	13%	6%	6%	7%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Adj. Flow (vph)	13	11	13	136	16	177	5	778	77	165	1614	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	136	193	0	5	778	77	165	1614	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		1.6			1.6			1.6				1.6
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	1.01	1.01	0.99	1.01
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(m)		28.7			28.7			28.7				28.7
Detector 2 Size(m)		1.8			1.8			1.8				1.8
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings  
1: Airport Road & Private Road/Morning Star Drive

2026 Future Background AM Peak Hour

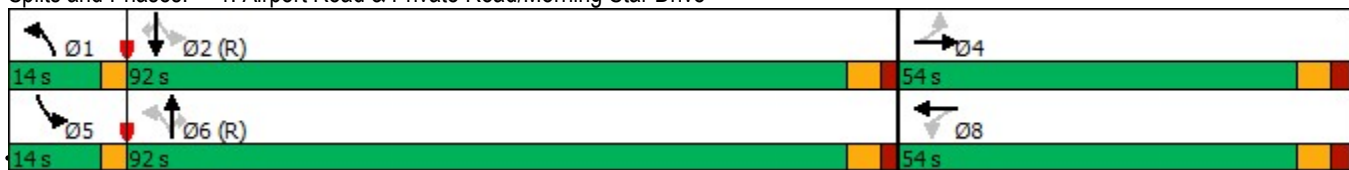


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6		6	2		2
Detector Phase	4	4		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		9.5	29.2	29.2	8.0	29.2	29.2
Total Split (s)	54.0	54.0		54.0	54.0		14.0	92.0	92.0	14.0	92.0	92.0
Total Split (%)	33.8%	33.8%		33.8%	33.8%		8.8%	57.5%	57.5%	8.8%	57.5%	57.5%
Maximum Green (s)	47.3	47.3		47.3	47.3		11.0	85.8	85.8	11.0	85.8	85.8
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		0.0	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		3.0	6.2	6.2	3.0	6.2	6.2
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0		14.0	14.0			9.0	9.0		9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		24.7		24.7	24.7		118.7	107.9	107.9	125.6	120.2	120.2
Actuated g/C Ratio		0.15		0.15	0.15		0.74	0.67	0.67	0.78	0.75	0.75
v/c Ratio		0.17		0.69	0.51		0.02	0.25	0.08	0.31	0.44	0.02
Control Delay		40.8		80.6	14.1		4.8	9.3	1.2	6.4	9.0	0.1
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		40.8		80.6	14.1		4.8	9.3	1.2	6.4	9.0	0.1
LOS		D		F	B		A	A	A	A	A	A
Approach Delay		40.8			41.6			8.6			8.6	
Approach LOS		D			D			A			A	

Intersection Summary



















Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 16.8 (11%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.69  
 Intersection Signal Delay: 12.6  
 Intersection LOS: B  
 Intersection Capacity Utilization 73.8%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: Airport Road & Private Road/Morning Star Drive



Lanes, Volumes, Timings  
2: Airport Road & Beverley Street/Victory Crescent

2026 Future Background AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	14	6	9	13	17	5	822	4	12	1725	27
Future Volume (vph)	54	14	6	9	13	17	5	822	4	12	1725	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.7
Storage Length (m)	0.0		0.0	0.0		0.0	16.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		1.00			0.99			1.00		0.99	1.00	
Frt		0.989			0.941			0.999			0.998	
Flt Protected		0.965			0.989		0.950			0.950		
Satd. Flow (prot)	0	1715	0	0	1651	0	1785	4574	0	1653	4920	0
Flt Permitted		0.760			0.927		0.115			0.329		
Satd. Flow (perm)	0	1349	0	0	1547	0	216	4574	0	568	4920	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			17			1			3	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		154.6			181.1			209.7			153.7	
Travel Time (s)		11.1			13.0			15.1			11.1	
Confl. Peds. (#/hr)	1		1	1		1	3		7	7		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	36%	0%	0%	23%	0%	0%	14%	25%	8%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	0	3	3
Adj. Flow (vph)	54	14	6	9	13	17	5	822	4	12	1725	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	39	0	5	826	0	12	1752	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings  
2: Airport Road & Beverley Street/Victory Crescent

2026 Future Background AM Peak Hour

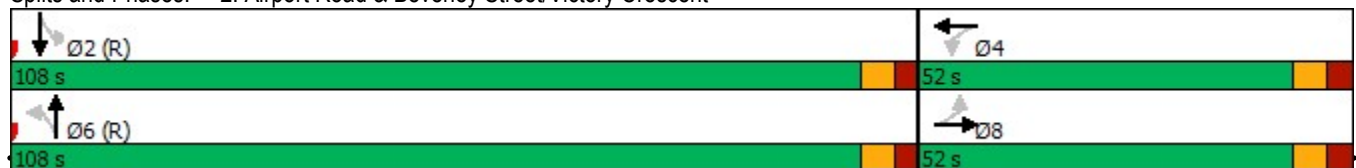


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6				2
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2		2
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0		8.0
Minimum Split (s)	51.3	51.3		51.3	51.3		29.7	29.7		29.7		29.7
Total Split (s)	52.0	52.0		52.0	52.0		108.0	108.0		108.0		108.0
Total Split (%)	32.5%	32.5%		32.5%	32.5%		67.5%	67.5%		67.5%		67.5%
Maximum Green (s)	44.7	44.7		44.7	44.7		101.3	101.3		101.3		101.3
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0		4.0
All-Red Time (s)	3.3	3.3		3.3	3.3		2.7	2.7		2.7		2.7
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0		0.0
Total Lost Time (s)		7.3			7.3		6.7	6.7		6.7		6.7
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0		5.0
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max		C-Max
Walk Time (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0		8.0
Flash Dont Walk (s)	30.0	30.0		30.0	30.0		15.0	15.0		15.0		15.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0		0
Act Effct Green (s)		15.6			15.6		130.4	130.4		130.4		130.4
Actuated g/C Ratio		0.10			0.10		0.82	0.82		0.82		0.82
v/c Ratio		0.55			0.23		0.03	0.22		0.03		0.44
Control Delay		80.5			44.6		4.2	3.7		3.0		3.3
Queue Delay		0.0			0.0		0.0	0.0		0.0		0.0
Total Delay		80.5			44.6		4.2	3.7		3.0		3.3
LOS		F			D		A	A		A		A
Approach Delay		80.5			44.6			3.7				3.3
Approach LOS		F			D			A				A

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	5.6 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.55
Intersection Signal Delay:	6.2
Intersection LOS:	A
Intersection Capacity Utilization:	57.1%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 2: Airport Road & Beverley Street/Victory Crescent



Lanes, Volumes, Timings  
 3: Airport Road & 7256 Airport Road North Access

2026 Future Background AM Peak Hour



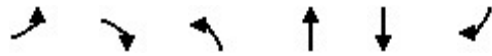
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	2	3	933	1781	2
Future Volume (vph)	2	2	3	933	1781	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.5	3.7	3.7	3.7
Storage Length (m)	0.0	0.0	65.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor						
Frt	0.932					
Flt Protected	0.976	0.950				
Satd. Flow (prot)	1748	0	1785	4683	4948	0
Flt Permitted	0.976	0.950				
Satd. Flow (perm)	1748	0	1785	4683	4948	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	76.4			76.0	96.6	
Travel Time (s)	5.5			5.5	7.0	
Confl. Peds. (#/hr)			8			8
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	12%	6%	0%
Adj. Flow (vph)	2	2	3	933	1781	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	3	933	1783	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	0.99	0.99	0.99
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.5%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis  
 3: Airport Road & 7256 Airport Road North Access

2026 Future Background AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations									
Traffic Volume (veh/h)	2	2	3	933	1781	2			
Future Volume (Veh/h)	2	2	3	933	1781	2			
Sign Control	Stop			Free	Free				
Grade	0%			0%	0%				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly flow rate (vph)	2	2	3	933	1781	2			
Pedestrians	8								
Lane Width (m)	3.7								
Walking Speed (m/s)	1.1								
Percent Blockage	1								
Right turn flare (veh)									
Median type				None	None				
Median storage veh									
Upstream signal (m)				230	97				
pX, platoon unblocked	0.88	0.87	0.87						
vC, conflicting volume	2107	603	1791						
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	1672	26	1390						
tC, single (s)	6.8	6.9	4.1						
tC, 2 stage (s)									
tF (s)	3.5	3.3	2.2						
p0 queue free %	97	100	99						
cM capacity (veh/h)	76	908	431						
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	4	3	311	311	311	712	712	358	
Volume Left	2	3	0	0	0	0	0	0	
Volume Right	2	0	0	0	0	0	0	2	
cSH	141	431	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.03	0.01	0.18	0.18	0.18	0.42	0.42	0.21	
Queue Length 95th (m)	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (s)	31.3	13.4	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	D	B							
Approach Delay (s)	31.3	0.0					0.0		
Approach LOS	D								
Intersection Summary									
Average Delay			0.1						
Intersection Capacity Utilization			44.5%		ICU Level of Service		A		
Analysis Period (min)			15						

Lanes, Volumes, Timings  
4: Airport Road & 7256 Airport Road South Access

2026 Future Background AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	11	0	913	1794	2
Future Volume (vph)	3	11	0	913	1794	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	0.91
Ped Bike Factor						
Frt	0.894					
Flt Protected	0.989					
Satd. Flow (prot)	1699	0	0	4641	4902	0
Flt Permitted	0.989					
Satd. Flow (perm)	1699	0	0	4641	4902	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	88.9			153.7	76.0	
Travel Time (s)	6.4			11.1	5.5	
Confl. Peds. (#/hr)			14			14
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	13%	7%	0%
Adj. Flow (vph)	3	11	0	913	1794	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	0	913	1796	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Sign Control	Stop			Free	Free	

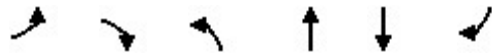
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.7%
Analysis Period (min)	15
	ICU Level of Service A



HCM Unsignalized Intersection Capacity Analysis  
4: Airport Road & 7256 Airport Road South Access

2026 Future Background AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Volume (veh/h)	3	11	0	913	1794	2	
Future Volume (Veh/h)	3	11	0	913	1794	2	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	3	11	0	913	1794	2	
Pedestrians	14						
Lane Width (m)	3.7						
Walking Speed (m/s)	1.1						
Percent Blockage	1						
Right turn flare (veh)							
Median type				None	None		
Median storage veh							
Upstream signal (m)				154	173		
pX, platoon unblocked	0.88	0.87	0.87				
vC, conflicting volume	2113	613	1810				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1609	43	1416				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	96	99	100				
cM capacity (veh/h)	85	881	420				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	14	183	365	365	718	718	361
Volume Left	3	0	0	0	0	0	0
Volume Right	11	0	0	0	0	0	2
cSH	293	420	1700	1700	1700	1700	1700
Volume to Capacity	0.05	0.00	0.21	0.21	0.42	0.42	0.21
Queue Length 95th (m)	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	17.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C						
Approach Delay (s)	17.9	0.0			0.0		
Approach LOS	C						
Intersection Summary							
Average Delay	0.1						
Intersection Capacity Utilization	44.7%			ICU Level of Service	A		
Analysis Period (min)	15						

Intersection: 1: Airport Road & Private Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	T	T	R	L	T	T	T
Maximum Queue (m)	16.4	36.0	65.8	5.2	52.6	53.0	31.5	16.4	51.2	125.2	109.3	83.3
Average Queue (m)	8.0	27.7	34.8	1.4	35.8	31.2	18.8	9.0	29.7	84.7	78.1	52.7
95th Queue (m)	20.9	43.0	77.4	6.6	60.2	59.9	42.2	18.5	63.5	142.2	120.0	93.4
Link Distance (m)	67.3		190.9		82.0	82.0	82.0			214.6	214.6	214.6
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)		30.0		70.0				70.0	60.0			
Storage Blk Time (%)		16	10		0				0	13		0
Queuing Penalty (veh)		31	14		0				1	21		0

Intersection: 1: Airport Road & Private Road/Morning Star Drive

Movement	SB
Directions Served	R
Maximum Queue (m)	7.0
Average Queue (m)	1.7
95th Queue (m)	7.5
Link Distance (m)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	80.0
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Airport Road & Beverley Street/Victory Crescent

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (m)	30.7	13.1	6.3	50.6	35.1	13.0	3.6	42.9	38.0	34.5
Average Queue (m)	18.6	7.8	2.2	25.3	13.4	4.6	0.9	24.5	23.8	19.0
95th Queue (m)	32.5	16.9	9.2	55.2	36.7	14.1	5.1	48.5	42.9	39.8
Link Distance (m)	136.7	163.4		201.0	201.0	201.0		141.3	141.3	141.3
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)			16.0				70.0			
Storage Blk Time (%)			1	10				0		
Queuing Penalty (veh)			3	1				0		

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Intersection: 3: Airport Road & 7256 Airport Road North Access

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Movement	EB	NB
Directions Served	LR	L
Maximum Queue (m)	5.4	3.6
Average Queue (m)	1.4	0.9
95th Queue (m)	6.8	5.2
Link Distance (m)	61.9	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		65.0
Storage Blk Time (%)		
Queuing Penalty (veh)		

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Intersection: 4: Airport Road & 7256 Airport Road South Access

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Movement	EB
Directions Served	LR
Maximum Queue (m)	7.0
Average Queue (m)	3.1
95th Queue (m)	9.9
Link Distance (m)	74.4
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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



















Network Summary

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Network wide Queuing Penalty: 71

Lanes, Volumes, Timings  
1: Airport Road & Private Road/Morning Star Drive

Future Background 2026 PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	20	13	108	13	233	16	1928	232	236	875	17
Future Volume (vph)	15	20	13	108	13	233	16	1928	232	236	875	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	30.0		0.0	70.0		70.0	60.0		80.0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.96		0.91	0.94		0.97		0.83			0.84
Frt		0.963			0.858				0.850			0.850
Flt Protected		0.985		0.950			0.950			0.950		
Satd. Flow (prot)	0	1769	0	1700	1476	0	1785	4948	1551	1684	4792	1597
Flt Permitted		0.506		0.779			0.312			0.055		
Satd. Flow (perm)	0	899	0	1265	1476	0	567	4948	1292	97	4792	1342
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			128				180			46
Link Speed (k/h)		50			50			50				50
Link Distance (m)		85.4			209.1			96.6				221.6
Travel Time (s)		6.1			15.1			7.0				16.0
Confl. Peds. (#/hr)	42		76	76		42	41		43	43		41
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	5%	0%	5%	0%	6%	3%	6%	9%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Adj. Flow (vph)	15	20	13	108	13	233	16	1928	232	236	875	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	108	246	0	16	1928	232	236	875	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	1.01	1.01	0.99	1.01
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings  
 1: Airport Road & Private Road/Morning Star Drive

Future Background 2026 PM Peak

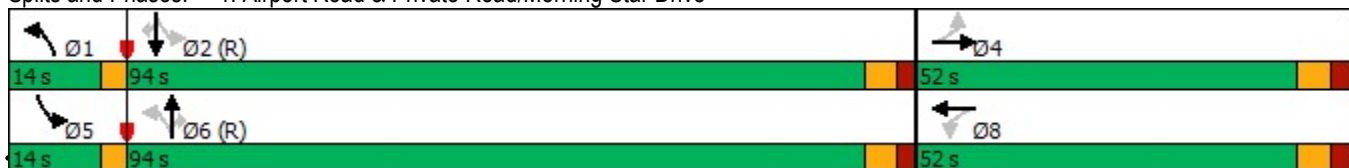


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6		6	2		2
Detector Phase	4	4		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		9.5	29.2	29.2	8.0	29.2	29.2
Total Split (s)	52.0	52.0		52.0	52.0		14.0	94.0	94.0	14.0	94.0	94.0
Total Split (%)	32.5%	32.5%		32.5%	32.5%		8.8%	58.8%	58.8%	8.8%	58.8%	58.8%
Maximum Green (s)	45.3	45.3		45.3	45.3		11.0	87.8	87.8	11.0	87.8	87.8
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		0.0	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		3.0	6.2	6.2	3.0	6.2	6.2
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0		14.0	14.0			9.0	9.0		9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		23.1		23.1	23.1		99.7	88.7	88.7	127.2	119.5	119.5
Actuated g/C Ratio		0.14		0.14	0.14		0.62	0.55	0.55	0.80	0.75	0.75
v/c Ratio		0.34		0.59	0.76		0.04	0.70	0.29	0.59	0.24	0.02
Control Delay		51.5		75.8	45.7		4.5	21.9	2.0	43.9	7.7	0.1
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		51.5		75.8	45.7		4.5	21.9	2.0	43.9	7.7	0.1
LOS		D		E	D		A	C	A	D	A	A
Approach Delay		51.5			54.9			19.7			15.1	
Approach LOS		D			D			B			B	

Intersection Summary



















Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 16.8 (11%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.76  
 Intersection Signal Delay: 22.1  
 Intersection LOS: C  
 Intersection Capacity Utilization 94.1%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 1: Airport Road & Private Road/Morning Star Drive



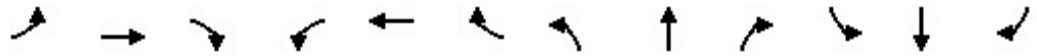
Lanes, Volumes, Timings  
2: Airport Road & Beverley Street/Victory Crescent

Future Background 2026 PM Peak

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	27	12	8	16	11	21	2016	4	18	945	60
Future Volume (vph)	107	27	12	8	16	11	21	2016	4	18	945	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.7
Storage Length (m)	0.0		0.0	0.0		0.0	16.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99		0.98	1.00			0.99	
Frt		0.989			0.958						0.991	
Flt Protected		0.965			0.989		0.950			0.950		
Satd. Flow (prot)	0	1781	0	0	1666	0	1785	4928	0	1785	4730	0
Flt Permitted		0.761			0.929		0.266			0.078		
Satd. Flow (perm)	0	1399	0	0	1562	0	488	4928	0	147	4730	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			11							12
Link Speed (k/h)		50			50			50				50
Link Distance (m)		154.6			181.1			209.7				153.7
Travel Time (s)		11.1			13.0			15.1				11.1
Confl. Peds. (#/hr)	5		7	7		5	33		9	9		33
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	15%	0%	0%	19%	0%	0%	6%	0%	0%	9%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	0	3	3
Adj. Flow (vph)	107	27	12	8	16	11	21	2016	4	18	945	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	35	0	21	2020	0	18	1005	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings  
 2: Airport Road & Beverley Street/Victory Crescent

Future Background 2026 PM Peak

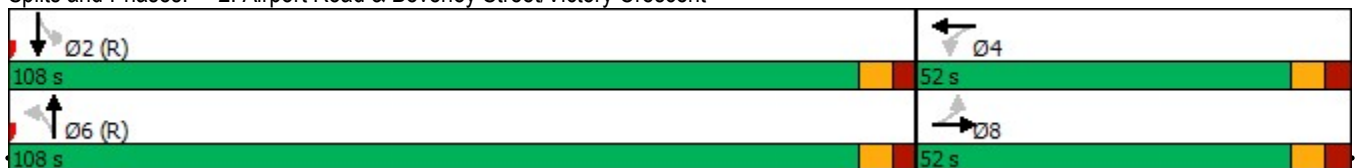


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6				2
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	51.3	51.3		51.3	51.3		29.7	29.7		29.7	29.7	
Total Split (s)	52.0	52.0		52.0	52.0		108.0	108.0		108.0	108.0	
Total Split (%)	32.5%	32.5%		32.5%	32.5%		67.5%	67.5%		67.5%	67.5%	
Maximum Green (s)	44.7	44.7		44.7	44.7		101.3	101.3		101.3	101.3	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.3	3.3		3.3	3.3		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3			7.3		6.7	6.7		6.7	6.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	30.0	30.0		30.0	30.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		23.6			23.6		122.4	122.4		122.4	122.4	
Actuated g/C Ratio		0.15			0.15		0.76	0.76		0.76	0.76	
v/c Ratio		0.70			0.15		0.06	0.54		0.16	0.28	
Control Delay		80.3			43.2		6.3	8.6		8.8	4.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		80.3			43.2		6.3	8.6		8.8	4.8	
LOS		F			D		A	A		A	A	
Approach Delay		80.3			43.2			8.6			4.9	
Approach LOS		F			D			A			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 5.6 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 11.0  
 Intersection LOS: B  
 Intersection Capacity Utilization 70.1%  
 ICU Level of Service C  
 Analysis Period (min) 15

Splits and Phases: 2: Airport Road & Beverley Street/Victory Crescent



Lanes, Volumes, Timings  
3: Airport Road & 7256 Airport Road North Access

Future Background 2026 PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	1	8	2157	1020	8
Future Volume (vph)	3	1	8	2157	1020	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.5	3.7	3.7	3.7
Storage Length (m)	0.0	0.0	65.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor						
Frt	0.966				0.999	
Flt Protected	0.964		0.950			
Satd. Flow (prot)	1789	0	1785	4948	4810	0
Flt Permitted	0.964		0.950			
Satd. Flow (perm)	1789	0	1785	4948	4810	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	76.4			76.0	96.6	
Travel Time (s)	5.5			5.5	7.0	
Confl. Peds. (#/hr)		1	36			36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	6%	9%	0%
Adj. Flow (vph)	3	1	8	2157	1020	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	8	2157	1028	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	0.99	0.99	0.99
Sign Control	Stop			Free	Free	

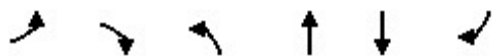
Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.0%
ICU Level of Service	A
Analysis Period (min)	15



HCM Unsignalized Intersection Capacity Analysis  
3: Airport Road & 7256 Airport Road North Access

Future Background 2026 PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations									
Traffic Volume (veh/h)	3	1	8	2157	1020	8			
Future Volume (Veh/h)	3	1	8	2157	1020	8			
Sign Control	Stop			Free	Free				
Grade	0%			0%	0%				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly flow rate (vph)	3	1	8	2157	1020	8			
Pedestrians	36			1					
Lane Width (m)	3.7			3.6					
Walking Speed (m/s)	1.1			1.1					
Percent Blockage	3			0					
Right turn flare (veh)									
Median type				None	None				
Median storage veh									
Upstream signal (m)				230	97				
pX, platoon unblocked	0.86	0.95	0.95						
vC, conflicting volume	1795	381	1064						
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	944	148	870						
tC, single (s)	6.8	6.9	4.1						
tC, 2 stage (s)									
tF (s)	3.5	3.3	2.2						
p0 queue free %	99	100	99						
cM capacity (veh/h)	218	802	717						
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	4	8	719	719	719	408	408	212	
Volume Left	3	8	0	0	0	0	0	0	
Volume Right	1	0	0	0	0	0	0	8	
cSH	266	717	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.02	0.01	0.42	0.42	0.42	0.24	0.24	0.12	
Queue Length 95th (m)	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (s)	18.7	10.1	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	C	B							
Approach Delay (s)	18.7	0.0					0.0		
Approach LOS	C								
Intersection Summary									
Average Delay			0.0						
Intersection Capacity Utilization			52.0%		ICU Level of Service		A		
Analysis Period (min)			15						

Lanes, Volumes, Timings  
4: Airport Road & 7256 Airport Road South Access

Future Background 2026 PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	3	0	2199	1022	1
Future Volume (vph)	2	3	0	2199	1022	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	0.91
Ped Bike Factor						
Frt	0.919					
Flt Protected	0.980					
Satd. Flow (prot)	1730	0	0	4948	4812	0
Flt Permitted	0.980					
Satd. Flow (perm)	1730	0	0	4948	4812	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	88.9			153.7	76.0	
Travel Time (s)	6.4			11.1	5.5	
Confl. Peds. (#/hr)				29		29
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	6%	9%	0%
Adj. Flow (vph)	2	3	0	2199	1022	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	2199	1023	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.5%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis  
4: Airport Road & 7256 Airport Road South Access

Future Background 2026 PM Peak



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Volume (veh/h)	2	3	0	2199	1022	1	
Future Volume (Veh/h)	2	3	0	2199	1022	1	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	2	3	0	2199	1022	1	
Pedestrians	29						
Lane Width (m)	3.7						
Walking Speed (m/s)	1.1						
Percent Blockage	3						
Right turn flare (veh)							
Median type				None	None		
Median storage veh							
Upstream signal (m)				154	173		
pX, platoon unblocked	0.86	0.95	0.95				
vC, conflicting volume	1784	370	1052				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	960	164	880				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	99	100	100				
cM capacity (veh/h)	215	795	720				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	5	440	880	880	409	409	205
Volume Left	2	0	0	0	0	0	0
Volume Right	3	0	0	0	0	0	1
cSH	383	720	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.00	0.52	0.52	0.24	0.24	0.12
Queue Length 95th (m)	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	14.5	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	14.5	0.0			0.0		
Approach LOS	B						
Intersection Summary							
Average Delay	0.0						
Intersection Capacity Utilization	52.5%			ICU Level of Service	A		
Analysis Period (min)	15						

Intersection: 1: Airport Road & Private Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	T	T	R	L	T	T	T
Maximum Queue (m)	18.8	32.7	65.3	5.2	74.9	73.8	69.3	46.4	64.9	116.8	104.1	49.7
Average Queue (m)	11.6	24.2	43.4	1.7	56.7	56.3	53.8	19.4	58.8	71.6	59.6	23.9
95th Queue (m)	24.2	39.1	78.2	7.4	83.6	83.1	79.5	56.0	77.7	147.4	128.8	60.1
Link Distance (m)	67.3		190.9		82.0	82.0	82.0			214.6	214.6	214.6
Upstream Blk Time (%)					1	1	0	0				
Queuing Penalty (veh)					7	5	2	0				
Storage Bay Dist (m)		30.0		70.0				70.0	60.0			
Storage Blk Time (%)		14	17		2		2	0	35	2		
Queuing Penalty (veh)		34	18		0		4	0	101	5		

Intersection: 1: Airport Road & Private Road/Morning Star Drive

Movement	SB
Directions Served	R
Maximum Queue (m)	7.0
Average Queue (m)	2.1
95th Queue (m)	8.2
Link Distance (m)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	80.0
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Airport Road & Beverley Street/Victory Crescent

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (m)	54.7	20.6	9.0	121.9	116.1	74.1	8.3	25.7	33.4	27.9
Average Queue (m)	38.7	10.2	4.2	86.6	77.1	50.8	3.1	17.2	18.1	14.3
95th Queue (m)	61.7	22.8	11.5	141.9	131.4	85.8	10.8	31.6	36.9	38.2
Link Distance (m)	136.7	163.4		201.0	201.0	201.0		141.3	141.3	141.3
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)			16.0				70.0			
Storage Blk Time (%)				29						
Queuing Penalty (veh)				6						

Intersection: 3: Airport Road & 7256 Airport Road North Access

Movement	EB	NB	NB	NB	NB
Directions Served	LR	L	T	T	T
Maximum Queue (m)	7.0	5.5	16.3	13.9	13.8
Average Queue (m)	2.5	1.5	4.4	3.1	3.6
95th Queue (m)	8.7	7.0	20.6	16.9	17.7
Link Distance (m)	61.9		65.4	65.4	65.4
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)		65.0			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 4: Airport Road & 7256 Airport Road South Access






















Movement	EB
Directions Served	LR
Maximum Queue (m)	7.1
Average Queue (m)	3.2
95th Queue (m)	9.9
Link Distance (m)	74.4
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 181
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Lanes, Volumes, Timings  
1: Airport Road & Private Road/Morning Star Drive

Future Total 2026 AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	11	13	136	16	177	5	792	77	165	1614	20
Future Volume (vph)	13	11	13	136	16	177	5	792	77	165	1614	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	30.0		0.0	70.0		70.0	60.0		80.0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.95		0.91	0.94				0.83	0.96		0.84
Frt		0.953			0.862				0.850			0.850
Flt Protected		0.983		0.950			0.950			0.950		
Satd. Flow (prot)	0	1731	0	1700	1488	0	1785	4948	1551	1684	4792	1597
Flt Permitted		0.801		0.733			0.137			0.318		
Satd. Flow (perm)	0	1392	0	1189	1488	0	257	4948	1292	540	4792	1342
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			177				77			46
Link Speed (k/h)		50			50			50				50
Link Distance (m)		85.4			209.1			96.6				221.6
Travel Time (s)		6.1			15.1			7.0				16.0
Confl. Peds. (#/hr)	42		76	76		42	41		43	43		41
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	5%	0%	5%	0%	6%	3%	6%	9%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Adj. Flow (vph)	13	11	13	136	16	177	5	792	77	165	1614	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	136	193	0	5	792	77	165	1614	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		1.6			1.6			1.6				1.6
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	1.01	1.01	0.99	1.01
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(m)		28.7			28.7			28.7				28.7
Detector 2 Size(m)		1.8			1.8			1.8				1.8
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings  
 1: Airport Road & Private Road/Morning Star Drive

Future Total 2026 AM Peak Hour

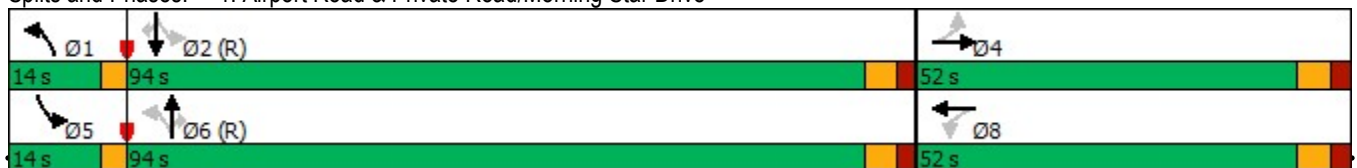


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6		6	2		2
Detector Phase	4	4		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		9.5	29.2	29.2	8.0	29.2	29.2
Total Split (s)	52.0	52.0		52.0	52.0		14.0	94.0	94.0	14.0	94.0	94.0
Total Split (%)	32.5%	32.5%		32.5%	32.5%		8.8%	58.8%	58.8%	8.8%	58.8%	58.8%
Maximum Green (s)	45.3	45.3		45.3	45.3		11.0	87.8	87.8	11.0	87.8	87.8
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		0.0	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		3.0	6.2	6.2	3.0	6.2	6.2
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0		14.0	14.0			9.0	9.0		9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		26.0		26.0	26.0		117.3	106.5	106.5	124.3	119.0	119.0
Actuated g/C Ratio		0.16		0.16	0.16		0.73	0.67	0.67	0.78	0.74	0.74
v/c Ratio		0.16		0.71	0.50		0.02	0.24	0.09	0.33	0.45	0.02
Control Delay		39.6		81.7	13.6		5.6	10.0	1.4	7.0	9.6	0.1
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		39.6		81.7	13.6		5.6	10.0	1.4	7.0	9.6	0.1
LOS		D		F	B		A	A	A	A	A	A
Approach Delay		39.6			41.8			9.2			9.3	
Approach LOS		D			D			A			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 16.8 (11%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.71  
 Intersection Signal Delay: 13.1  
 Intersection LOS: B  
 Intersection Capacity Utilization 79.0%  
 ICU Level of Service D  
 Analysis Period (min) 15

Splits and Phases: 1: Airport Road & Private Road/Morning Star Drive



Lanes, Volumes, Timings  
2: Airport Road & Beverley Street/Victory Crescent

Future Total 2026 AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑↑↑		↕	↑↑↑	
Traffic Volume (vph)	54	14	6	9	13	17	5	831	4	12	1725	27
Future Volume (vph)	54	14	6	9	13	17	5	831	4	12	1725	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.7
Storage Length (m)	0.0		0.0	0.0		0.0	16.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99			1.00		0.99	1.00	
Frt		0.989			0.941			0.999			0.998	
Flt Protected		0.965			0.989		0.950			0.950		
Satd. Flow (prot)	0	1780	0	0	1669	0	1785	4923	0	1785	4778	0
Flt Permitted		0.760			0.926		0.115			0.325		
Satd. Flow (perm)	0	1397	0	0	1560	0	216	4923	0	605	4778	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			17			1			3	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		154.6			181.1			209.7			153.7	
Travel Time (s)		11.1			13.0			15.1			11.1	
Confl. Peds. (#/hr)	5		7	7		5	33		9	9		33
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	15%	0%	0%	19%	0%	0%	6%	0%	0%	9%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	0	3	3
Adj. Flow (vph)	54	14	6	9	13	17	5	831	4	12	1725	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	74	0	0	39	0	5	835	0	12	1752	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												



Lanes, Volumes, Timings  
2: Airport Road & Beverley Street/Victory Crescent

Future Total 2026 AM Peak Hour

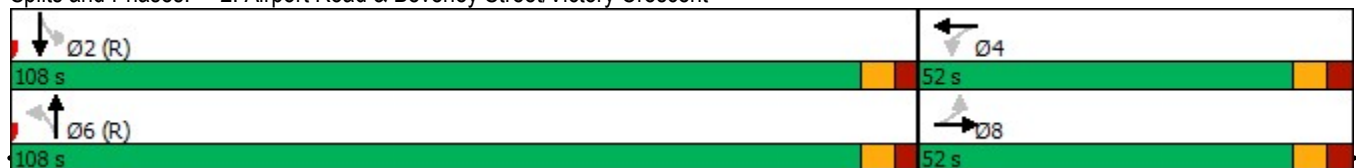


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6				2
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	51.3	51.3		51.3	51.3		29.7	29.7		29.7	29.7	
Total Split (s)	52.0	52.0		52.0	52.0		108.0	108.0		108.0	108.0	
Total Split (%)	32.5%	32.5%		32.5%	32.5%		67.5%	67.5%		67.5%	67.5%	
Maximum Green (s)	44.7	44.7		44.7	44.7		101.3	101.3		101.3	101.3	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.3	3.3		3.3	3.3		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3			7.3		6.7	6.7		6.7	6.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	30.0	30.0		30.0	30.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		15.3			15.3		130.7	130.7		130.7	130.7	
Actuated g/C Ratio		0.10			0.10		0.82	0.82		0.82	0.82	
v/c Ratio		0.54			0.24		0.03	0.21		0.02	0.45	
Control Delay		80.0			44.9		4.0	3.6		3.0	3.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		80.0			44.9		4.0	3.6		3.0	3.4	
LOS		F			D		A	A		A	A	
Approach Delay		80.0			44.9			3.6			3.4	
Approach LOS		F			D			A			A	

Intersection Summary

Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 5.6 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 85  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.54  
 Intersection Signal Delay: 6.1  
 Intersection Capacity Utilization 61.8%  
 Analysis Period (min) 15  
 Intersection LOS: A  
 ICU Level of Service B

Splits and Phases: 2: Airport Road & Beverley Street/Victory Crescent



Lanes, Volumes, Timings  
 3: Airport Road & 7256 Airport Road North Access

Future Total 2026 AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	2	3	947	1781	2
Future Volume (vph)	2	2	3	947	1781	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.5	3.7	3.7	3.7
Storage Length (m)	0.0	0.0	65.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor						
Frt	0.932					
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1748	0	1785	4948	4812	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1748	0	1785	4948	4812	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	76.4			23.7	96.6	
Travel Time (s)	5.5			1.7	7.0	
Confl. Peds. (#/hr)		1	36			36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	6%	9%	0%
Adj. Flow (vph)	2	2	3	947	1781	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	3	947	1783	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	0.99	0.99	0.99
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.8%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis  
 3: Airport Road & 7256 Airport Road North Access

Future Total 2026 AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations									
Traffic Volume (veh/h)	2	2	3	947	1781	2			
Future Volume (Veh/h)	2	2	3	947	1781	2			
Sign Control	Stop			Free		Free			
Grade	0%			0%		0%			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly flow rate (vph)	2	2	3	947	1781	2			
Pedestrians	36			1					
Lane Width (m)	3.7			3.6					
Walking Speed (m/s)	1.1			1.1					
Percent Blockage	3			0					
Right turn flare (veh)									
Median type				None		None			
Median storage veh									
Upstream signal (m)				230		97			
pX, platoon unblocked	0.87	0.86	0.86						
vC, conflicting volume	2140	632	1819						
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	1682	23	1397						
tC, single (s)	6.8	6.9	4.1						
tC, 2 stage (s)									
tF (s)	3.5	3.3	2.2						
p0 queue free %	97	100	99						
cM capacity (veh/h)	73	880	414						
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	4	3	316	316	316	712	712	358	
Volume Left	2	3	0	0	0	0	0	0	
Volume Right	2	0	0	0	0	0	0	2	
cSH	135	414	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.03	0.01	0.19	0.19	0.19	0.42	0.42	0.21	
Queue Length 95th (m)	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (s)	32.6	13.8	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	D	B							
Approach Delay (s)	32.6	0.0					0.0		
Approach LOS	D								
Intersection Summary									
Average Delay			0.1						
Intersection Capacity Utilization			44.8%		ICU Level of Service		A		
Analysis Period (min)			15						

Lanes, Volumes, Timings  
 4: Airport Road & 7256 Airport Road South Access

Future Total 2026 AM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	11	0	922	1794	2
Future Volume (vph)	3	11	0	922	1794	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	0.91
Ped Bike Factor						
Frt	0.894					
Flt Protected	0.989					
Satd. Flow (prot)	1699	0	0	4948	4725	0
Flt Permitted	0.989					
Satd. Flow (perm)	1699	0	0	4948	4725	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	88.9			153.7	52.3	
Travel Time (s)	6.4			11.1	3.8	
Confl. Peds. (#/hr)				29		29
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	6%	11%	0%
Adj. Flow (vph)	3	11	0	922	1794	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	0	922	1796	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	44.7% ICU Level of Service A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis  
 4: Airport Road & 7256 Airport Road South Access















Future Total 2026 AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Volume (veh/h)	3	11	0	922	1794	2	
Future Volume (Veh/h)	3	11	0	922	1794	2	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	3	11	0	922	1794	2	
Pedestrians	29						
Lane Width (m)	3.7						
Walking Speed (m/s)	1.1						
Percent Blockage	3						
Right turn flare (veh)							
Median type				None	None		
Median storage veh							
Upstream signal (m)				154	173		
pX, platoon unblocked	0.88	0.87	0.87				
vC, conflicting volume	2131	628	1825				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	1605	27	1410				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	96	99	100				
cM capacity (veh/h)	84	883	413				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	14	184	369	369	718	718	361
Volume Left	3	0	0	0	0	0	0
Volume Right	11	0	0	0	0	0	2
cSH	290	413	1700	1700	1700	1700	1700
Volume to Capacity	0.05	0.00	0.22	0.22	0.42	0.42	0.21
Queue Length 95th (m)	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	18.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C						
Approach Delay (s)	18.0	0.0					0.0
Approach LOS	C						
Intersection Summary							
Average Delay	0.1						
Intersection Capacity Utilization	44.7%			ICU Level of Service	A		
Analysis Period (min)	15						















Lanes, Volumes, Timings  
13: Airport Road & RIRO Access

Future Total 2026 AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  			  
Traffic Volume (vph)	0	14	916	9	0	1783
Future Volume (vph)	0	14	916	9	0	1783
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		30.0	0.0	
Storage Lanes	0	1		1	0	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt		0.865		0.850		
Flt Protected						
Satd. Flow (prot)	0	1629	5142	1601	0	5142
Flt Permitted						
Satd. Flow (perm)	0	1629	5142	1601	0	5142
Link Speed (k/h)	50		50			50
Link Distance (m)	91.2		52.3			23.7
Travel Time (s)	6.6		3.8			1.7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	14	916	9	0	1783
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	14	916	9	0	1783
Enter Blocked Intersection	Yes	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		3.5			3.5
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	1.6		1.6			1.6
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	37.8%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis  
 13: Airport Road & RIRO Access

Future Total 2026 AM Peak Hour

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			  			  			
Traffic Volume (veh/h)	0	14	916	9	0	1783			
Future Volume (Veh/h)	0	14	916	9	0	1783			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly flow rate (vph)	0	14	916	9	0	1783			
Pedestrians									
Lane Width (m)									
Walking Speed (m/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	None				None				
Median storage veh									
Upstream signal (m)	206				120				
pX, platoon unblocked	0.87	0.98			0.98				
vC, conflicting volume	1510	305			916				
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	938	228			850				
tC, single (s)	6.8	6.9			4.1				
tC, 2 stage (s)									
tF (s)	3.5	3.3			2.2				
p0 queue free %	100	98			100				
cM capacity (veh/h)	230	761			770				
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	14	305	305	305	9	594	594	594	
Volume Left	0	0	0	0	0	0	0	0	
Volume Right	14	0	0	0	9	0	0	0	
cSH	761	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.02	0.18	0.18	0.18	0.01	0.35	0.35	0.35	
Queue Length 95th (m)	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (s)	9.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A								
Approach Delay (s)	9.8	0.0				0.0			
Approach LOS	A								
Intersection Summary									
Average Delay			0.1						
Intersection Capacity Utilization			37.8%		ICU Level of Service			A	
Analysis Period (min)			15						

Intersection: 1: Airport Road & Private Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	T	T	R	L	T	T	T
Maximum Queue (m)	10.0	36.2	72.1	1.8	61.5	62.9	43.4	13.8	61.0	111.6	95.7	72.3
Average Queue (m)	4.8	30.9	36.0	0.4	37.4	33.6	24.4	8.2	38.5	87.7	70.6	48.0
95th Queue (m)	11.6	41.0	80.7	3.2	65.6	65.1	50.7	17.4	74.6	125.5	103.4	78.3
Link Distance (m)	67.3		190.9		82.0	82.0	82.0			214.6	214.6	214.6
Upstream Blk Time (%)						0						
Queuing Penalty (veh)						0						
Storage Bay Dist (m)		30.0		70.0				70.0	60.0			
Storage Blk Time (%)		20	3		0				0	14		0
Queuing Penalty (veh)		38	4		0				0	23		0

Intersection: 1: Airport Road & Private Road/Morning Star Drive

Movement	SB
Directions Served	R
Maximum Queue (m)	8.4
Average Queue (m)	2.0
95th Queue (m)	9.1
Link Distance (m)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	80.0
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Airport Road & Beverley Street/Victory Crescent

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (m)	36.1	16.6	6.2	54.0	45.7	9.8	5.3	59.0	55.8	47.2
Average Queue (m)	21.2	8.4	1.8	34.9	21.9	3.3	1.9	40.8	36.8	28.7
95th Queue (m)	42.0	20.9	7.9	69.5	54.1	11.7	7.7	76.0	70.0	58.8
Link Distance (m)	136.7	163.4		201.0	201.0	201.0		141.3	141.3	141.3
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)			16.0				70.0			
Storage Blk Time (%)			1	17				1		
Queuing Penalty (veh)			3	1				0		



Intersection: 3: Airport Road & 7256 Airport Road North Access

Movement	NB	NB	NB
Directions Served	L	T	T
Maximum Queue (m)	3.7	1.2	1.7
Average Queue (m)	0.7	0.2	0.3
95th Queue (m)	4.9	2.1	3.1
Link Distance (m)		14.5	14.5
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (m)	65.0		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 4: Airport Road & 7256 Airport Road South Access

Movement	EB	SB	SB	SB
Directions Served	LR	T	T	TR
Maximum Queue (m)	7.2	2.6	2.7	3.2
Average Queue (m)	2.8	0.5	0.5	0.6
95th Queue (m)	9.7	4.8	5.0	5.8
Link Distance (m)	74.3	39.3	39.3	39.3
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Airport Road & RIRO Access






















Movement	WB	SB
Directions Served	R	T
Maximum Queue (m)	8.8	2.3
Average Queue (m)	5.1	0.5
95th Queue (m)	12.0	3.1
Link Distance (m)	76.6	14.5
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 69

Lanes, Volumes, Timings  
1: Airport Road & Private Road/Morning Star Drive

Future Total 2026 PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	20	13	108	13	233	16	1945	232	236	875	17
Future Volume (vph)	15	20	13	108	13	233	16	1945	232	236	875	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	30.0		0.0	70.0		70.0	60.0		80.0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.96		0.91	0.94		0.97		0.83			0.84
Frt		0.963			0.858				0.850			0.850
Flt Protected		0.985		0.950			0.950			0.950		
Satd. Flow (prot)	0	1769	0	1700	1476	0	1785	4948	1551	1684	4792	1597
Flt Permitted		0.506		0.779			0.312			0.053		
Satd. Flow (perm)	0	899	0	1265	1476	0	567	4948	1292	94	4792	1342
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			127				179			46
Link Speed (k/h)		50			50			50				50
Link Distance (m)		85.4			209.1			96.6				221.6
Travel Time (s)		6.1			15.1			7.0				16.0
Confl. Peds. (#/hr)	42		76	76		42	41		43	43		41
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	5%	0%	5%	0%	6%	3%	6%	9%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Adj. Flow (vph)	15	20	13	108	13	233	16	1945	232	236	875	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	108	246	0	16	1945	232	236	875	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		1.6			1.6			1.6				1.6
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	1.01	1.01	0.99	1.01
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(m)		28.7			28.7			28.7				28.7
Detector 2 Size(m)		1.8			1.8			1.8				1.8
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												

Lanes, Volumes, Timings  
 1: Airport Road & Private Road/Morning Star Drive

Future Total 2026 PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		1	6		5	2	
Permitted Phases	4			8			6		6	2		2
Detector Phase	4	4		8	8		1	6	6	5	2	2
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		5.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		9.5	29.2	29.2	8.0	29.2	29.2
Total Split (s)	52.0	52.0		52.0	52.0		14.0	94.0	94.0	14.0	94.0	94.0
Total Split (%)	32.5%	32.5%		32.5%	32.5%		8.8%	58.8%	58.8%	8.8%	58.8%	58.8%
Maximum Green (s)	45.3	45.3		45.3	45.3		11.0	87.8	87.8	11.0	87.8	87.8
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		0.0	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		3.0	6.2	6.2	3.0	6.2	6.2
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes			
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0		14.0	14.0			9.0	9.0		9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0			14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0			0	0		0	0
Act Effct Green (s)		23.1		23.1	23.1		99.6	88.6	88.6	127.2	119.5	119.5
Actuated g/C Ratio		0.14		0.14	0.14		0.62	0.55	0.55	0.80	0.75	0.75
v/c Ratio		0.34		0.59	0.77		0.04	0.71	0.29	0.60	0.24	0.02
Control Delay		51.5		75.8	46.1		4.6	22.1	2.1	44.6	7.7	0.1
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		51.5		75.8	46.1		4.6	22.1	2.1	44.6	7.7	0.1
LOS		D		E	D		A	C	A	D	A	A
Approach Delay		51.5			55.2			19.9			15.3	
Approach LOS		D			E			B			B	

Intersection Summary



















Area Type: Other  
 Cycle Length: 160  
 Actuated Cycle Length: 160  
 Offset: 16.8 (11%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green  
 Natural Cycle: 95  
 Control Type: Actuated-Coordinated  
 Maximum v/c Ratio: 0.77  
 Intersection Signal Delay: 22.3  
 Intersection LOS: C  
 Intersection Capacity Utilization 94.5%  
 ICU Level of Service F  
 Analysis Period (min) 15

Splits and Phases: 1: Airport Road & Private Road/Morning Star Drive



Lanes, Volumes, Timings  
2: Airport Road & Beverley Street/Victory Crescent

Future Total 2026 PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	27	12	8	16	11	21	2035	4	18	945	60
Future Volume (vph)	107	27	12	8	16	11	21	2035	4	18	945	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.7
Storage Length (m)	0.0		0.0	0.0		0.0	16.0		0.0	70.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99		0.98	1.00			0.99	
Frt		0.989			0.958						0.991	
Flt Protected		0.965			0.989		0.950			0.950		
Satd. Flow (prot)	0	1781	0	0	1666	0	1785	4928	0	1785	4730	0
Flt Permitted		0.761			0.929		0.266			0.076		
Satd. Flow (perm)	0	1399	0	0	1562	0	488	4928	0	143	4730	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			11							12
Link Speed (k/h)		50			50			50				50
Link Distance (m)		154.6			181.1			209.7				153.7
Travel Time (s)		11.1			13.0			15.1				11.1
Confl. Peds. (#/hr)	5		7	7		5	33		9	9		33
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	15%	0%	0%	19%	0%	0%	6%	0%	0%	9%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	0	3	3
Adj. Flow (vph)	107	27	12	8	16	11	21	2035	4	18	945	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	146	0	0	35	0	21	2039	0	18	1005	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lanes, Volumes, Timings  
 2: Airport Road & Beverley Street/Victory Crescent

Future Total 2026 PM Peak Hour

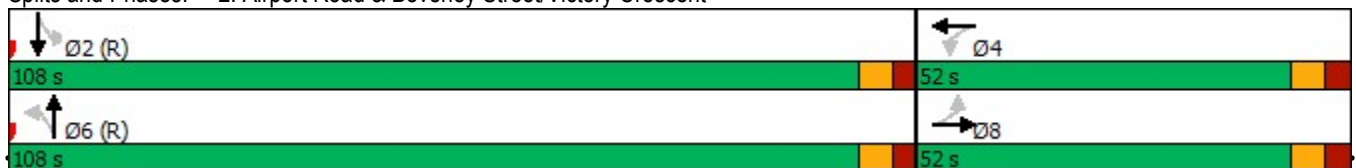


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	51.3	51.3		51.3	51.3		29.7	29.7		29.7	29.7	
Total Split (s)	52.0	52.0		52.0	52.0		108.0	108.0		108.0	108.0	
Total Split (%)	32.5%	32.5%		32.5%	32.5%		67.5%	67.5%		67.5%	67.5%	
Maximum Green (s)	44.7	44.7		44.7	44.7		101.3	101.3		101.3	101.3	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	3.3	3.3		3.3	3.3		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.3			7.3		6.7	6.7		6.7	6.7	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	14.0	14.0		14.0	14.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	30.0	30.0		30.0	30.0		15.0	15.0		15.0	15.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		23.6			23.6		122.4	122.4		122.4	122.4	
Actuated g/C Ratio		0.15			0.15		0.76	0.76		0.76	0.76	
v/c Ratio		0.70			0.15		0.06	0.54		0.17	0.28	
Control Delay		80.3			43.2		6.3	8.7		9.1	4.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		80.3			43.2		6.3	8.7		9.1	4.8	
LOS		F			D		A	A		A	A	
Approach Delay		80.3			43.2			8.7			4.9	
Approach LOS		F			D			A			A	

Intersection Summary

Area Type:	Other
Cycle Length:	160
Actuated Cycle Length:	160
Offset:	5.6 (4%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
Natural Cycle:	95
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.70
Intersection Signal Delay:	11.1
Intersection LOS:	B
Intersection Capacity Utilization:	70.4%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 2: Airport Road & Beverley Street/Victory Crescent



Lanes, Volumes, Timings  
 3: Airport Road & 7256 Airport Road North Access

Future Total 2026 PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	1	8	2174	1020	8
Future Volume (vph)	3	1	8	2174	1020	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.5	3.7	3.7	3.7
Storage Length (m)	0.0	0.0	65.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.5		7.5			
Lane Util. Factor	1.00	1.00	1.00	0.91	0.91	0.91
Ped Bike Factor						
Frt	0.966				0.999	
Flt Protected	0.964		0.950			
Satd. Flow (prot)	1789	0	1785	4948	4810	0
Flt Permitted	0.964		0.950			
Satd. Flow (perm)	1789	0	1785	4948	4810	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	76.4			23.7	96.6	
Travel Time (s)	5.5			1.7	7.0	
Confl. Peds. (#/hr)		1	36			36
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	6%	9%	0%
Adj. Flow (vph)	3	1	8	2174	1020	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	8	2174	1028	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	1.01	0.99	0.99	0.99
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis  
 3: Airport Road & 7256 Airport Road North Access

Future Total 2026 PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR			
Lane Configurations									
Traffic Volume (veh/h)	3	1	8	2174	1020	8			
Future Volume (Veh/h)	3	1	8	2174	1020	8			
Sign Control	Stop			Free	Free				
Grade	0%			0%	0%				
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly flow rate (vph)	3	1	8	2174	1020	8			
Pedestrians	36			1					
Lane Width (m)	3.7			3.6					
Walking Speed (m/s)	1.1			1.1					
Percent Blockage	3			0					
Right turn flare (veh)									
Median type				None	None				
Median storage veh									
Upstream signal (m)				230	97				
pX, platoon unblocked	0.86	0.95	0.95						
vC, conflicting volume	1801	381	1064						
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	944	148	870						
tC, single (s)	6.8	6.9	4.1						
tC, 2 stage (s)									
tF (s)	3.5	3.3	2.2						
p0 queue free %	99	100	99						
cM capacity (veh/h)	217	802	717						
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	4	8	725	725	725	408	408	212	
Volume Left	3	8	0	0	0	0	0	0	
Volume Right	1	0	0	0	0	0	0	8	
cSH	266	717	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.02	0.01	0.43	0.43	0.43	0.24	0.24	0.12	
Queue Length 95th (m)	0.3	0.2	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (s)	18.7	10.1	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	C	B							
Approach Delay (s)	18.7	0.0					0.0		
Approach LOS	C								
Intersection Summary									
Average Delay			0.0						
Intersection Capacity Utilization			52.3%		ICU Level of Service		A		
Analysis Period (min)			15						

Lanes, Volumes, Timings  
 4: Airport Road & 7256 Airport Road South Access

Future Total 2026 PM Peak Hour



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	3	0	2218	1022	1
Future Volume (vph)	2	3	0	2218	1022	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	0.91	0.91
Ped Bike Factor						
Frt	0.919					
Flt Protected	0.980					
Satd. Flow (prot)	1730	0	0	4948	4725	0
Flt Permitted	0.980					
Satd. Flow (perm)	1730	0	0	4948	4725	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	88.9			153.7	52.3	
Travel Time (s)	6.4			11.1	3.8	
Confl. Peds. (#/hr)				29		29
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	6%	11%	0%
Adj. Flow (vph)	2	3	0	2218	1022	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	5	0	0	2218	1023	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	52.9%
Analysis Period (min)	15
	ICU Level of Service A



HCM Unsignalized Intersection Capacity Analysis  
4: Airport Road & 7256 Airport Road South Access















Future Total 2026 PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations							
Traffic Volume (veh/h)	2	3	0	2218	1022	1	
Future Volume (Veh/h)	2	3	0	2218	1022	1	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	2	3	0	2218	1022	1	
Pedestrians	29						
Lane Width (m)	3.7						
Walking Speed (m/s)	1.1						
Percent Blockage	3						
Right turn flare (veh)							
Median type				None	None		
Median storage veh							
Upstream signal (m)				154	173		
pX, platoon unblocked	0.85	0.95	0.95				
vC, conflicting volume	1791	370	1052				
vC1, stage 1 conf vol							
vC2, stage 2 conf vol							
vCu, unblocked vol	955	164	880				
tC, single (s)	6.8	6.9	4.1				
tC, 2 stage (s)							
tF (s)	3.5	3.3	2.2				
p0 queue free %	99	100	100				
cM capacity (veh/h)	216	795	720				
Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	5	444	887	887	409	409	205
Volume Left	2	0	0	0	0	0	0
Volume Right	3	0	0	0	0	0	1
cSH	384	720	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.00	0.52	0.52	0.24	0.24	0.12
Queue Length 95th (m)	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	14.5	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	B						
Approach Delay (s)	14.5	0.0			0.0		
Approach LOS	B						
Intersection Summary							
Average Delay	0.0						
Intersection Capacity Utilization	52.9%			ICU Level of Service	A		
Analysis Period (min)	15						















Lanes, Volumes, Timings  
 13: Airport Road & RIRO Access

Future Total 2026 PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			  			  
Traffic Volume (vph)	0	17	2202	19	0	1021
Future Volume (vph)	0	17	2202	19	0	1021
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		30.0	0.0	
Storage Lanes	0	1		1	0	
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.91
Frt		0.865		0.850		
Flt Protected						
Satd. Flow (prot)	0	1629	5142	1601	0	5142
Flt Permitted						
Satd. Flow (perm)	0	1629	5142	1601	0	5142
Link Speed (k/h)	50		50			50
Link Distance (m)	91.2		52.3			23.7
Travel Time (s)	6.6		3.8			1.7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	17	2202	19	0	1021
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	17	2202	19	0	1021
Enter Blocked Intersection	Yes	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		3.5			3.5
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	1.6		1.6			1.6
Two way Left Turn Lane						
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
<b>Intersection Summary</b>						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.5%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis  
 13: Airport Road & RIRO Access

Future Total 2026 PM Peak Hour

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			  			  			
Traffic Volume (veh/h)	0	17	2202	19	0	1021			
Future Volume (Veh/h)	0	17	2202	19	0	1021			
Sign Control	Stop		Free			Free			
Grade	0%		0%			0%			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly flow rate (vph)	0	17	2202	19	0	1021			
Pedestrians									
Lane Width (m)									
Walking Speed (m/s)									
Percent Blockage									
Right turn flare (veh)									
Median type	None			None					
Median storage veh									
Upstream signal (m)	206			120					
pX, platoon unblocked	0.86	0.83				0.83			
vC, conflicting volume	2542	734				2202			
vC1, stage 1 conf vol									
vC2, stage 2 conf vol									
vCu, unblocked vol	1809	0				1735			
tC, single (s)	6.8	6.9				4.1			
tC, 2 stage (s)									
tF (s)	3.5	3.3				2.2			
p0 queue free %	100	98				100			
cM capacity (veh/h)	60	901				298			
Direction, Lane #	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	
Volume Total	17	734	734	734	19	340	340	340	
Volume Left	0	0	0	0	0	0	0	0	
Volume Right	17	0	0	0	19	0	0	0	
cSH	901	1700	1700	1700	1700	1700	1700	1700	
Volume to Capacity	0.02	0.43	0.43	0.43	0.01	0.20	0.20	0.20	
Queue Length 95th (m)	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Control Delay (s)	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Lane LOS	A								
Approach Delay (s)	9.1	0.0				0.0			
Approach LOS	A								
Intersection Summary									
Average Delay			0.0						
Intersection Capacity Utilization			52.5%		ICU Level of Service		A		
Analysis Period (min)			15						

Intersection: 1: Airport Road & Private Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	T	T	R	L	T	T	T
Maximum Queue (m)	17.7	35.1	87.7	10.1	83.8	84.2	85.0	63.6	67.4	136.2	115.1	47.9
Average Queue (m)	6.4	25.1	51.2	3.6	70.8	64.3	58.7	25.4	60.1	90.9	79.1	21.7
95th Queue (m)	17.7	40.9	103.4	11.4	96.3	96.0	95.0	73.6	78.5	170.5	147.2	50.6
Link Distance (m)	67.3		190.9		82.0	82.0	82.0			214.6	214.6	214.6
Upstream Blk Time (%)					4	3	2	0				
Queuing Penalty (veh)					26	22	13	0				
Storage Bay Dist (m)		30.0		70.0				70.0	60.0			
Storage Blk Time (%)		12	23		11		5	0	37	2		0
Queuing Penalty (veh)		28	24		2		11	0	107	4		0

Intersection: 1: Airport Road & Private Road/Morning Star Drive

Movement	SB
Directions Served	R
Maximum Queue (m)	3.6
Average Queue (m)	1.4
95th Queue (m)	6.8
Link Distance (m)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	80.0
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Airport Road & Beverley Street/Victory Crescent

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	T	TR	L	T	T	TR
Maximum Queue (m)	53.3	12.6	9.7	138.6	126.4	85.2	11.5	48.0	36.6	25.6
Average Queue (m)	37.2	4.8	4.6	84.6	70.8	45.5	5.9	29.1	21.0	11.6
95th Queue (m)	59.5	14.1	14.1	149.4	136.0	90.3	14.9	53.2	44.3	28.2
Link Distance (m)	136.7	163.4		201.0	201.0	201.0		141.3	141.3	141.3
Upstream Blk Time (%)				0						
Queuing Penalty (veh)				0						
Storage Bay Dist (m)			16.0				70.0			
Storage Blk Time (%)			2	27						
Queuing Penalty (veh)			11	6						

Intersection: 3: Airport Road & 7256 Airport Road North Access

Movement	EB	NB	NB	NB	NB
Directions Served	LR	L	T	T	T
Maximum Queue (m)	1.8	7.1	19.5	22.9	13.4
Average Queue (m)	0.4	1.4	6.6	8.8	4.1
95th Queue (m)	3.2	6.8	20.9	26.6	14.6
Link Distance (m)	61.7		14.5	14.5	14.5
Upstream Blk Time (%)		0	3	2	1
Queuing Penalty (veh)		0	21	17	11
Storage Bay Dist (m)		65.0			
Storage Blk Time (%)		0	3		
Queuing Penalty (veh)		0	0		

Intersection: 4: Airport Road & 7256 Airport Road South Access

Movement	EB	NB	NB	NB
Directions Served	LR	LT	T	T
Maximum Queue (m)	1.7	6.3	3.4	4.8
Average Queue (m)	0.6	1.6	1.0	1.0
95th Queue (m)	4.2	9.7	7.0	6.5
Link Distance (m)	74.3	141.3	141.3	141.3
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Airport Road & RIRO Access

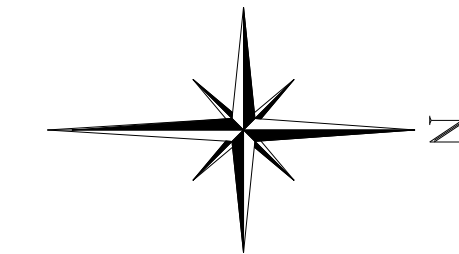
Movement	WB	NB	NB	NB	SB
Directions Served	R	T	T	T	T
Maximum Queue (m)	10.2	20.1	27.6	22.6	1.0
Average Queue (m)	4.7	6.6	9.7	6.7	0.2
95th Queue (m)	13.4	28.8	34.7	26.1	1.9
Link Distance (m)	76.6	39.3	39.3	39.3	14.5
Upstream Blk Time (%)		1	1	0	
Queuing Penalty (veh)		4	4	0	
Storage Bay Dist (m)					
Storage Blk Time (%)				1	
Queuing Penalty (veh)				0	

Network Summary

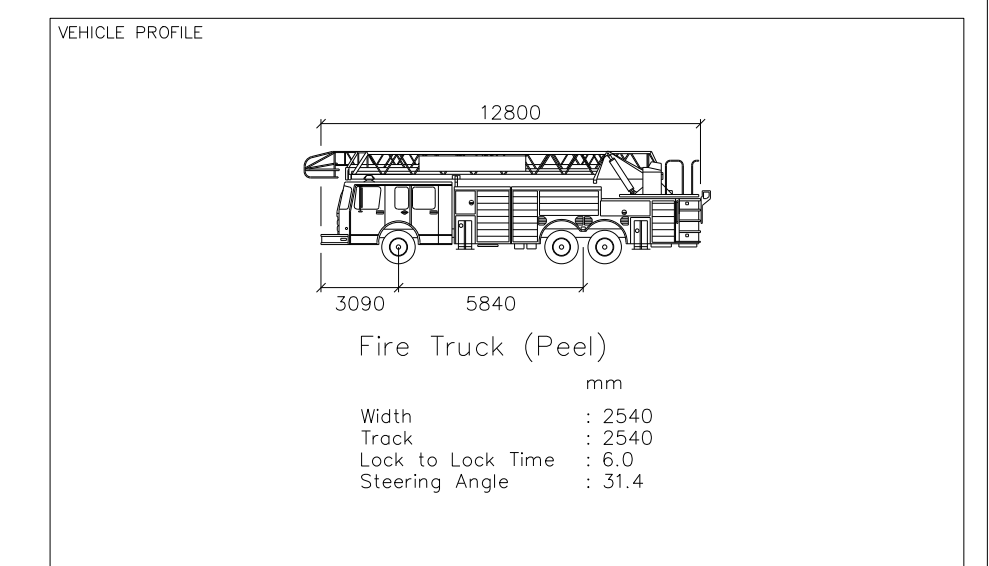
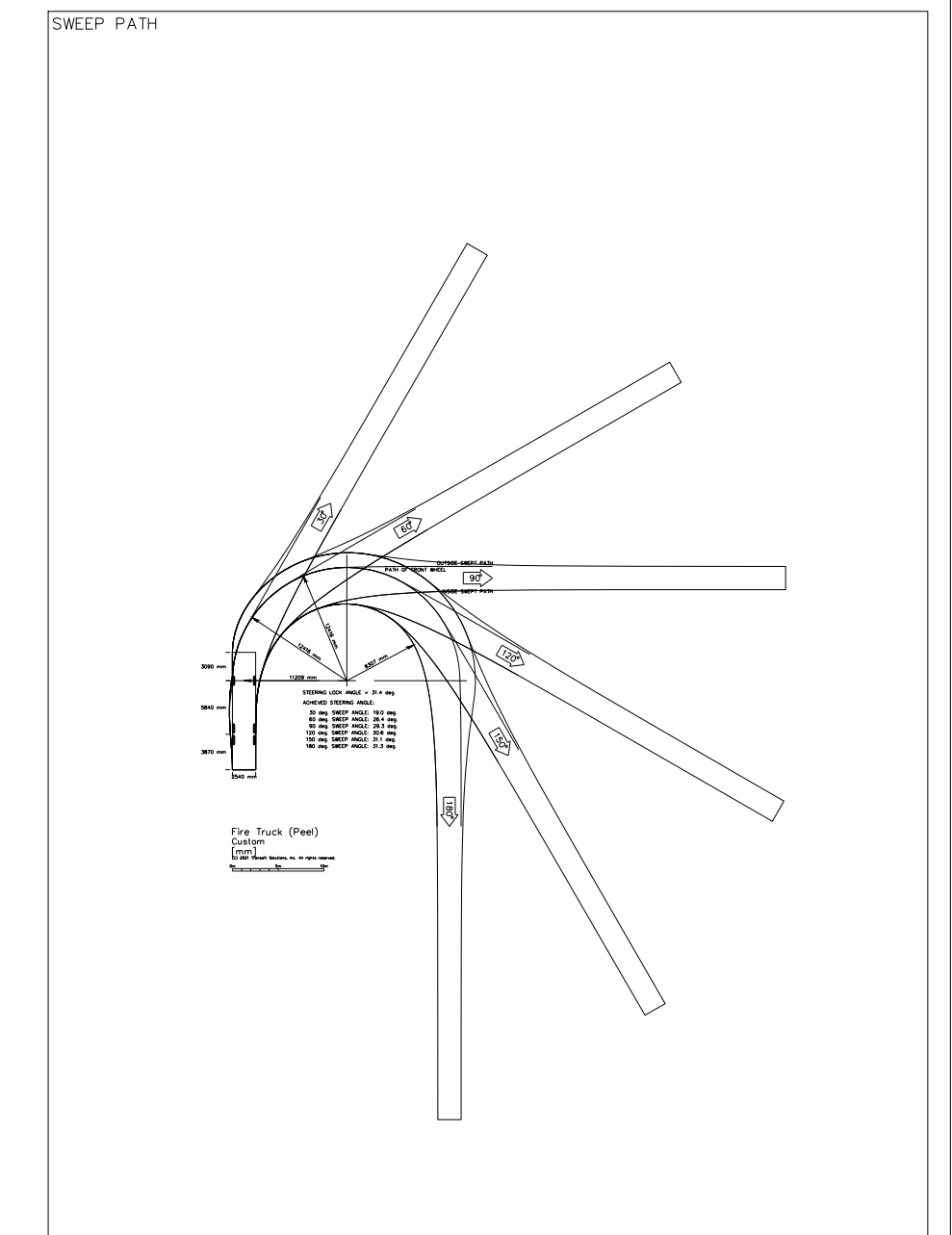
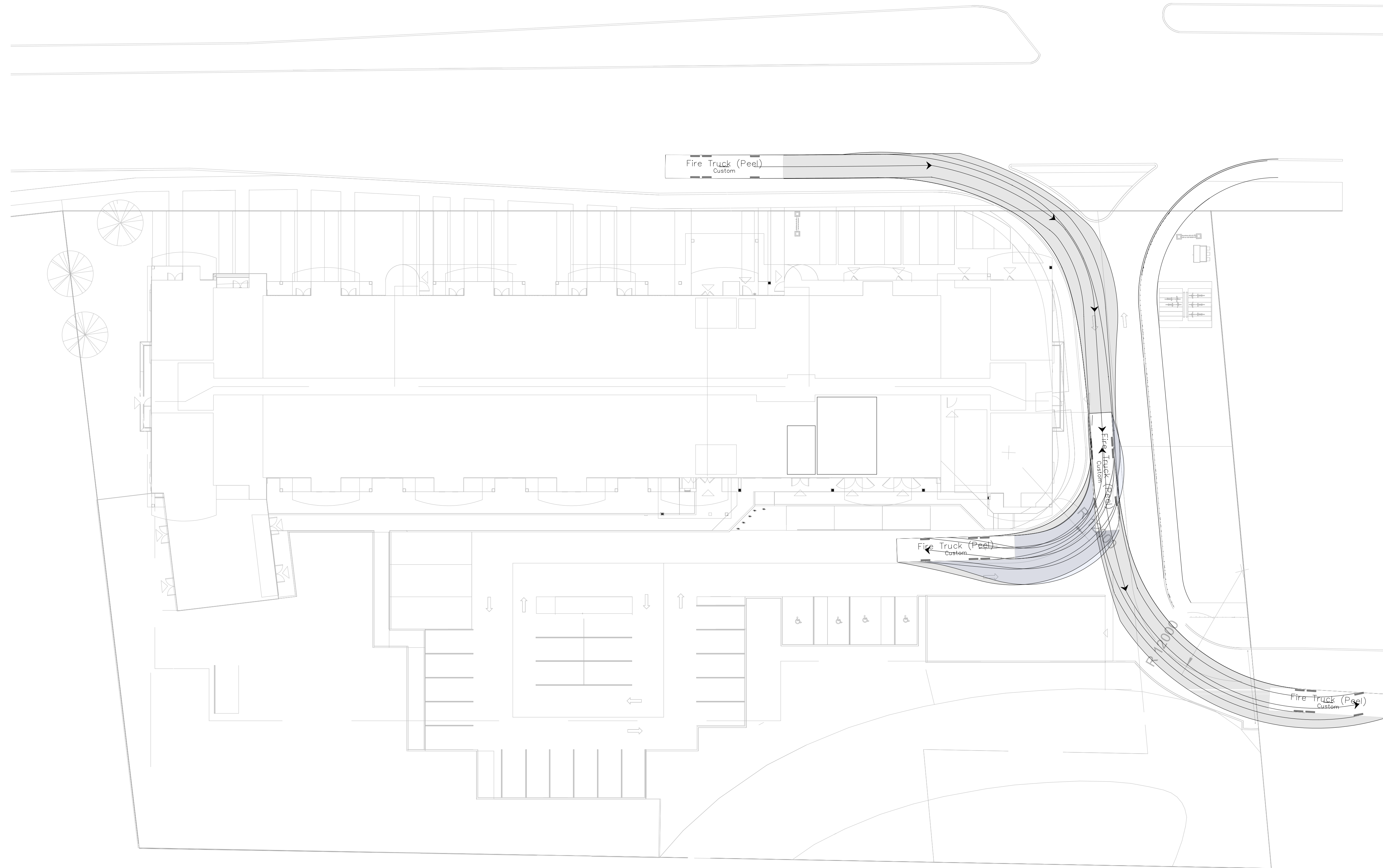
Network wide Queuing Penalty: 311

# APPENDIX F

## Vehicle Turning Plans




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Project  
 7211-7233 AIRPORT ROAD  
 CITY OF MISSISSAUGA

Drawing  
 FIRE TRUCK  
 VEHICLE MANEUVERING ANALYSIS

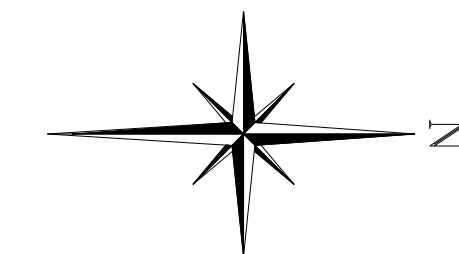


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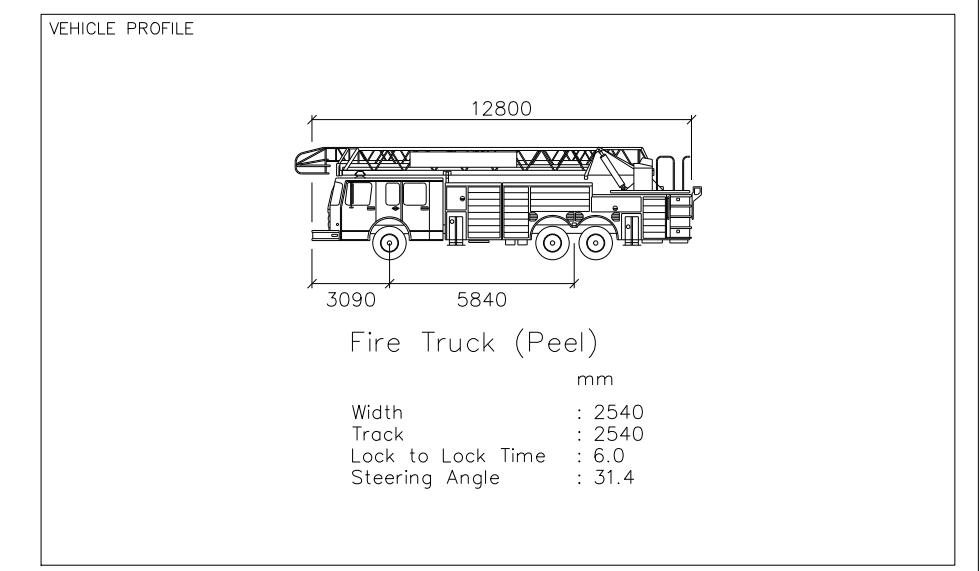
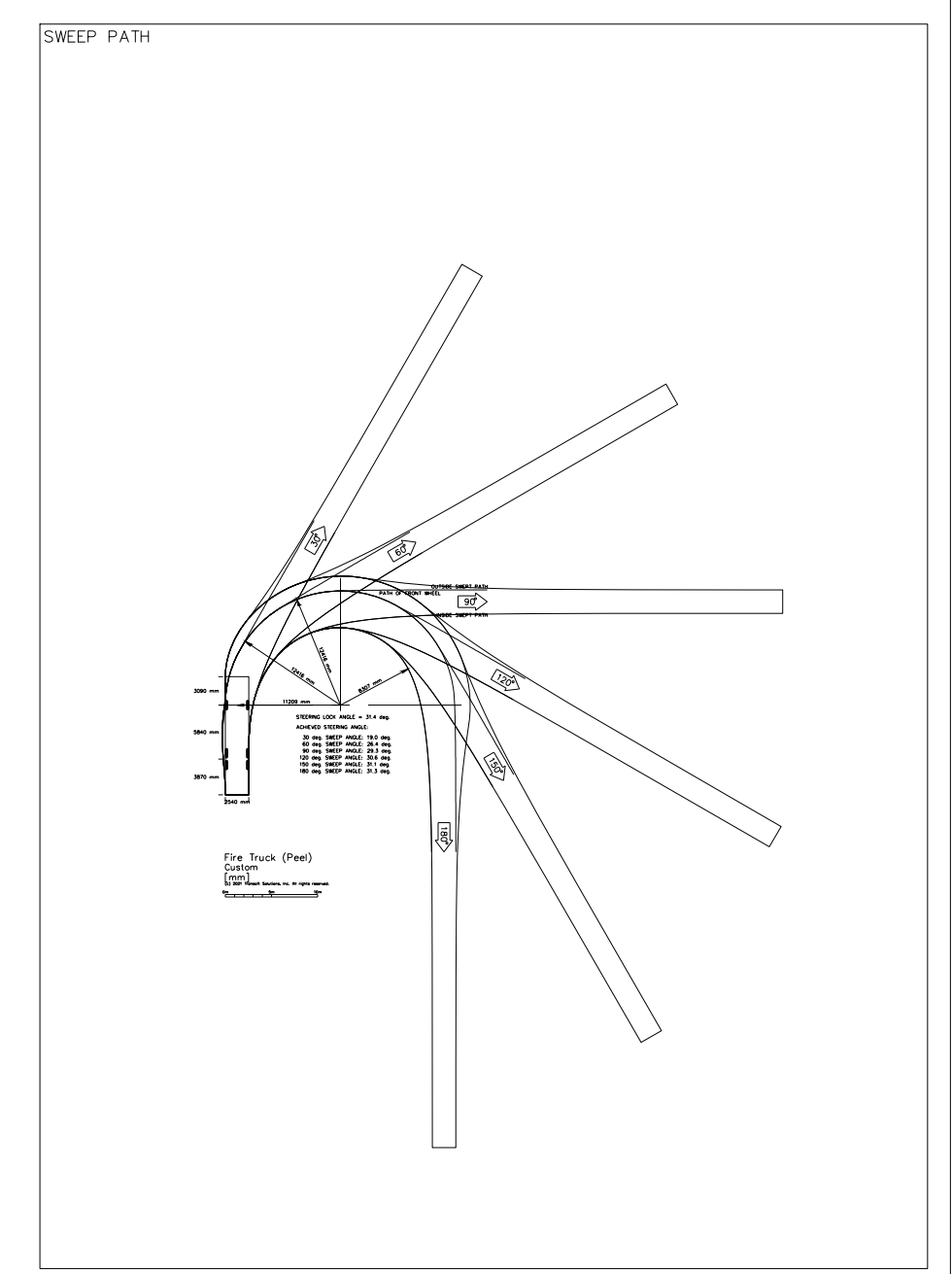
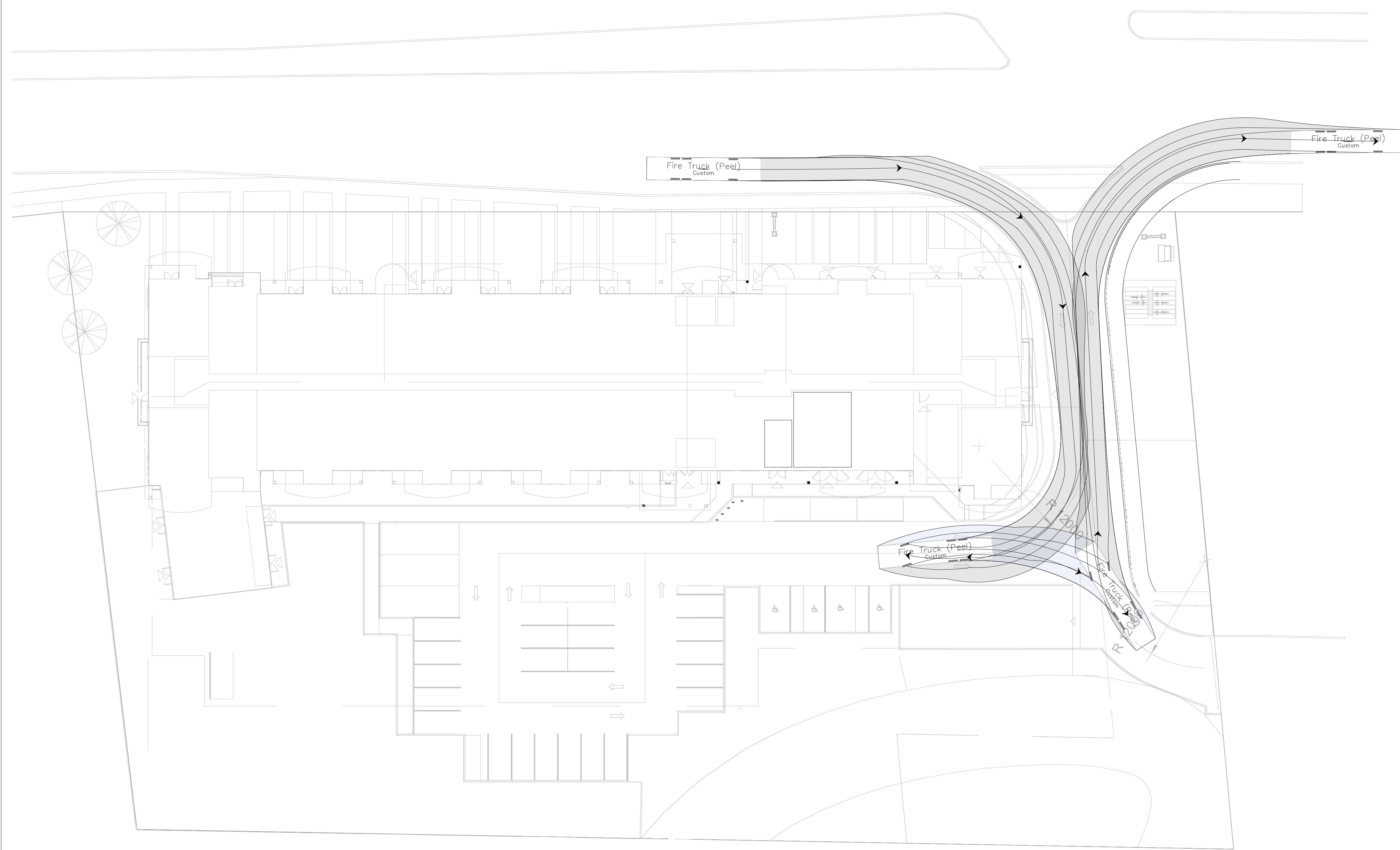
2800 HIGH POINT DRIVE  
 SUITE 100  
 MILTON, ON L9T 6P4  
 905 875-0026 T  
 905 875-4915 F  
 WWW.CFCROZIER.CA

Drawn By	S.C.	Design By	Project	1190-4286
Check By	I.L.	Check By	Scale	1:250
			Drawing	T300





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No.	ISSUE	DATE: MM/DD/YYYY
1	ISSUED FOR SUBMISSION	05/12/2023

Project  
 7211-7233 AIRPORT ROAD  
 CITY OF MISSISSAUGA

Drawing  
 FIRE TRUCK  
 VEHICLE MANEUVERING ANALYSIS

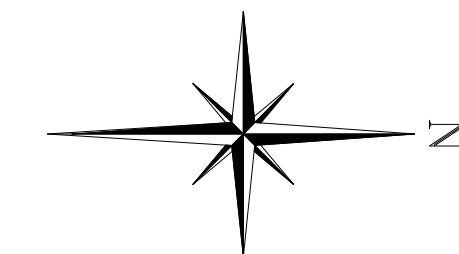
**CROZIER & ASSOCIATES**  
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2800 HIGH POINT DRIVE  
 SUITE 100  
 MILTON, ON L9T 6P4  
 905 875-0026 T  
 905 875-4915 F  
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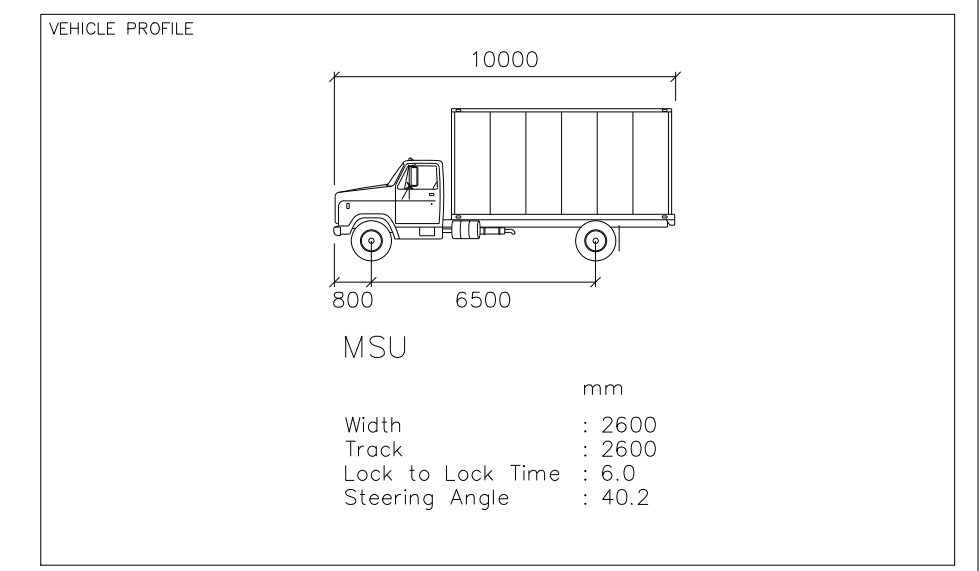
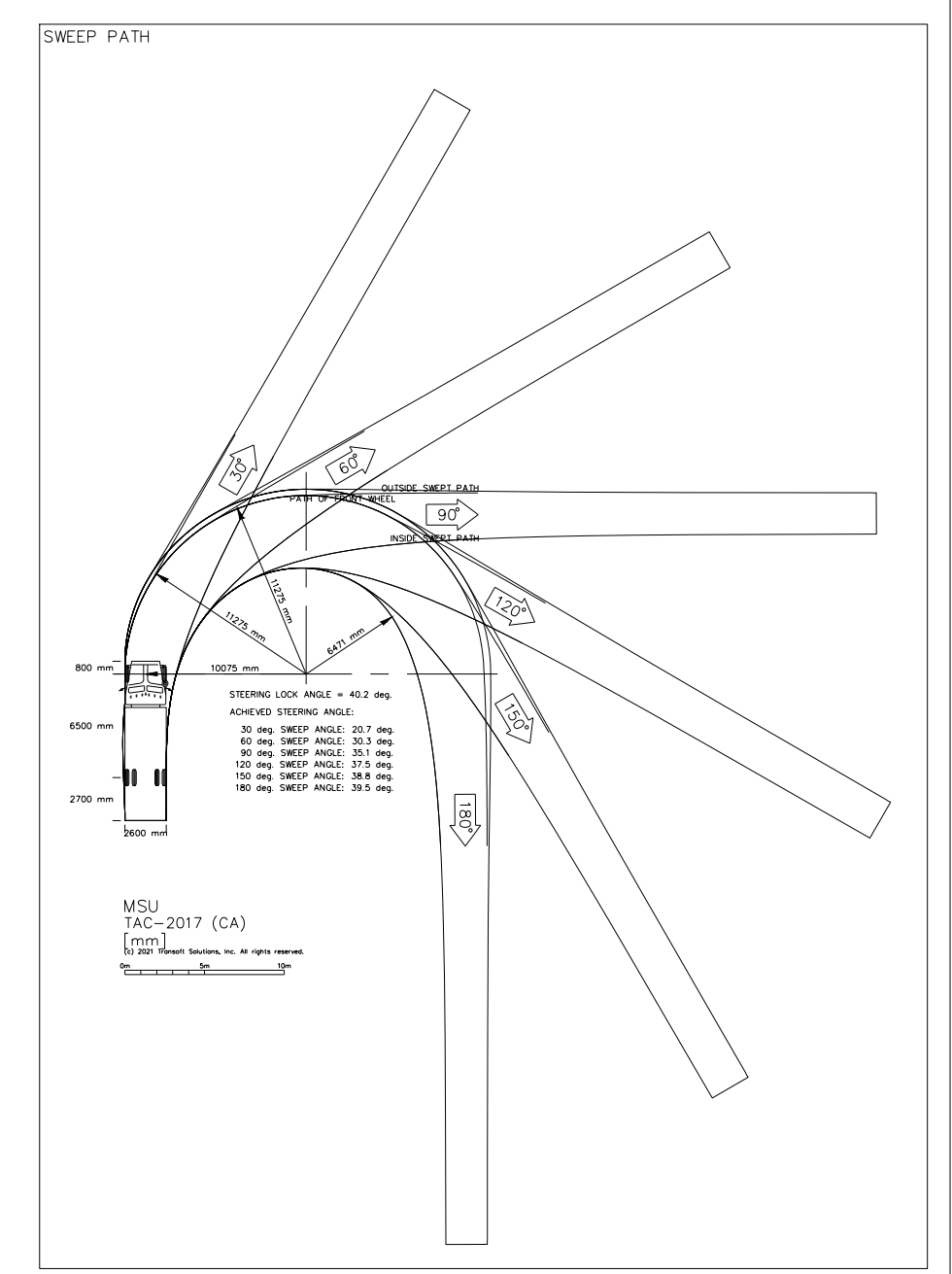
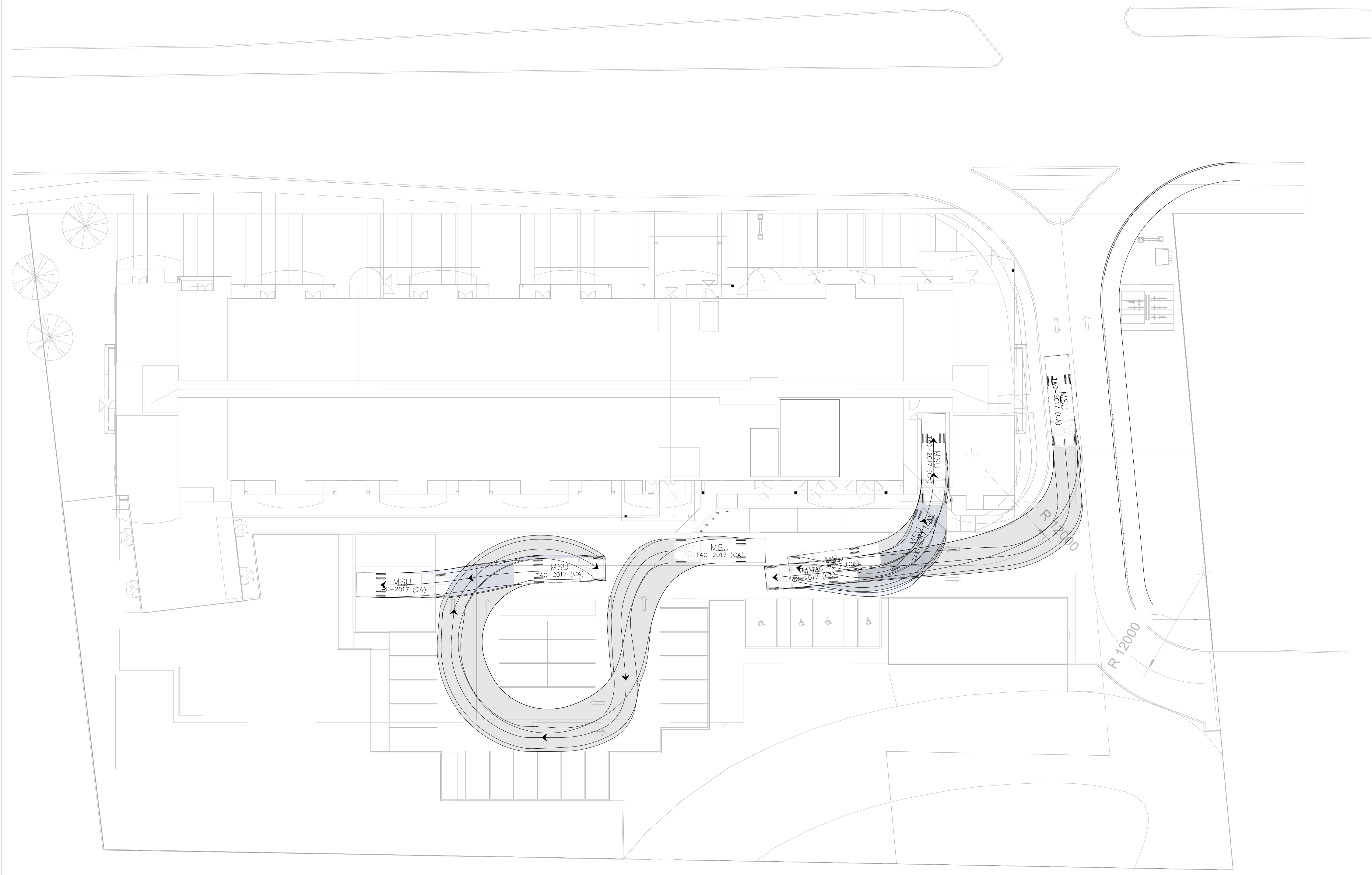
Drawn By	S.C.	Design By	Project	1190-4286
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			Drawing	T301







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 CITY OF MISSISSAUGA

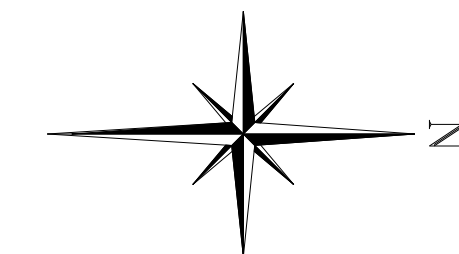
Drawing  
 MEDIUM SINGLE UNIT  
 VEHICLE MANEUVERING ANALYSIS

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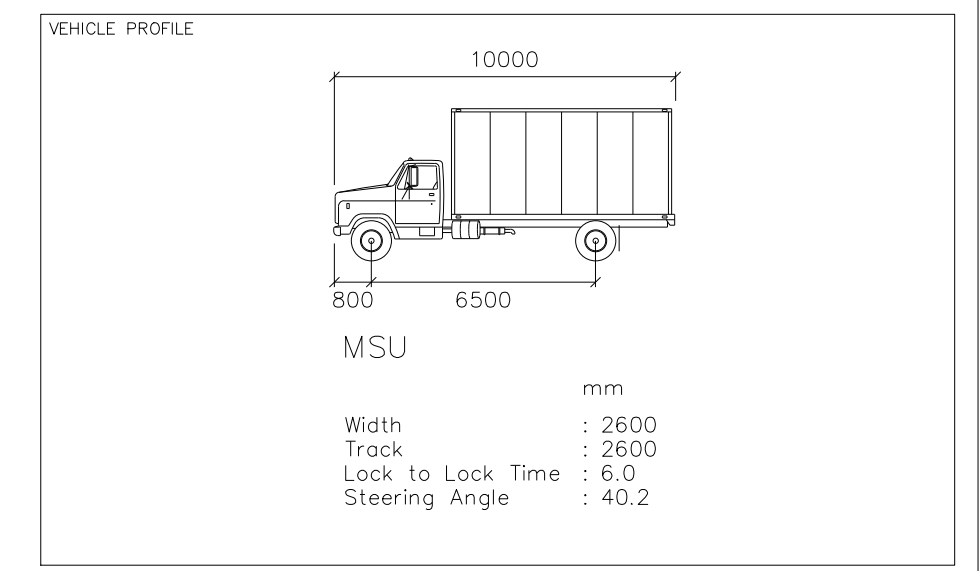
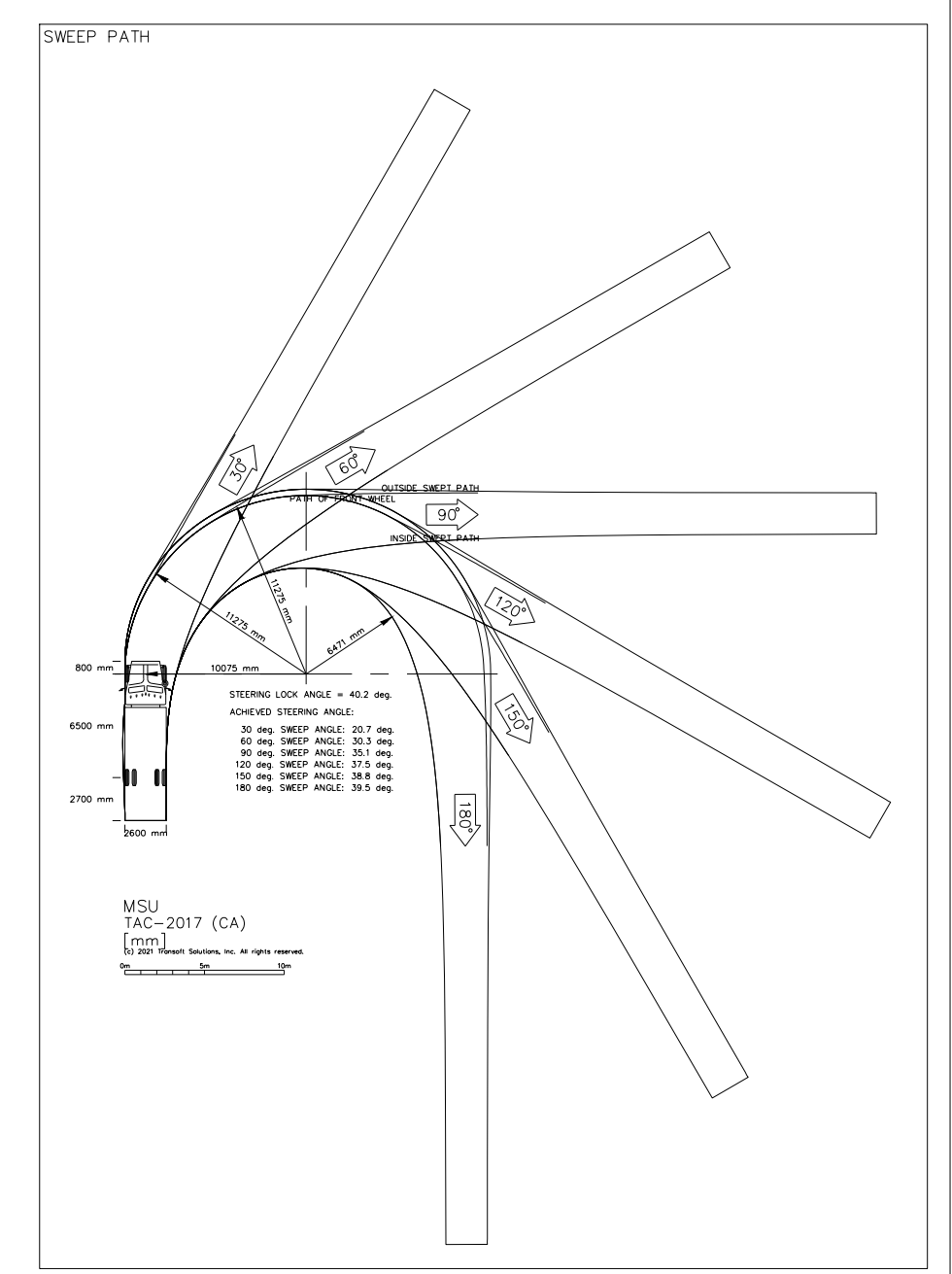
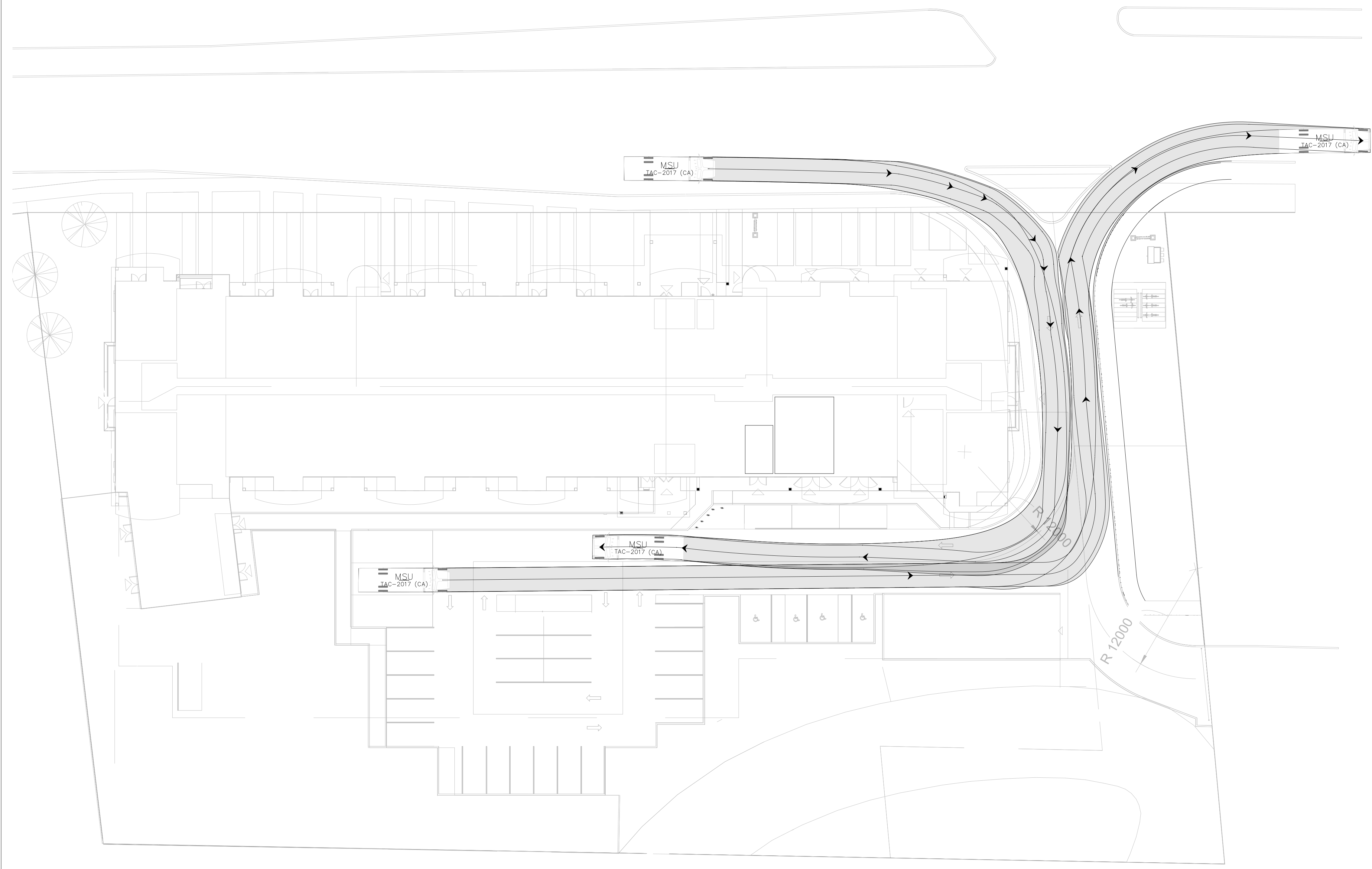
2800 HIGH POINT DRIVE  
 SUITE 100  
 MILTON, ON L9T 6P4  
 905 875-0026 T  
 905 875-4915 F  
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Check By	I.L.	Check By	Scale	1:250 Drawing T302





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Project  
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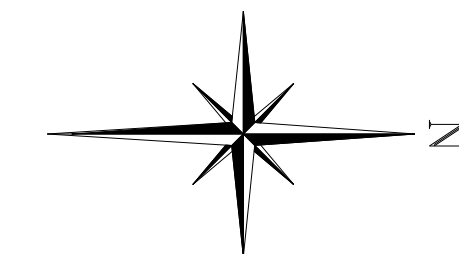
Drawing  
 MEDIUM SINGLE UNIT  
 VEHICLE MANEUVERING ANALYSIS

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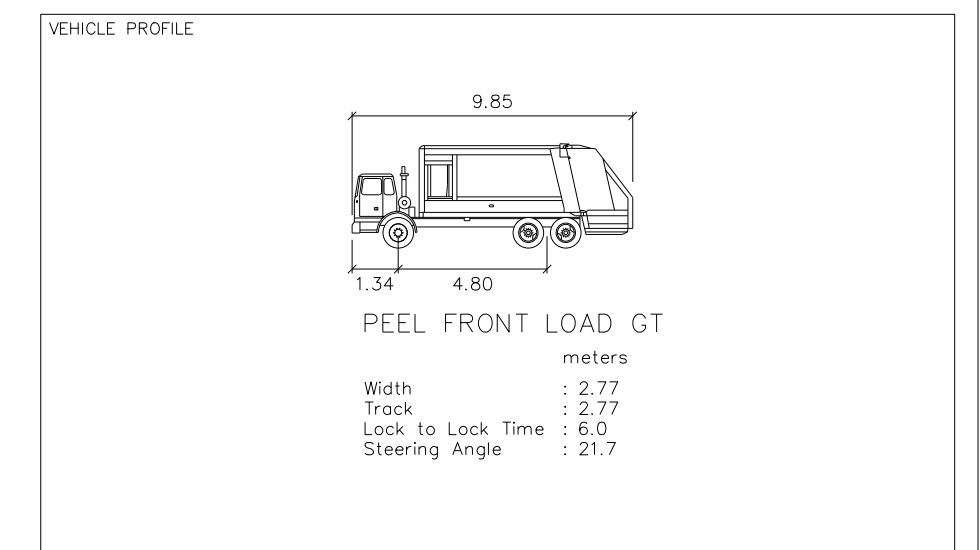
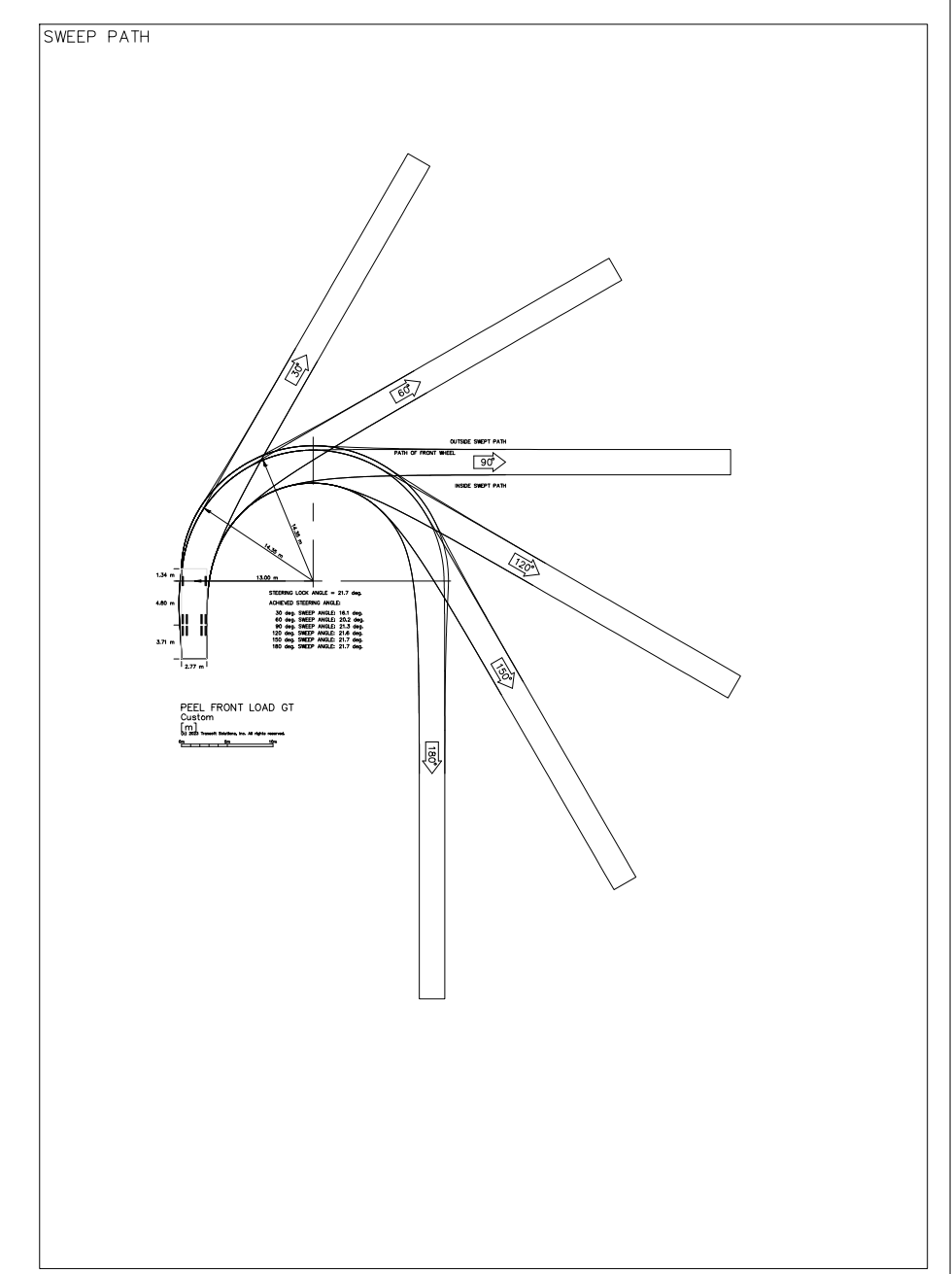
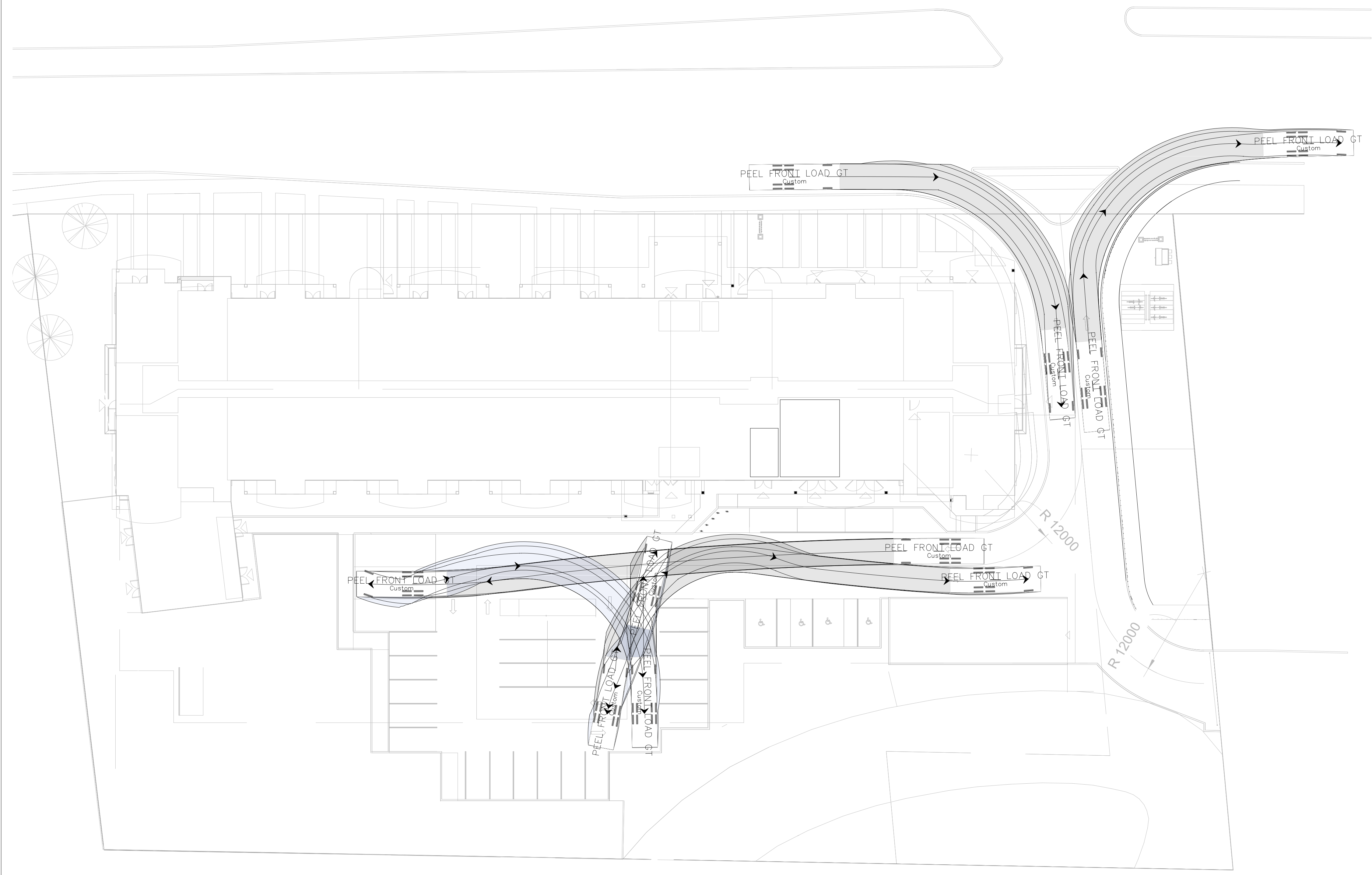
2800 HIGH POINT DRIVE  
 SUITE 100  
 MILTON, ON L9T 6P4  
 905 875-0026 T  
 905 875-4915 F  
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Drawn By	S.C.	Design By	Project	1190-4286
Check By	I.L.	Check By	Scale	1:250
			Drawing	T303





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1	ISSUED FOR SUBMISSION	05/12/2023

Project  
 7211-7233 AIRPORT ROAD  
 CITY OF MISSISSAUGA

Drawing  
 GARBAGE TRUCK  
 VEHICLE MANEUVERING ANALYSIS



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Drawn By	S.C.	Design By	Project	1190-4286
Check By	I.L.	Check By	Scale	1:250
			Drawing	T304



# FIGURES



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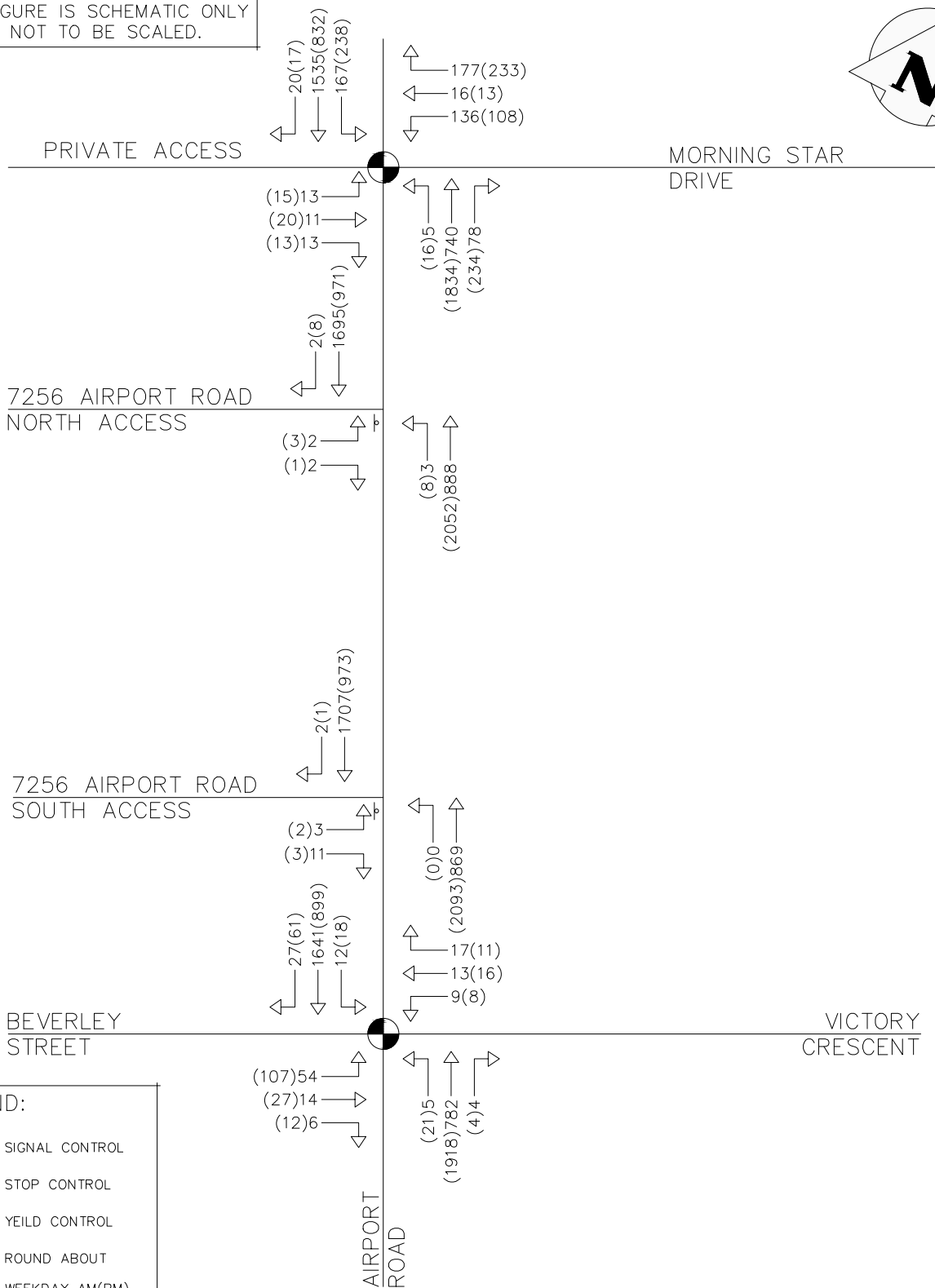
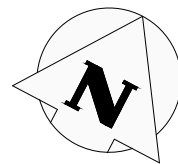
SITE LOCATION

Drawn	I.L.	Design	Project No.	1190-4286
Check	P.A.	Check	Scale	N.T.S
			Dwg.	FIG. 01



**NOTE:**

THIS FIGURE IS SCHEMATIC ONLY  
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**LEGEND:**

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- YIELD CONTROL
- ROUND ABOUT
- XX(YY) WEEKDAY AM(PM) TRIP DISTRIBUTION

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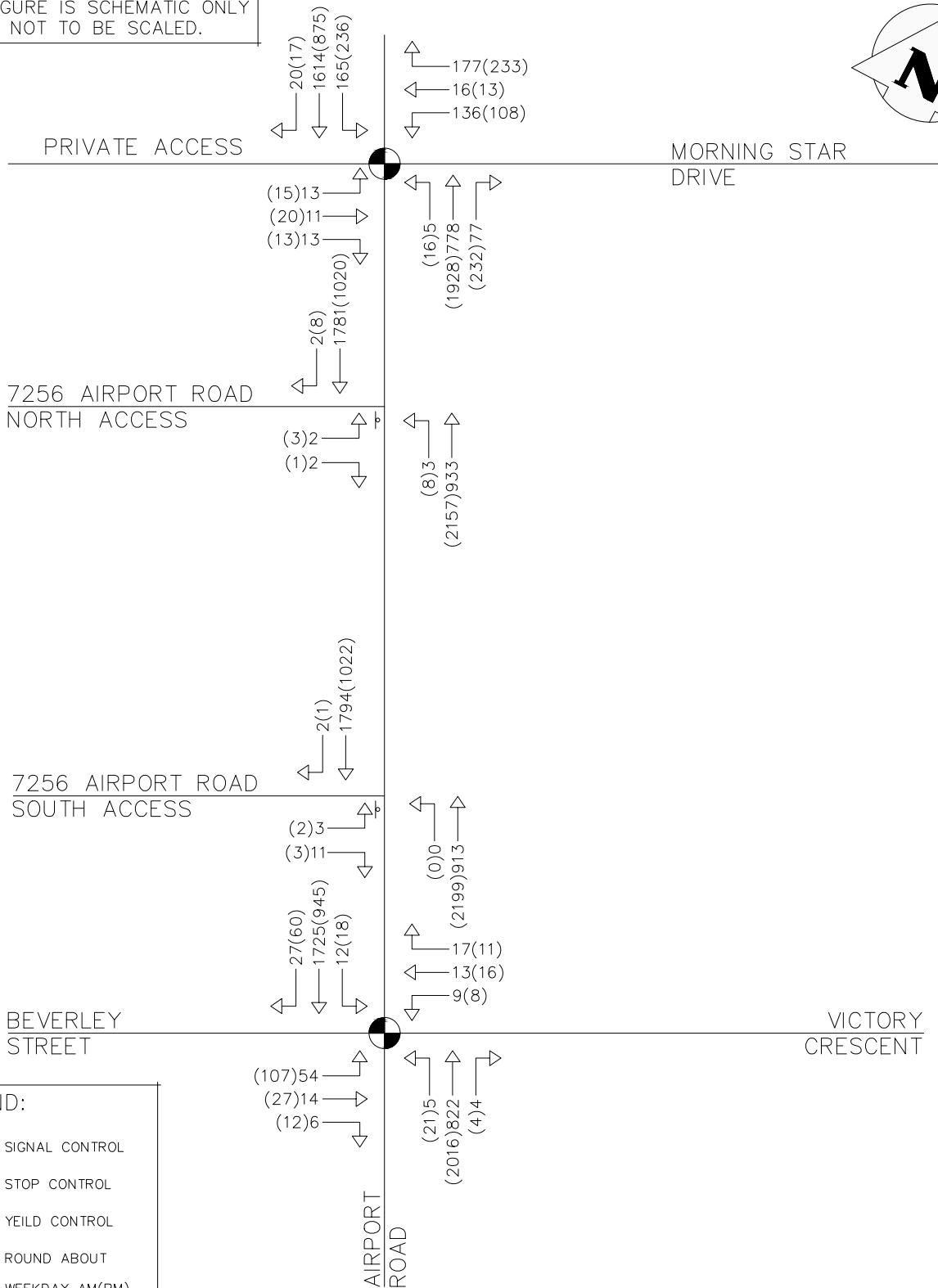
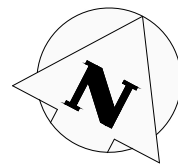
2800 High Point Drive  
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Mil ton, ON L9T 6P4  
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2021 EXISTING TRAFFIC VOLUMES





Drawn	I.L.	Design	Project No.	1190-4286
Check	P.A.	Check	Scale	N.T.S
			Dwg.	FIG. 03

**NOTE:**

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-  STOP CONTROL
-  YIELD CONTROL
-  ROUND ABOUT
- XX(YY) WEEKDAY AM(PM) TRIP DISTRIBUTION

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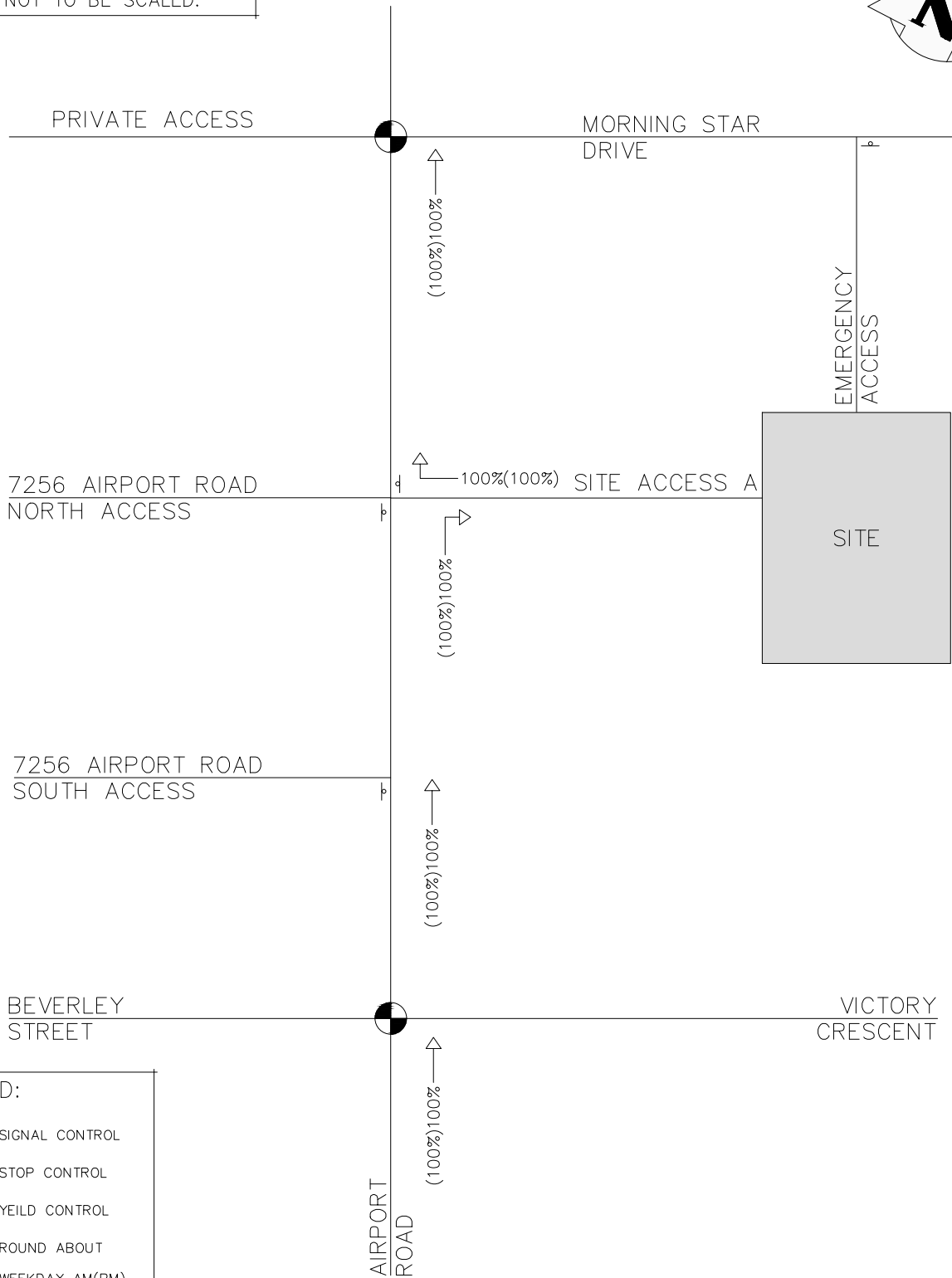
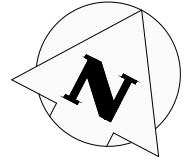
2800 High Point Drive  
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2026 FUTURE BACKGROUND TRAFFIC  
VOLUMES

Drawn	I.L.	Design	Project No.	1190-4286
Check	P.A.	Check	Scale	N.T.S. Dwg. FIG. 04



NOTE:  
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LEGEND:

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	STOP CONTROL
	YEILD CONTROL
	ROUND ABOUT
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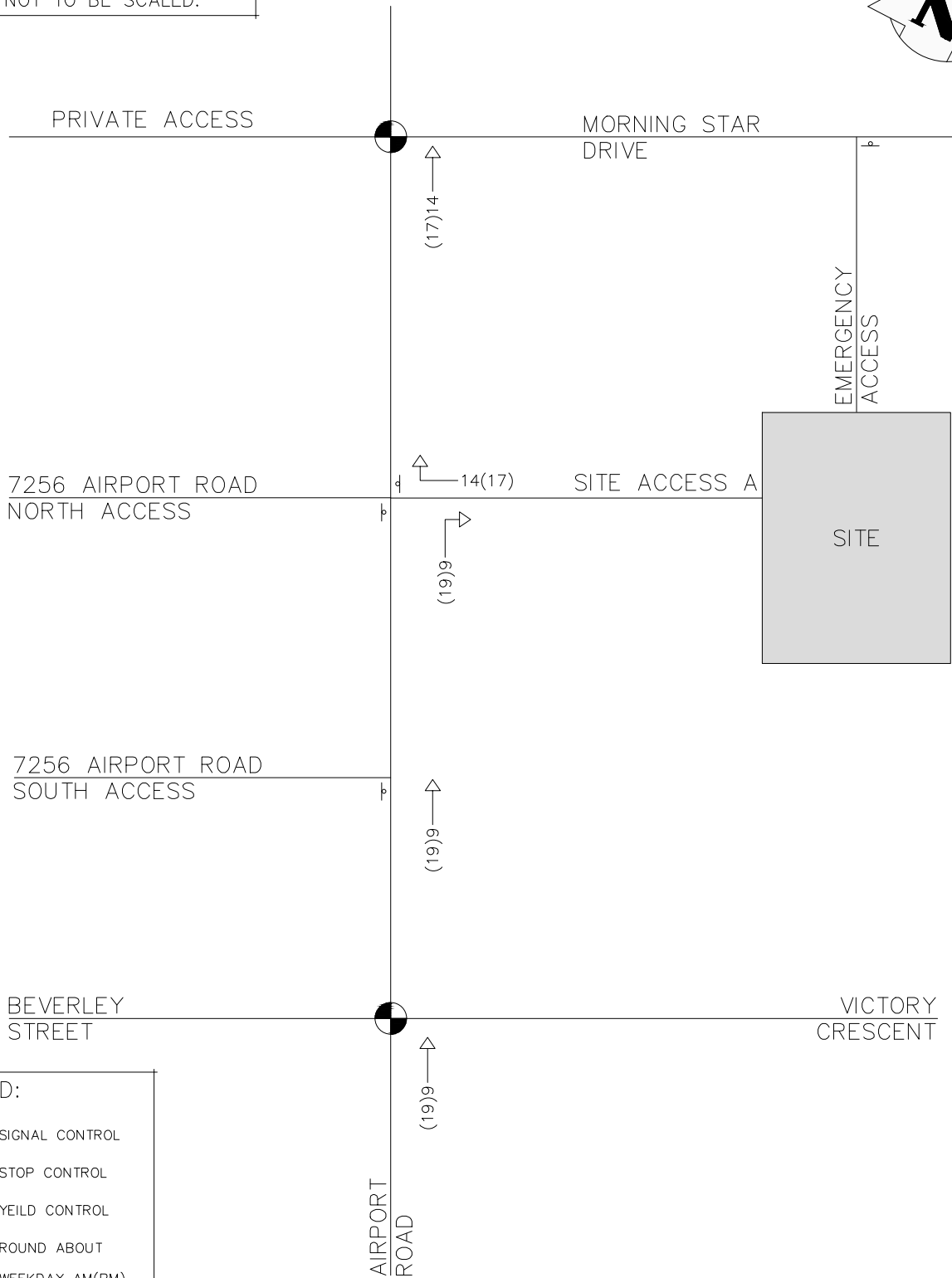
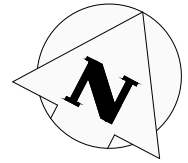


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SITE TRIP DISTRIBUTION

Drawn	I.L.	Design	Project No.	1190-4286
Check	P.A.	Check	Scale	N.T.S
			Dwg.	FIG. 05

NOTE:  
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AND IS NOT TO BE SCALED.



LEGEND:

	SIGNAL CONTROL
	STOP CONTROL
	YEILD CONTROL
	ROUND ABOUT
XX(YY)	WEEKDAY AM(PM) TRIP DISTRIBUTION

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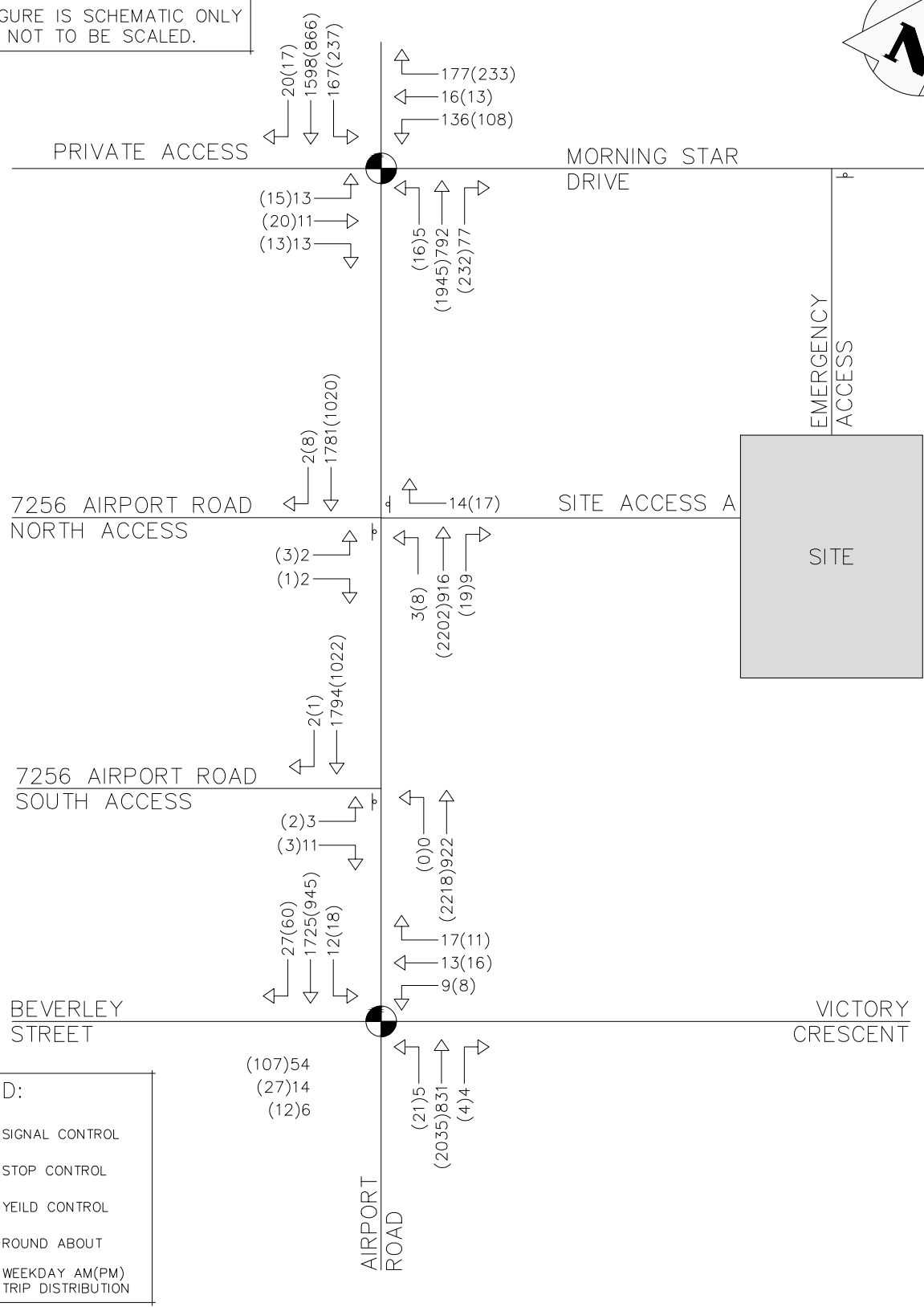
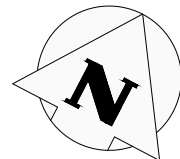


2800 High Point Drive  
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SITE TRIP ASSIGNMENT

Drawn	I.L.	Design	Project No.	1190-4286
Check	P.A.	Check	Scale	N.T.S
			Dwg.	FIG. 06

NOTE:  
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- YIELD CONTROL
- ROUND ABOUT
- XX(YY) WEEKDAY AM(PM) TRIP DISTRIBUTION

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2026 TOTAL TRAFFIC VOLUMES

Drawn	I.L.	Design	Project No.	1190-4286
Check	P.A.	Check	Scale	N.T.S. Dwg. FIG. 7