

Traffic Impact Study

0 Argentia Road, Proposed Industrial Development

September 2026 | Project # 100658

Prologis

PROLOGIS

TYLin

Project Signature Sheet

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1 INTRODUCTION

1.1 Scope and Objective

T.Y. Lin International Canada Inc. (TYLin) was retained by Prologis to complete a Traffic Impact Study (TIS) in support of the proposed industrial warehouse development at 0 Argentia Road in the City of Mississauga, within the Region of Peel. The proposed warehouse development consists of two industrial buildings, DC4 and DC5, with gross floor areas of 26,823 m^2 and 30,503 m^2, respectively, for a total GFA of 57,326 m^2. This report provides an update to TYLin's July 16, 2026 submission and addresses comments received, which are documented in **Appendix A** with corresponding responses.

The proposed industrial warehouse forms part of a larger development block that also includes a proposed Data Centre adjacent to the warehouse development. The overall lands were previously considered as a single development parcel; however, the warehouse and Data Centre components are now being advanced independently as part of a planned severance. For the purposes of this Traffic Impact Study, the industrial warehouse is assessed as the subject development, while traffic associated with the adjacent Data Centre is included as background traffic.

The purpose of this study is to evaluate the transportation impacts associated with the proposed industrial warehouse development, including its interaction with the adjacent Data Centre development and the surrounding transportation network. The specific objectives are to:

- Determine the anticipated traffic volumes generated by the proposed development during the weekday AM and PM peak periods.
- Assess the impacts of the site-generated traffic on the existing and future roadway network for the 2032 and 2037 horizon years.
- Confirm that the site plan, access configuration, and on-site circulation meet the applicable City of Mississauga and Region of Peel standards, as well as the Transportation Association of Canada (TAC) guidelines, including:
    - AutoTURN vehicle maneuvering analysis for passenger vehicles, emergency service vehicles, waste collection vehicles, and WB-20 tractor-semitrailers.
- Prepare a Transportation Demand Management (TDM) Plan in alignment with the City of Mississauga's sustainable transportation objectives.
- Conduct a parking and loading review to confirm that site provisions meet the City's Zoning By-law requirements.

A detailed scope of work was submitted by TYLin to the City of Mississauga, the Region of Peel, and the Ontario Ministry of Transportation (MTO) for review and comment. The approved pre-consultation checklist and the City of Mississauga's certification form are provided in **Appendix A.**

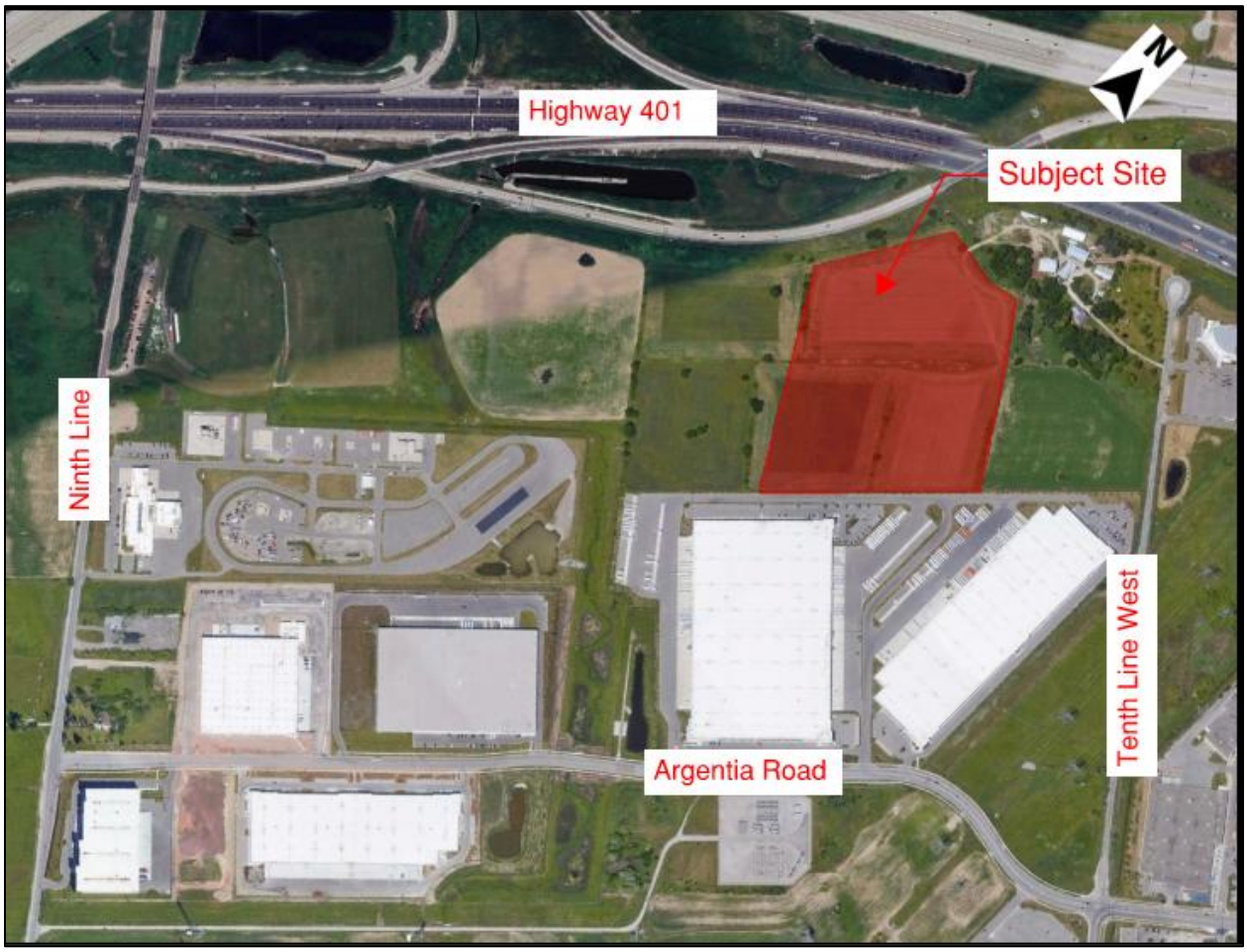
2 SITE CHARACTERISTICS

2.1 Study Environment

The subject site is located within the City of Mississauga, Region of Peel, on the southwest side of Tenth Line West, northeast of Ninth Line, north of Argentia Road, and south of Highways 401 and 407. The subject warehouse development forms part of a larger development block that also includes a proposed Data Centre located adjacent to the warehouse development.

The proposed warehouse component consists of two industrial buildings, DC4 and DC5, with a combined GFA of 57,326 m^2. Access to the warehouse development will be provided from Argentia Road, while the adjacent Data Centre will be accessed from Tenth Line West. A total of 496 parking spaces are proposed for the warehouse development, including 16 accessible parking spaces and 42 electric vehicle (EV) parking spaces. The proposed development and surrounding road network are illustrated in **Figure 2-1**.

Figure 2-1 Site Location



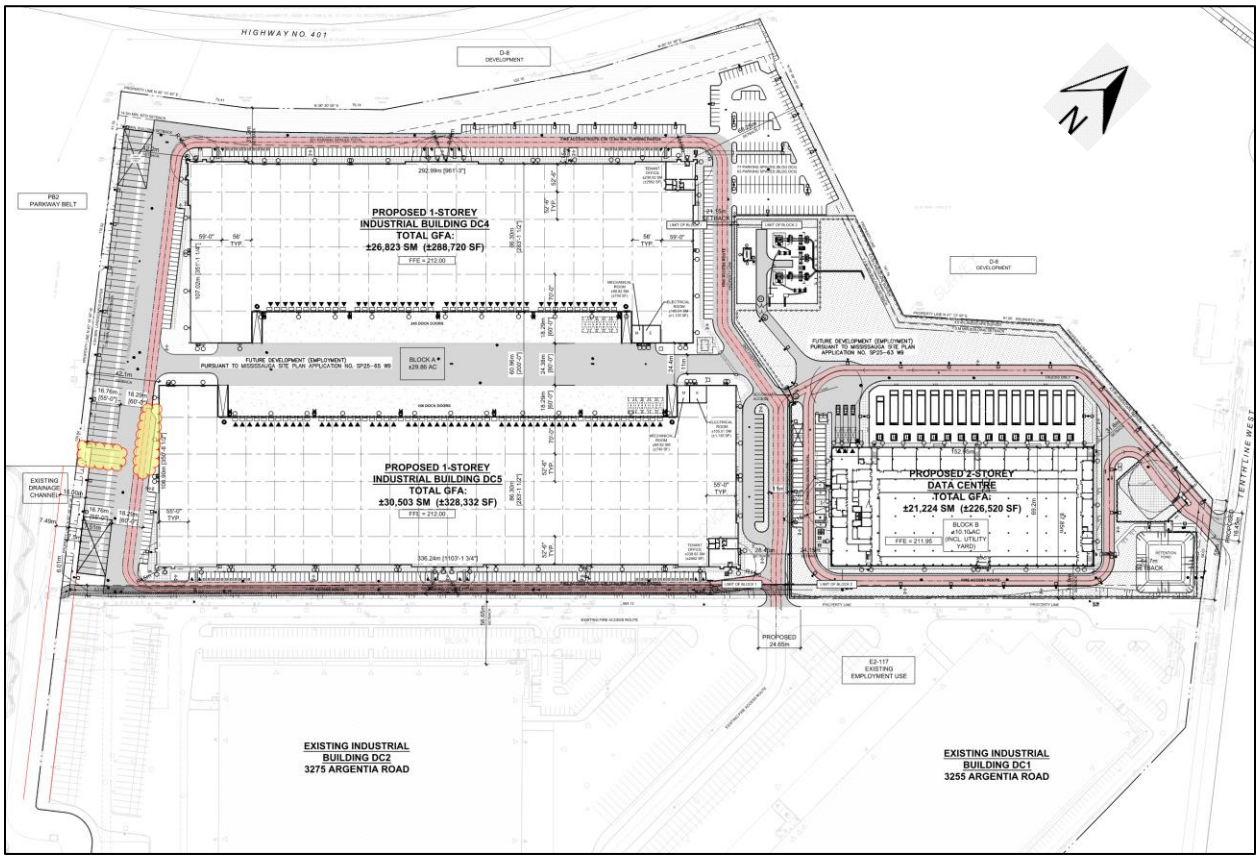
Source: Google Earth

2.2 Development Context

The proposed industrial site has a total site area of 345,112 m², with a building GFA of 57,326 m² (26,823 m² for building DC4 and 30,503 m² for building DC5).

The proposed draft site plan, showing the development layout and access points, is illustrated in **Figure 2-2**. The full site plan is provided in **Appendix B**.

Figure 2-2 Site Plan



2.3 Study Area Intersections

The following intersections have been included in the study area:

Existing Intersections

- Winston Churchill Boulevard and Highway 401 Eastbound Ramp Terminal (Signalized)
- Winston Churchill Boulevard and Highway 401 Westbound Ramp Terminal (Signalized)
- Winston Churchill Boulevard and Argentia Road (Signalized)
- Derry Road and Highway 407 Northbound Ramp Terminal (Signalized)
- Derry Road and Highway 407 Southbound Ramp Terminal (Signalized)
- Ninth Line and Derry Road (Signalized)
- Tenth Line West and Argentia Road (Signalized)
- Ninth Line and Argentia Road (Signalized)

Future Intersections

- Argentia Road and South Access (Unsignalized)
- Tenth Line and North Access (Unsignalized)

3 EXISTING CONDITIONS

3.1 Road Network

The following describes the existing road network within the study area.

- **Argentia Road** is a major collector road under the jurisdiction of the City of Mississauga. Within the study area, it has a three-lane cross section consisting of one travel lane in each direction and a continuous centre two-way left-turn lane between the intersections of Argentia Rd and Ninth Line and Argentia Rd and Tenth Line West. The roadway includes dedicated bike lanes on both sides, sidewalks on both sides, and has a posted speed limit of 60 km/h.

- **Tenth Line West** is a north-south major collector road under the jurisdiction of the City of Mississauga. North of the Argentia Road intersection, it ends at a cul-de-sac at Highway 401. Within this area (North of Argentia Road), Tenth Line West is a two-lane undivided roadway with no posted speed limit. According to the Ontario Highway Traffic Act, the default speed limit of 50 km/h applies where no speed limit is posted. There are no sidewalks, bike lanes, or shoulders in this section. South of Argentia Road, Tenth Line West transitions to a two-lane undivided roadway with sidewalks and bike lanes on both sides. The posted speed limit in this section is 50 km/h.

- **Ninth Line** is a north-south arterial road under the jurisdiction of the City of Mississauga. Within the study area, it has a two-lane undivided cross-section including unpaved shoulders and no sidewalks or bike lanes. The roadway has a posted speed limit of 60 km/h near its intersection with Argentia Road.

- **Derry Road West** is an east-west arterial road under the jurisdiction of Peel Region and designated as Regional Road 5. Multi-use trail facilities are present along portions of Derry Road West, with the side and limits varying by segments. The posted speed limit along Derry Road West is 60 kilometers per hour.

- **Winston Churchill Boulevard** is an arterial road under the jurisdiction of Peel Region and designated as Regional Road 19. It is a six-lane roadway with a posted speed limit of 60 kilometers per hour. Within the study area, it has a center median to separate opposing traffic.

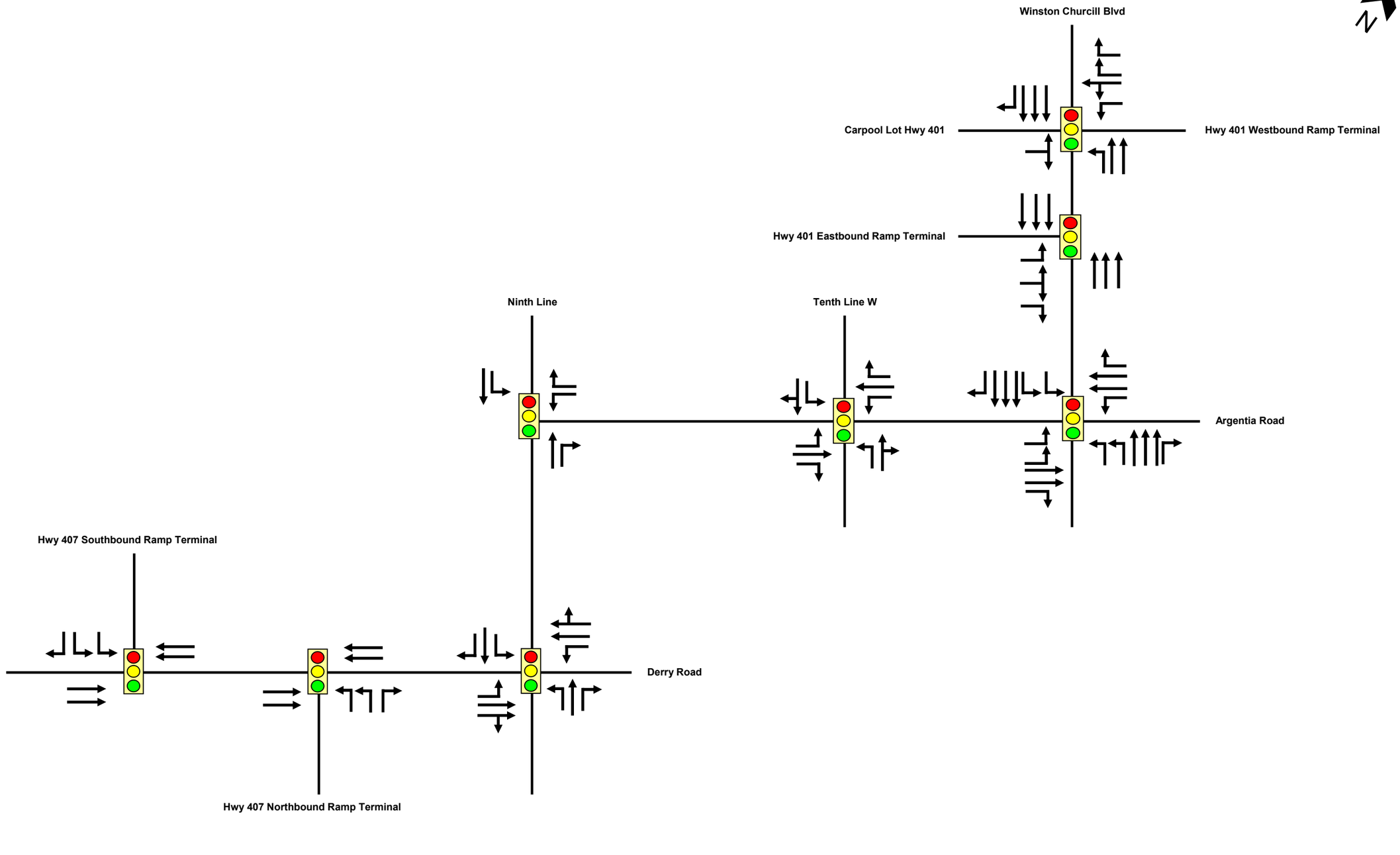
- **Highway 401** is a provincial freeway under the jurisdiction of the Ministry of Transportation

of Ontario (MTO). Within the study area, there are on-ramps from Winston Churchill Boulevard providing access to eastbound and westbound Highway 401. Additionally, there are off-ramps from eastbound and westbound Highway 401, connecting to Winston Churchill Boulevard.

- **Highway 407** is a privately tolled highway under the jurisdiction of 407 ETR Concession Company Limited. Within the study area, there are on-ramps from Derry Road providing access to eastbound and westbound Highway 407, and two on-ramps providing access to southbound Highway 407. Additionally, there are off-ramps from eastbound and westbound Highway 407, providing access to Derry Road.

A lane configuration diagram is provided in **Figure 3-1**.

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Signalized Intersection

Lane

Figure 3-1

Existing Lane Configuration

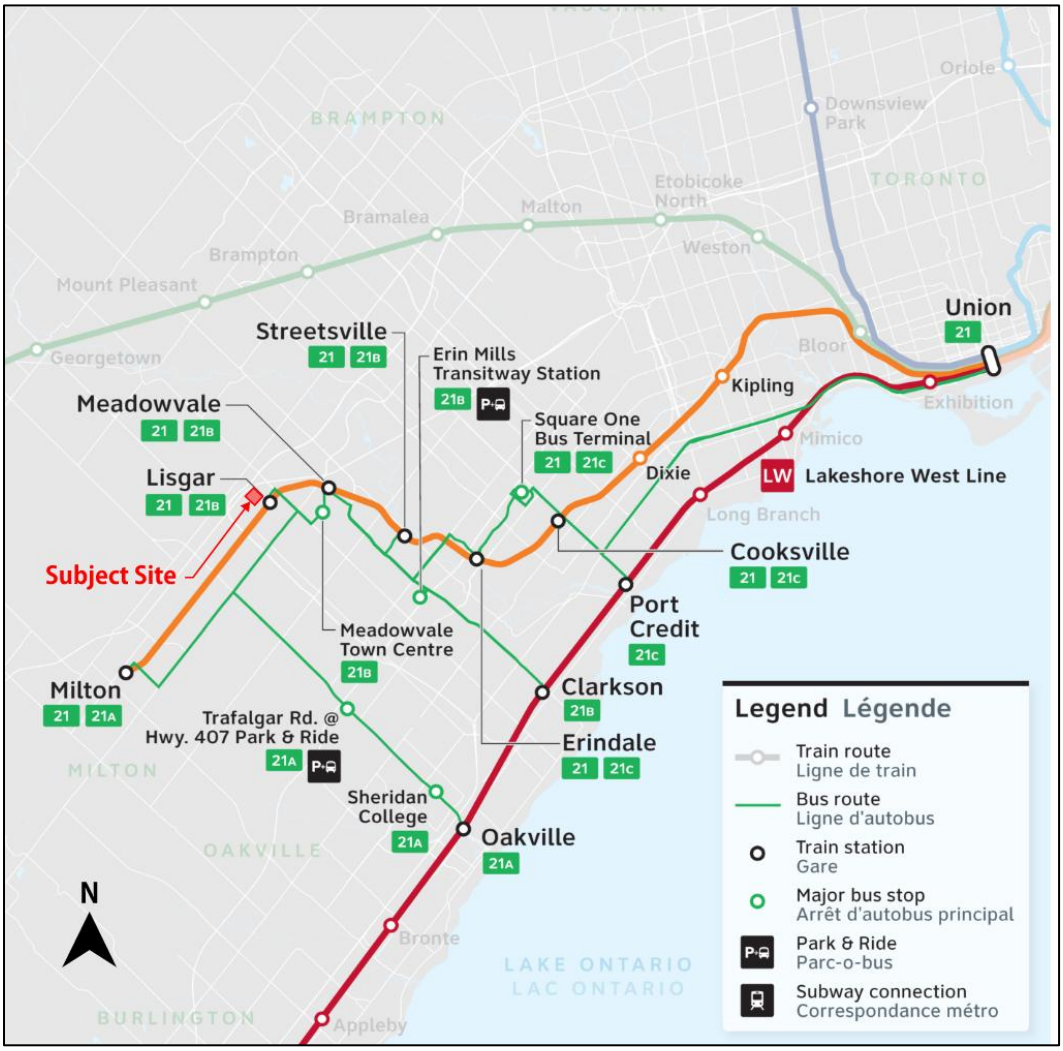
3.2 Transit Network

The subject site is served by GO Regional Rail and Bus transit, Mississauga's MiWay Bus Transit, Brampton Transit Route, and Milton Transit. With many options within a 1 km distance from the proposed site, transit becomes a viable option for people travelling to and from the site.

3.2.1 GO Regional Transit

The closest GO Station to the site is Lisgar GO Station, located at 3250 Argentia Road, which is about 500 meters from the subject site. The station provides access to GO transit, Milton, MiWay and Brampton Transit routes. GO routes from the Lisgar GO station are shown in **Figure 3-2**.

Figure 3-2 GO Transit Network



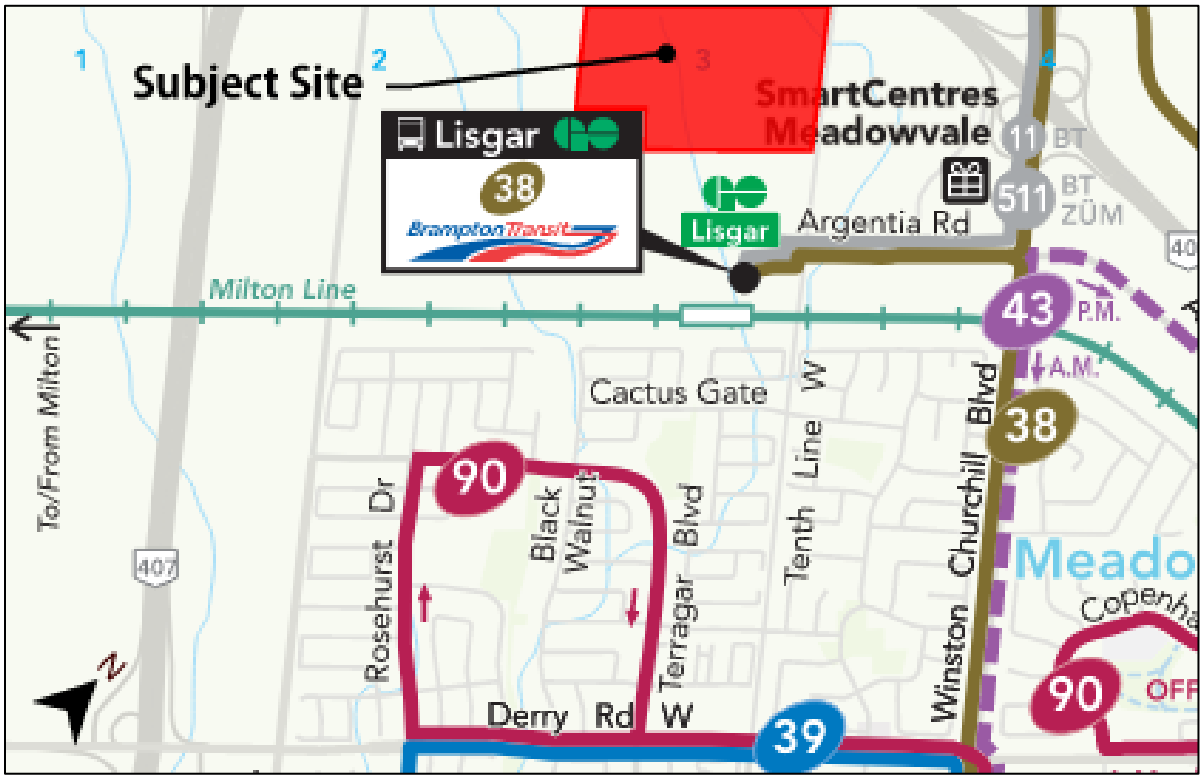
Source: Go Transit

3.2.2 MiWay (Mississauga) Transit

Within the study area, MiWay service is provided by Route 38 Creditview and Route 43 Matheson.

- **MiWay Route 38 (Creditview)** connects Cooksville GO station in the south to Meadowvale Town Centre in the north. The route operates with 30 minute headways on weekdays and Saturdays and 1 hour headways on Sundays. Within the study area, the route has stops along Winston Churchill Boulevard and Argentia Road.
- **MiWay Route 43 (Matheson)** operates Monday to Friday during peak periods with about 40 minute headways. The route operates northbound during the AM peak from Commerce Boulevard/Renforth Station to Meadowvale Town Centre and southbound during the PM peak from Meadowvale Town Centre to Commerce Boulevard/Renforth Station, travelling via Winston Churchill Boulevard and Argentia Road.

Figure 3-3 MiWay Transit Route Near Site



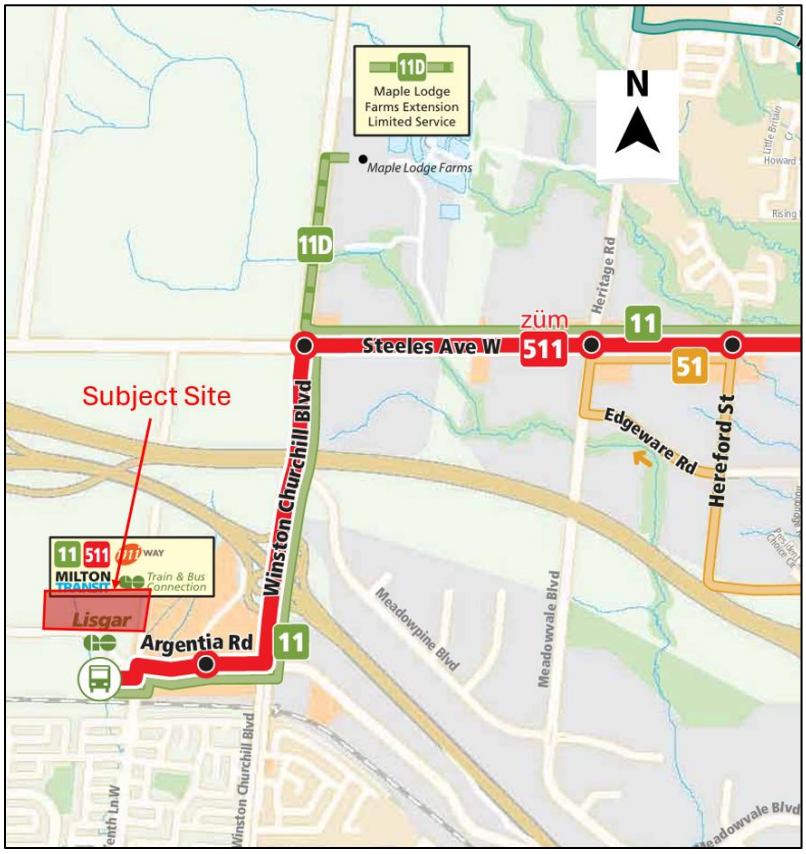
Source: MiWay System Maps

3.2.3 Brampton Transit Route

Within the study area, Brampton Transit service is provided by Route 511 Züm Steeles and Route 11 Steeles. These routes provide connections to Lisgar GO Station and operate primarily along the Steeles Avenue corridor, with connections toward Sheridan College, Brampton Gateway Terminal, and Humber Polytechnic.

- **Route 511 Züm Steeles** operates Monday to Sunday and connects Lisgar GO station in the west and Humber College in the east via Steeles Avenue. It operates at 15 to 20-minute frequency on weekdays and weekends. Within the study area, the route serves one stop along Argentia Road.
- **Route 11 Steeles** operates Monday to Sunday and connects Lisgar GO station in the west and Humber College in the east via Steeles Avenue. It operates at 20 to 45-minute frequencies on weekdays and 40 to 55-minute frequencies on weekends.. Within the study area, the route has stops along Argentia Road and Winston Churchill Boulevard.

Figure 3-4 Brampton Transit Route Near Site



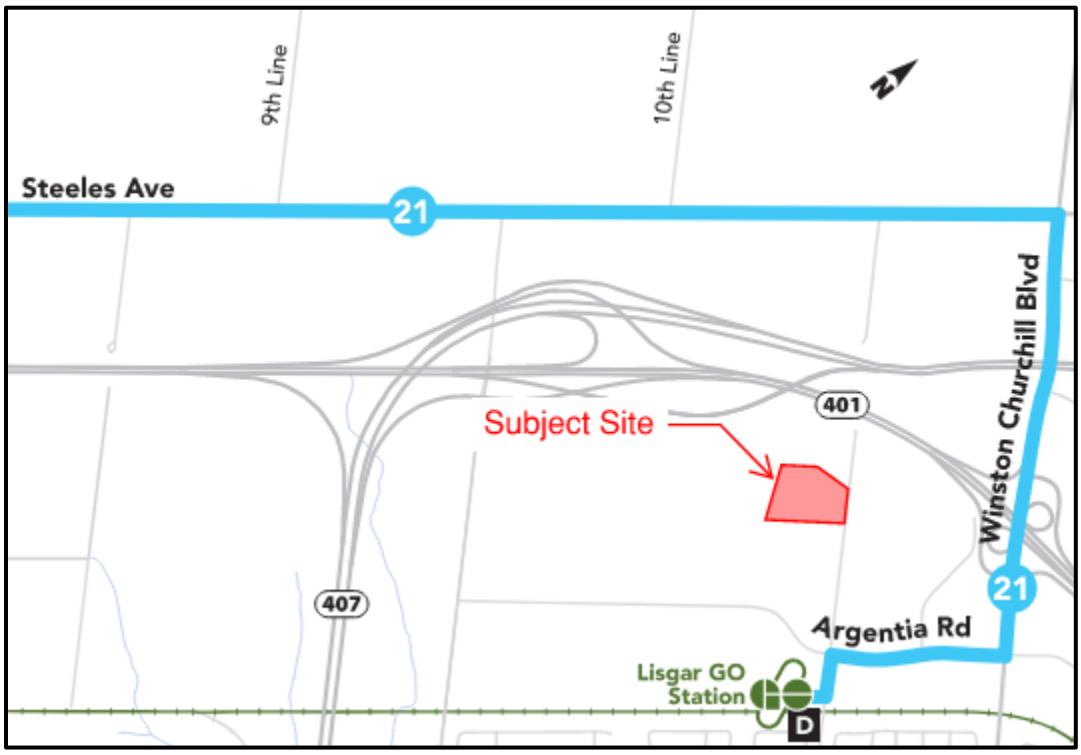
Source: Brampton Transit

3.2.4 Milton Transit

Within the study area, Milton Transit service is provided by Route 21 Steeles.

Route 21 Steeles runs in the east-west direction between Milton GO Station in the west and Lisgar GO Station in the east. The route has stops at the Toronto Premium Outlets in Halton Hills, as well as the Amazon Fulfillment Centre YYZ3 on Winston Churchill Boulevard. The route operates from Monday to Sunday with a 35-minute frequency. Within the study area, it services one stop at Lisgar GO. The route map is shown in **Figure 3-5.**

Figure 3-5 Milton Transit 21 Steeles Route



3.3 Pedestrian Routes

Within the vicinity of the proposed site, Argentia Road is the closest roadway to the site with sidewalks on both sides, which will support pedestrian movement within the study area leading to the site access located on Argentia Road. Sidewalks are also present on the Tenth line, south of Argentia Road.

3.4 Cycling Routes

Within the vicinity of the proposed development, there are designated cycling routes on both sides of the road along Argentia Road and on Tenth Line West, south of Argentia Road. These routes are marked with pavement markings that separate cyclists from vehicle traffic.

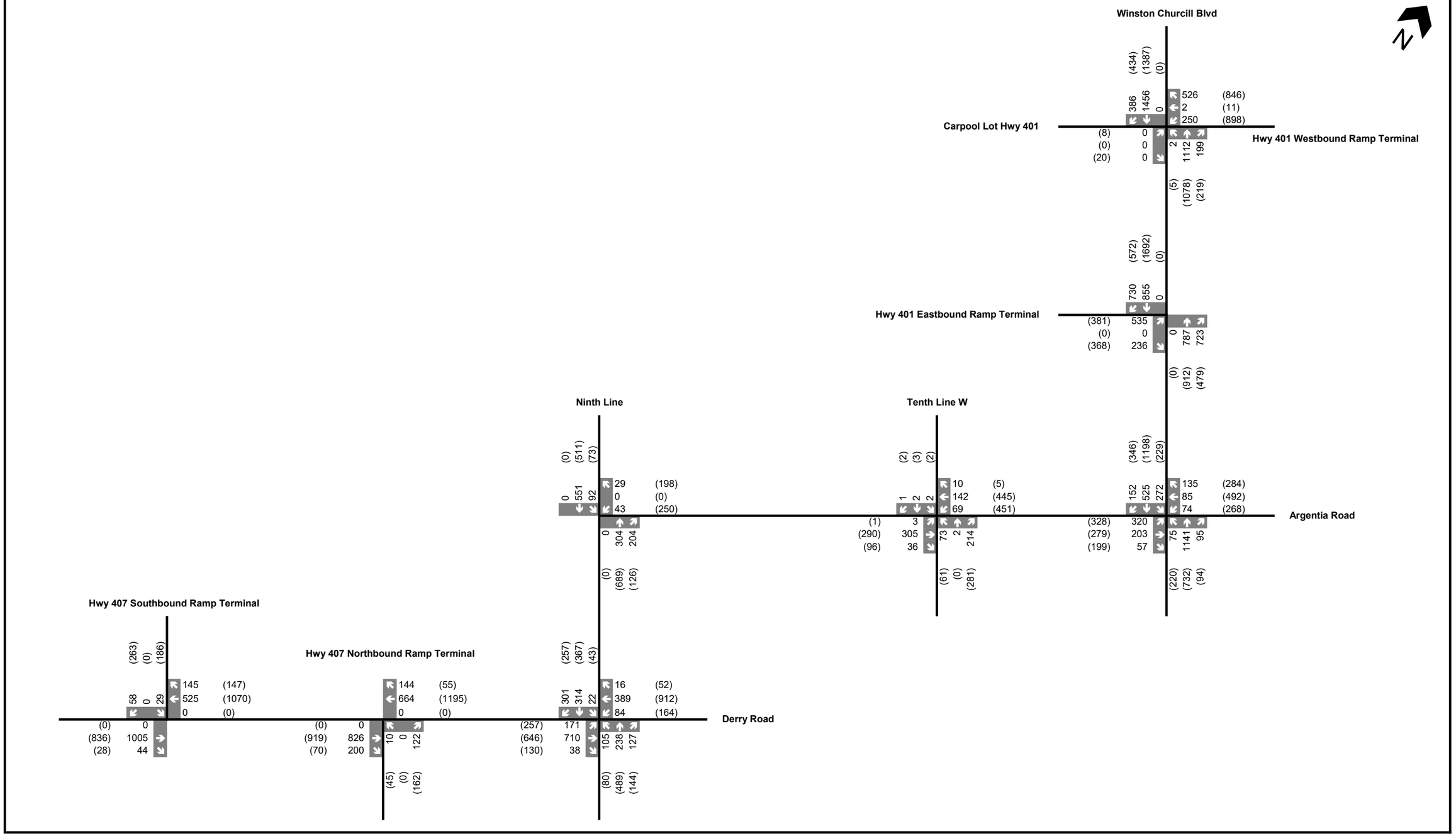
3.5 Existing Traffic Volumes

Traffic Volumes for existing conditions were obtained via turning movement counts (TMC) data commissioned by TYLin and conducted on August 6th, 2025. Due to the industrial nature of the site, its surrounding land uses, and location in relation to institutional buildings, the use of summer counts was proposed and deemed appropriate for the site. Based on coordination with City Staff, and

approval of the Terms of Reference (TOR) attached in **Appendix A**, TYLin used the summer counts to prepare the existing conditions traffic model with traffic volumes as per **Figure 3-6** below. All TMC data can be found in **Appendix C**.

The existing signal timing plans were obtained from the City of Mississauga, Region of Peel. Signal timing data for Highway 401 and 407 ramp terminals were not provided, as such signal timings were prepared based on MTO Traffic Signal Operating and Timing Policy in conjunction with OTM book 12. All signal timing plans provided are located within **Appendix D.**

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xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 3-6

Existing Traffic Volumes

4 FUTURE CONDITIONS

4.1 Background Growth

Future traffic volumes for the 2032 (H1) and 2037 (H2) horizon years were developed by applying annual growth rates to the existing (2025) traffic volumes. Growth rates were obtained from the City of Mississauga and the Region of Peel, based on the jurisdiction of each roadway.

For the 2025 to 2031 period, the growth rates provided by the City of Mississauga take into account the planned widening of Highway 401, which is why rates may appear higher than typical background growth values.

For the 2031 to 2037 period, the growth rates reflect the planned widening of Ninth Line from one through lane in each direction to two through lanes in each direction, resulting in relatively higher rates along Ninth Line compared to other corridors.

Table 4-1 summarizes the annual growth rates applied in the analysis.

Table 4-1 Background Growth Rates

Roadway/ Jurisdiction	Directions	2025-2031 Rate	2031-2037 Rate	Source/Notes
Winston Churchill Boulevard (City)	NB/SB	3.0% AM/PM	1.0% AM 0.5% PM	City of Mississauga
Tenth Line West (City)	NB/SB	1.0% AM/PM	1.0% AM/PM	City of Mississauga
Ninth Line (City)	NB/SB	2.5% AM 2.0% PM	6.5% AM/PM	City of Mississauga
Argentia Road (City)	EB/WB	2.5% AM/PM	2.5% AM/PM	City of Mississauga
Derry Road (Region of Peel)[1]	EB/WB	0.5% AM/PM	0.5% AM/PM	Region of Peel
Highway 401 Ramp Terminals (MTO)[2]	EB/WB	2% AM/PM	2% AM/PM	MTO
Highway 407 Ramp Terminals (407 International inc.) [3]	NB/SB	2% AM/PM	2% AM/PM	407 Internal Inc.

[1] *The 0.5% annual growth rate for Derry Road was based on values provided by the Region of Peel in a 2330 & 2360 Argentia Road- Proposed Industrial Development traffic study. The 2031–2041 rate was applied to the 2031–2037 period in this study.*
[2] *For the two Highway 401 ramp terminals under MTO jurisdiction, a 2% annual growth rate was adopted in response to MTO's comments on the previous submission. The growth rate was applied linearly.*
[3] *Highway 407 ramp terminals under 407 International inc. Jurisdiction, a 2% annual growth rate was assumed due to absence of agency provided rates, remaining in line with Highway 401. The growth rate was applied linearly*

The confirmation of these growth rates, along with the correspondence from the agencies, is provided in **Appendix A**.

4.2 Background Developments

A review of the City of Mississauga's Planning Information Hub and Active Development Applications database confirmed that there are no active external development applications within the study area that are expected to influence the surrounding road network. This was further confirmed through consultation with reviewing agencies. However, the subject lands are currently undergoing a severance process to accommodate both the industrial warehouse and a data center adjacent to the proposed industrial site. As such, the site-generated traffic associated with the data center component has been incorporated as internal background development for the industrial traffic volume analysis. The data center is anticipated to generate a total of 21 vehicle trips during the weekday AM peak hour, consisting of 15 inbound and 6 outbound trips. During the weekday PM peak hour, the development is expected to generate a total of 11 vehicle trips, including 2 inbound and 9 outbound trips. These trips have been assigned to the surrounding road network and are illustrated in **Figure 4-1**Error! Reference source not found.. Accordingly, while no external background developments are considered in this study, the internal phasing of the site has been accounted for by including the data center traffic as background traffic for the industrial warehouse component.

4.3 Planned Network Improvements

TYLin is aware of 2 planned network improvements withing the Vicinity of the proposed development.

The Proposed Site is within the MTO Area of Interest for the new proposed Highway 413 which is planned to the north of the site. At this time the project is still within the preliminary phase and as such no detailed design has been completed to date. It is our understanding that the proposed construction will not have an impact on the subjected site. Timelines for the completion of the project are still unknown at this time and as such the planned Highway 413 is not being considered as part of this TIS.

The City of Mississauga has undergone an EA assessment for the widening of Ninth Line Road. This EA concludes that widening of Ninth Line to the south of Derry Road is warranted from 2 lanes to 4 with timelines subjected to council review. Additionally, the widening of Ninth Line north of the study section, Derry Road intersection to Highway 401 overpass, is proposed with a timeline of 2033. As such TYLin incorporated the proposed widening of Ninth Line north of Derry Road for the background and total 2037 horizon analysis. **Figure 4-2** illustrates the future proposed lane configurations.

4.4 Horizon Years

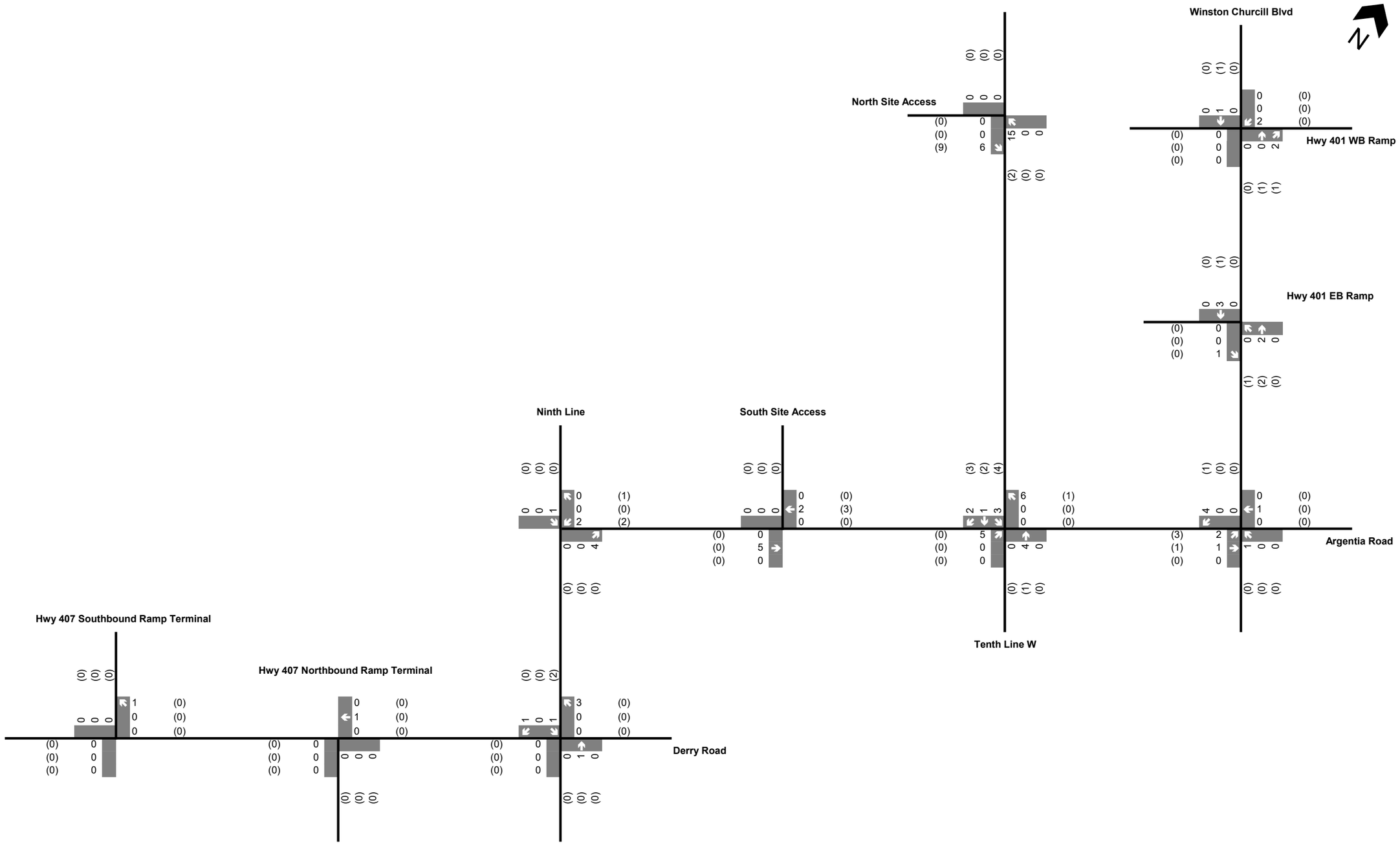
In accordance with the City of Mississauga's Transportation Impact Study (TIS) Guidelines and the Ministry of Transportation of Ontario (MTO) requirements, the following study horizon years were established for this assessment: existing year (2025), 5-year post-buildout horizon (2032), and 10-year post-buildout horizon (2037). These horizons provide a basis for evaluating existing conditions, short-term post-buildout impacts, and longer-term traffic operations within the study area.

4.5 Future Background Traffic Volumes

Future background traffic volumes were developed by applying the annual growth rates described in **Section 4.1** to the existing (2025) baseline traffic volumes for each study intersection and incorporating the background development traffic described in **Section 4.2**.

The 2032 and 2037 future background traffic volumes represent the traffic conditions anticipated within the study area without the proposed warehouse development. **Figure 4-3** presents the 2032 future background weekday AM and PM peak-hour traffic volumes, while **Figure 4-4** presents the corresponding 2037 future background traffic volumes.

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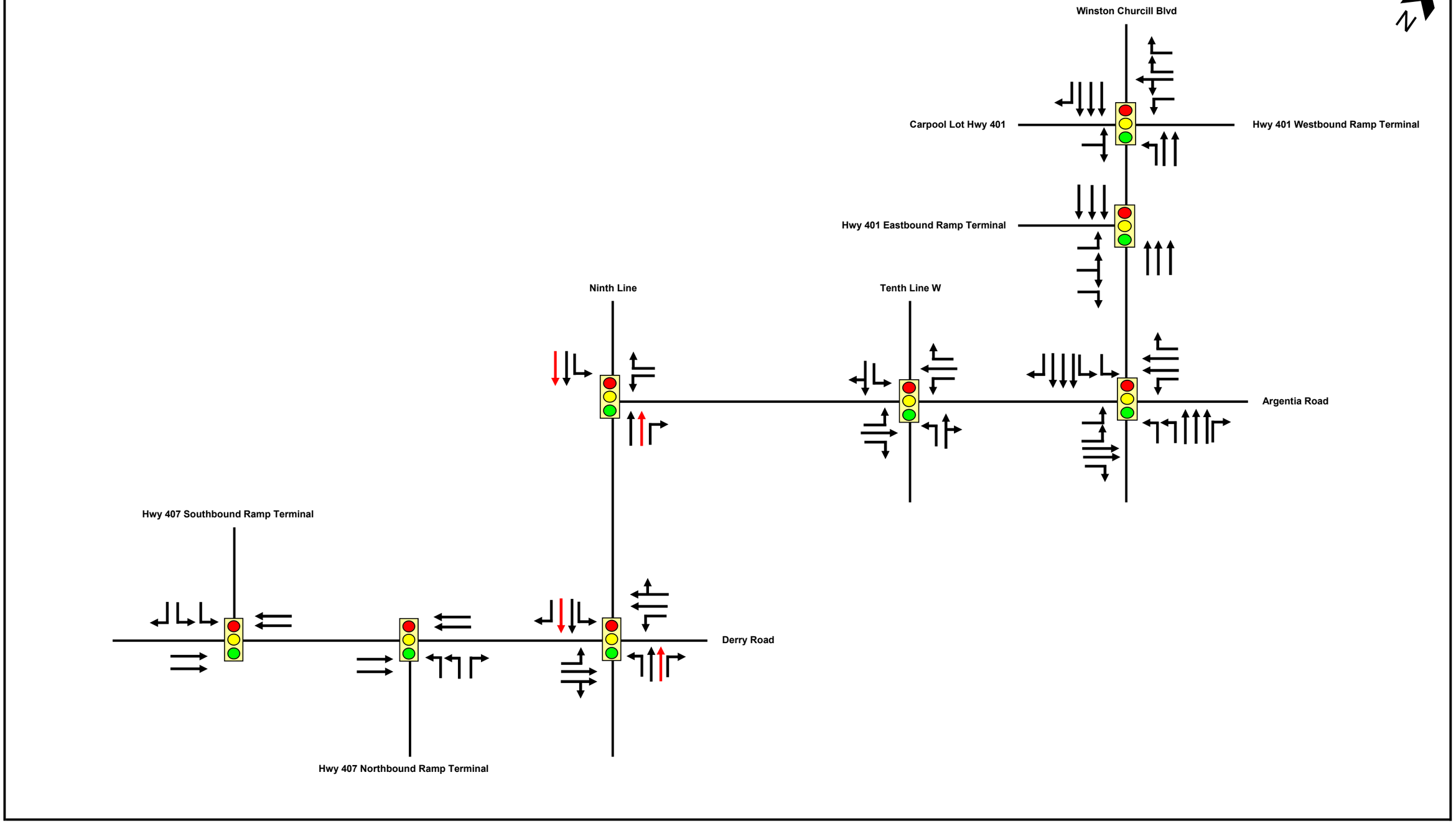
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xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 4-1

Background Development (Data Centre) Site Traffic Volumes



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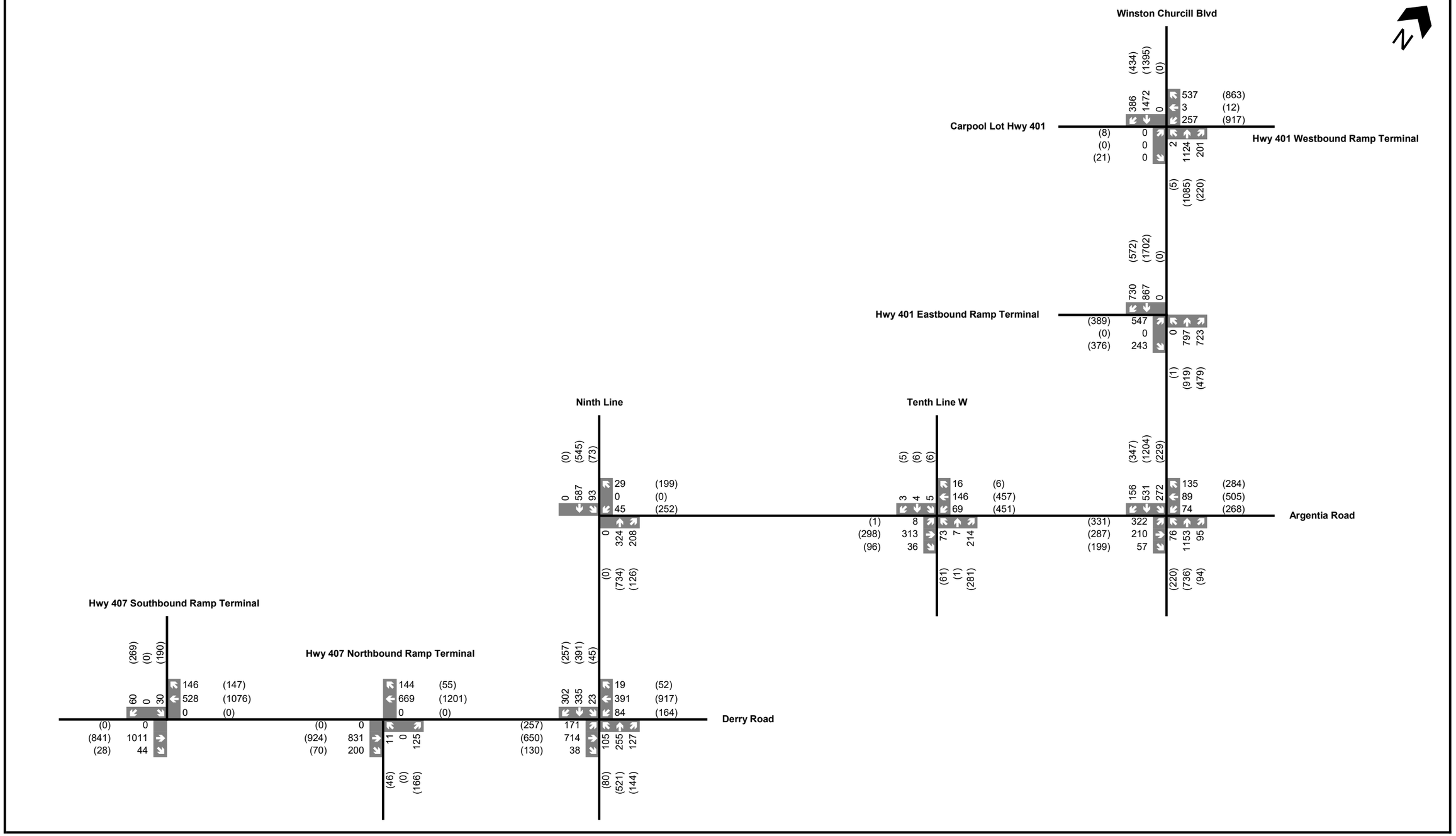
Signalized Intersection

Lane

Future Lane

Figure 4-2

Future Lane Configuration



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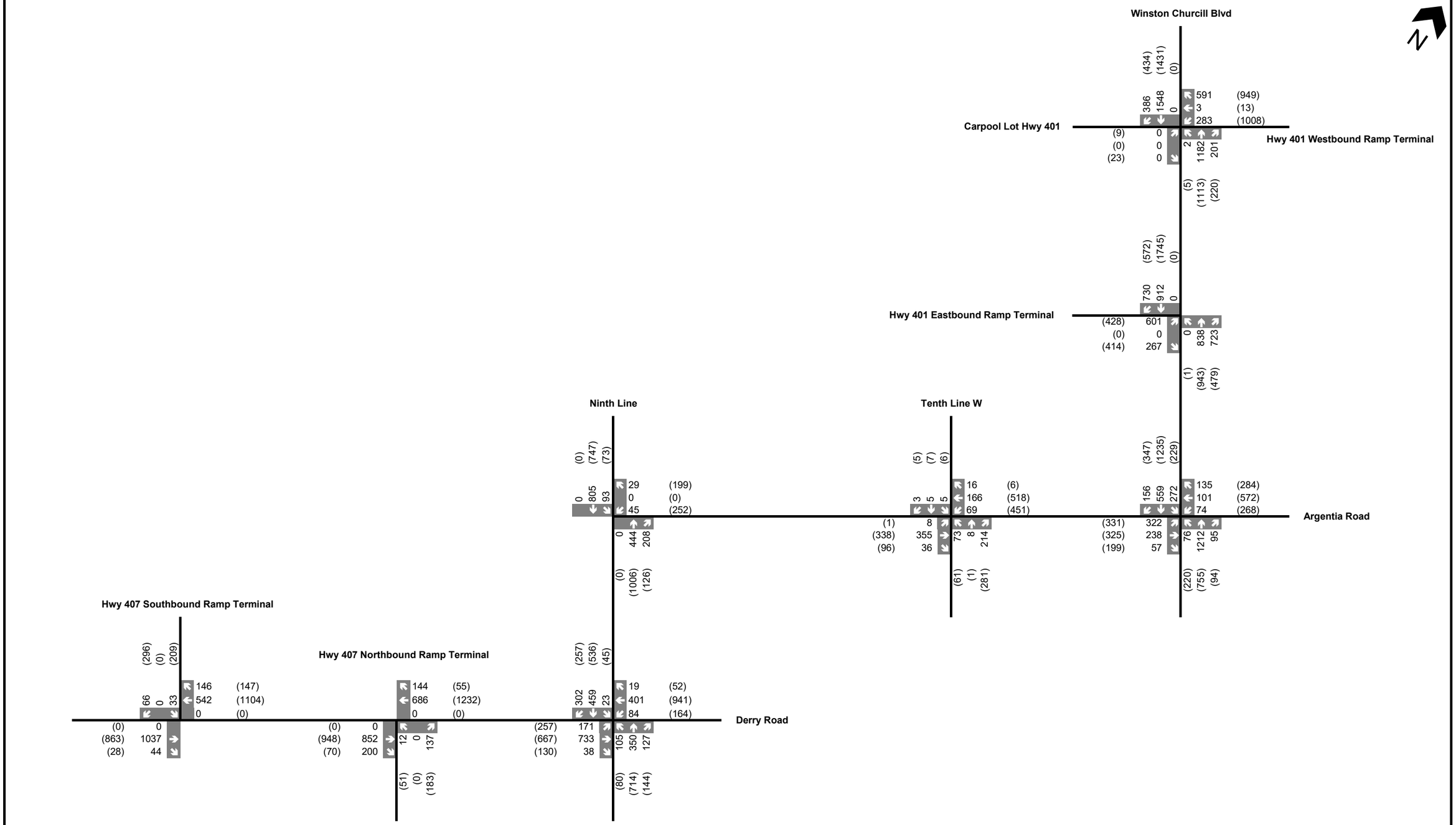
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xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 4-3

Future Background 2032 Traffic Volumes



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xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 4-4

Future Background 2037 Traffic Volumes

5 FUTURE TOTAL TRAFFIC VOLUMES

5.1 Total Site and Truck Trip Generation

Trip generation was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Based on the latest site plan, the proposed development includes the 2 industrial warehouses with total GFA of 57,326 m^2.

The industrial warehouse site was assessed under ITE Land Use Code (LUC) 150 – Warehouse, which provides peak hour vehicle trip estimates for facilities with primarily employee, maintenance, and service traffic.

Table 5-1 summarizes the total site-generated vehicle trips, including both passenger vehicles and heavy trucks, for the proposed warehouse development. **Table 5-2** summarizes the heavy truck component of the total site-generated trips presented in **Table 5-1**. The truck trips presented in **Table 5-2** are included within, and are not additional to, the total vehicle trips presented in **Table 5-1**.

Table 5-1 Site Trip Generation for Warehouse Development

Land Use	Parameters	Peak Hour Trip Generation					
		Weekday AM			Weekday PM		
		In	Out	Total	In	Out	Total
LUC 150 Warehouse	Fitted Curve Equation	T=0.10(X)+13.43			Average Rate		
	Trip Distribution	77%	23%	100%	30%	70%	100%
617,051.93 ft^2 (57,326 m^2)	Total Vehicle Trips	58	17	75	26	67	93

A total of 75 vehicle trips, consisting of 58 inbound and 17 outbound trips, are forecast to be generated by the subject site during the weekday AM peak hour. During the weekday PM peak hour, the site is forecast to generate 93 vehicle trips, consisting of 26 inbound and 67 outbound trips.

Table 5-2 Site Truck Trip Generation for Warehouse Development.

Land Use	Parameters	Peak Hour Trip Generation					
		Weekday AM			Weekday PM		
		In	Out	Total	In	Out	Total
LUC 150 Warehouse	Fitted Curve Equation	Average Rate			Average Rate		
	Trip Distribution	52%	48%	100%	53%	47%	100%
617,051.93 ft^2 (57,326 m^2)	Gross Truck Trips	6	6	12	7	5	12

A total of 12 site truck trips, consisting of 6 inbound and 6 outbound trips, are predicted to be generated by the subject site during the AM peak hour. During the PM peak hour, 7 inbound and 5 outbound net truck site trips are predicted, totaling 12 trips.

No truck trips were assigned to the adjacent Data Centre during the weekday AM or PM peak hours, as the Data Centre is not expected to generate regular heavy vehicle traffic during these periods.

5.2 Site Trip Distribution and Assignment

5.2.1 Passenger Vehicle Trip Distribution

The distribution of site-generated passenger vehicle traffic was derived from the 2022 Transportation Tomorrow Survey (TTS) summary data for Traffic Analysis Zones (TAZ) 3817, 3819, 3719, 3720, 3616, 3617, and 3638, and assigned to the road network accordingly.

The resulting auto trip distribution is summarized in **Table 5-3**.

Figure 5-1 illustrates the assigned site-generated auto traffic for the industrial warehouse.

Table 5-3 Auto Trip Distribution

To/From	Distribution (%)			
	AM peak period		PM peak period	
	Inbound	Outbound	Inbound	Outbound
Northwest	6%	5%	8%	12%
North	1%	2%	4%	2%
Northeast	8%	6%	8%	8%
East	7%	19%	18%	10%
Southeast	35%	35%	27%	35%
South	31%	26%	26%	23%
Southwest	8%	6%	6%	6%
West	4%	2%	3%	4%
Total	100%	100%	100%	100%

5.2.2 Truck Trip Distribution

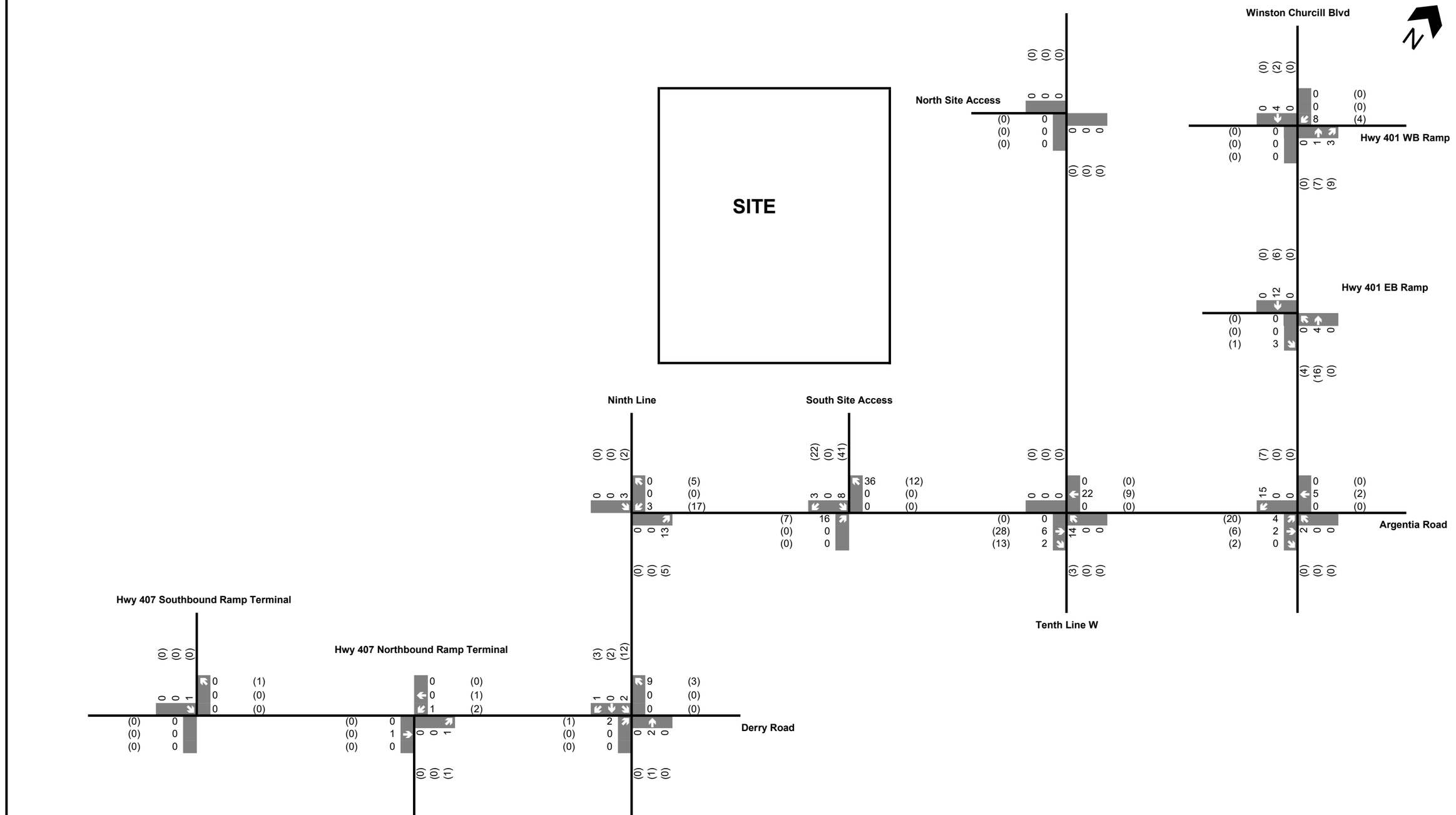
The site-generated truck trips were assigned to the surrounding road network based on existing truck traffic patterns observed in the study area. The resulting truck trip distribution is summarized in **Table 5-4**. **Figure 5-2** illustrates the assigned site-generated truck traffic for the industrial warehouse.

Table 5-4 Truck Trip Distribution

To/From	Distribution (%)			
	AM peak period		PM peak period	
	Inbound	Outbound	Inbound	Outbound
Ninth Line and Argentia Road (from/to north)	17%	17%	28%	0%
Derry Road and Highway 407 SB Off Ramp (from/to west)	17%	17%	14%	20%
Winston Churchill Boulevard and Highway 401 WB Ramp (from/ to north)	50%	66%	28%	60%
Ninth Line and Derry Road (from/to south)	17%	0%	0%	0%
Winston Churchill Boulevard and Highway 401 EB Ramp (from/to west)	0%	0%	14%	0%
Winston Churchill Boulevard and Argentia Road (from/to east)	0%	0%	14%	20%
Total	100%	100%	100%	100%

5.3 Future Total Traffic Volumes

The future total traffic volumes during the weekday AM and PM peak hours for the 2032 and 2037 planning horizons were developed by combining the site-generated passenger vehicle and truck traffic associated with the proposed warehouse development with the future background traffic volumes presented in Section 4. Figure 5-3 presents the future total traffic volumes for the 2032 planning horizon, while Figure 5-4 presents the future total traffic volumes for the 2037 planning horizon.



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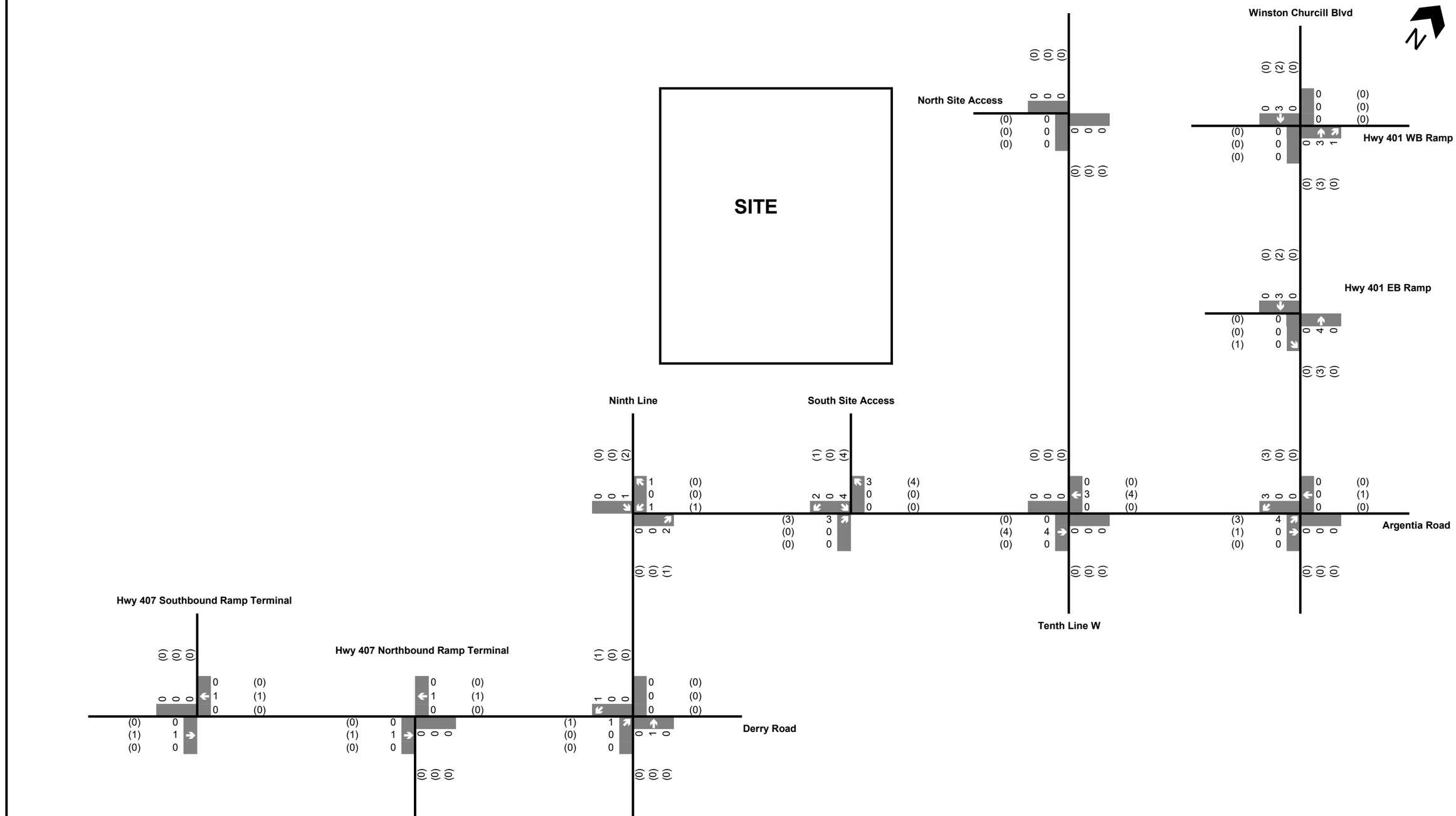
Legend

xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 5-1

Warehouse Site Traffic (Auto)



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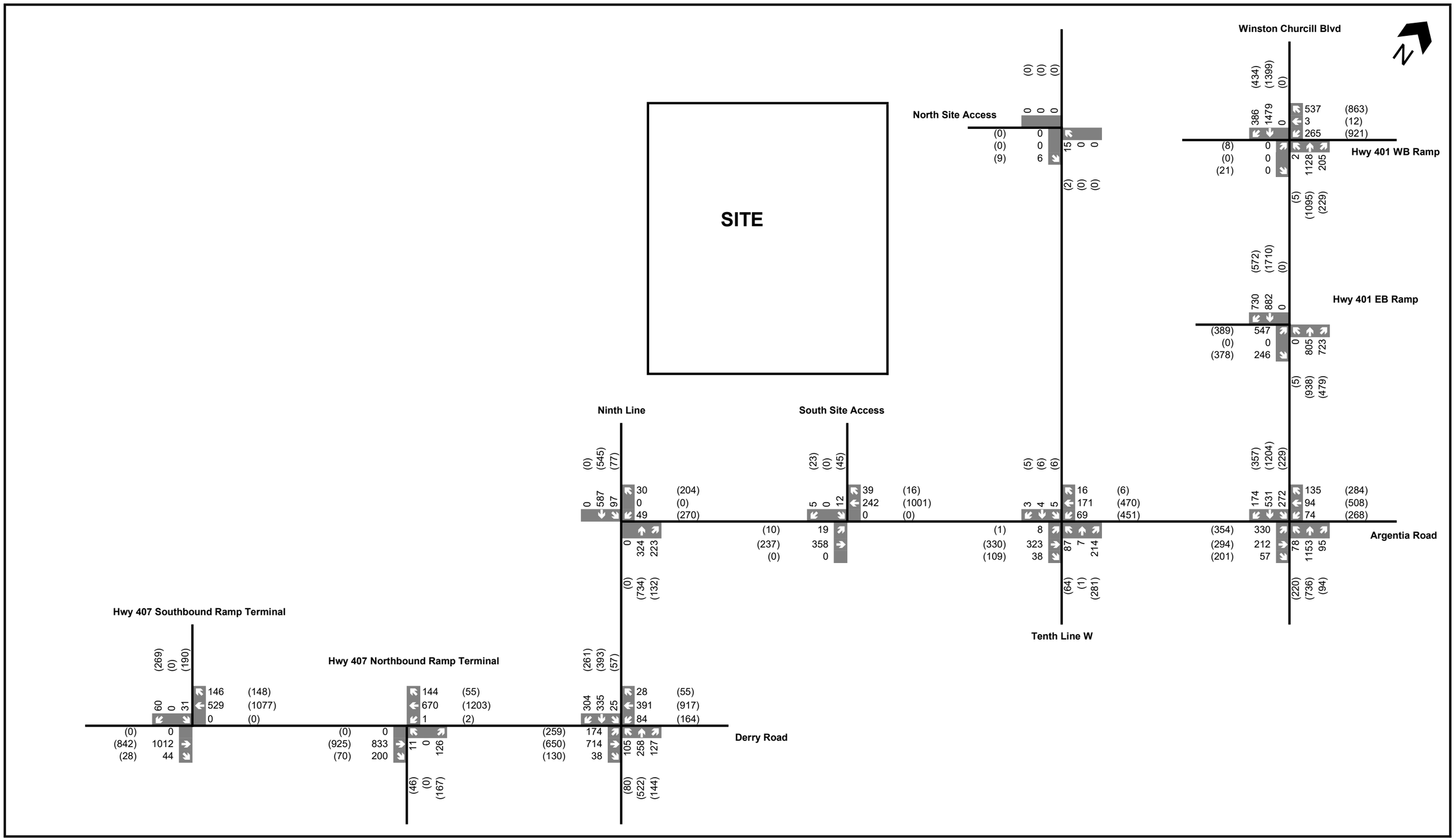
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xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 5-2

Warehouse Site Traffic (Trucks)



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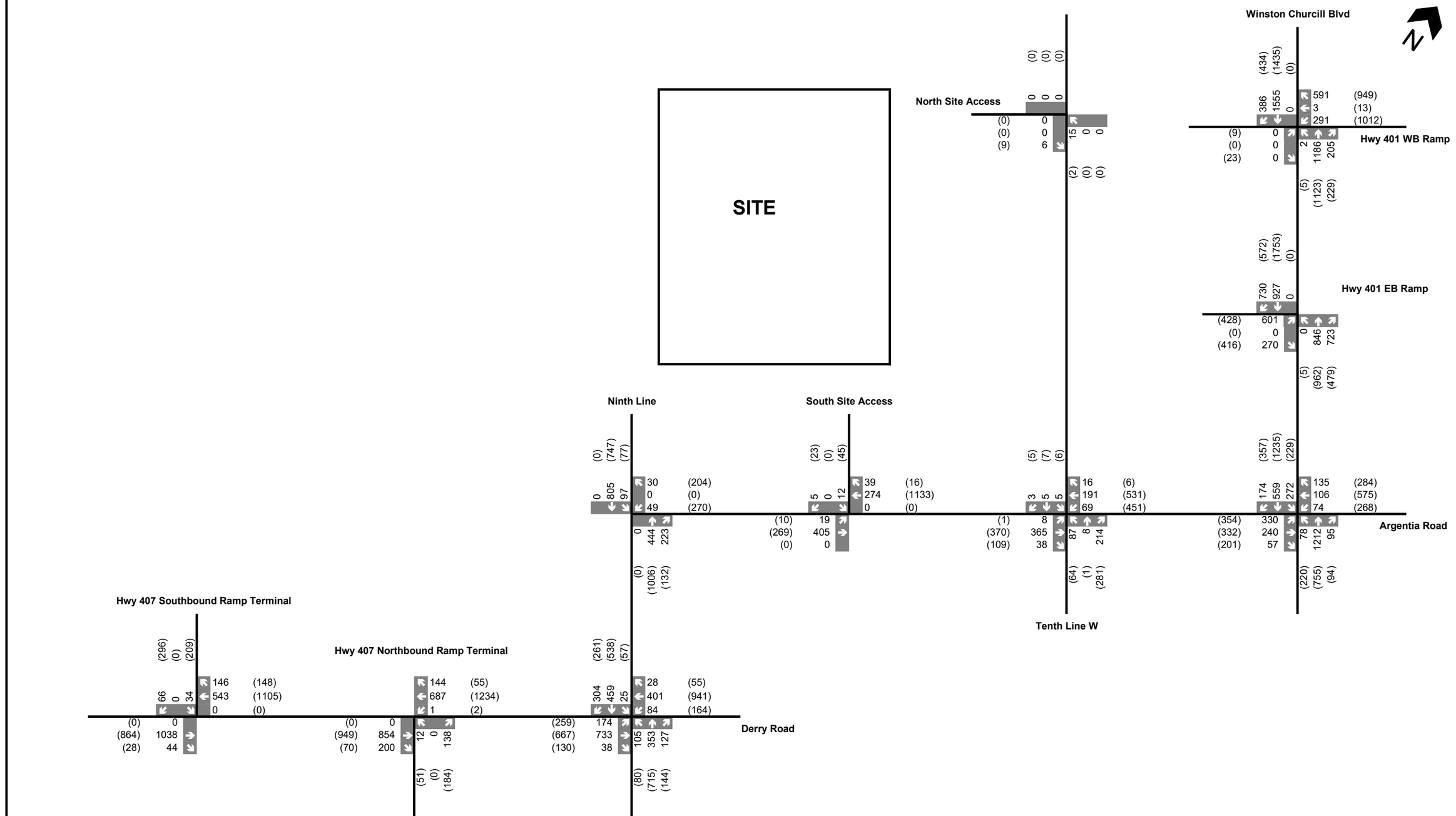
Legend

xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 5-3

Future Total 2032 Traffic Volumes



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xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 5-4

Future Total 2037 Traffic Volumes

6 TRAFFIC CAPACITY ANALYSIS

The traffic capacity analysis identifies how well the intersections and access driveways are operating and how they are expected to operate in the future. The analysis contained in this report utilized the Highway Capacity Manual (HCM) 6 methodology within the Synchro Software package. The reported intersection volume-to-capacity ratios (v/c) are a measure of the saturation volume for each turning movement, while the levels-of-service (LOS) are a measure of the average delay for each turning movement.

In accordance with the Ministry of Transportation (MTO) capacity requirements, capacity analysis was performed for all proposed site access points and study intersections. At signalized intersections, movements with a v/c ratio greater than 0.85 are deemed "critical" and evaluated for possible operational improvements. For MTO ramps, terminal ramp approaches with a v/c ratio greater than 0.75 are also deemed critical and assessed for potential improvements.

The following tables summarize the Synchro/HCM capacity results for the study intersections during the weekday a.m. and p.m. peak hours under baseline (2025), future background and future total (2032 and 2037) traffic conditions. Detailed Synchro reports are attached in **Appendix E**.

6.1 Existing Conditions

The traffic capacity analysis results for the intersections in the study area are summarized in **Table 6-1** for both the weekday a.m. and p.m. peak hours under existing traffic conditions.

Table 6-1 Existing 2025 Capacity Analysis

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Winston Churchill Blvd & Carpool Lot Hwy 401 WB Ramp Terminal	*Overall*	-	*23*	*C*	-	*35*	*D*
	WBL	0.32	51	D	0.80	55	E
	WBR	**0.84**	**63**	**E**	**0.90**	**65**	**E**
	NBL	0.01	17	B	0.02	24	C
	NBT	0.54	15	B	0.61	23	C
	NBR	0.55	16	B	0.61	23	C
	SBT	0.42	12	B	0.44	18	B
	SBR	0.45	14	B	0.53	21	C
Winston Churchill Blvd & Hwy 401 EB Ramp Terminal	*Overall*	-	*26*	*C*	-	*23*	*C*
	EBL	0.80	63	E	0.76	62	E
	EBR	**0.75**	**64**	**E**	**0.80**	**66**	**E**
	NBL	0	0		0	0	

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
	NBT	0.21	8	A	0.24	9	A
	SBT	0.35	10	A	0.63	14	B
	SBR	0.76	21	C	0.65	16	B
Winston Churchill Blvd & Argentia Rd	*Overall*	-	*47*	*D*	-	*43*	*D*
	EBL	**1.07**	**142**	**F**	**1.04**	**133**	**F**
	EBT	0.18	43	D	0.24	44	D
	EBR	0.12	38	D	0.36	38	D
	WBL	0.21	45	D	0.55	38	D
	WBT	0.1	49	D	0.43	47	D
	WBR	0.3	41	D	0.52	41	D
	NBL	0.54	**78**	**E**	0.82	**86**	**F**
	NBT	0.46	33	C	0.32	35	C
	SBL	0.89	**86**	**F**	0.85	**78**	**E**
	SBT	0.20	2	A	0.51	13	B
	SBR	0.19	1	A	0.46	10	B
Tenth Line W & Argentia Rd	*Overall*	-	*17*	*B*	*0.85*	*22*	*C*
	EBL	0	12	B	0.01	15	B
	EBT	0.34	15	B	0.38	19	B
	EBR	0.05	12	B	0.17	17	B
	WBL	0.12	9	A	**0.85**	30	C
	WBT	0.13	8	A	0.42	13	B
	WBR	0.01	8	A	0.01	9	A
	NBL	0.17	22	C	0.14	21	C
	NBR	0.54	25	C	0.66	26	C
	SBL	0.01	28	C	0.01	30	C
	SBR	0.01	27	C	0.01	26	C
Ninth Line & Argentia Rd	*Overall*	-	*9*	*A*	*0.63*	*15*	*B*
	WBL	0.12	20	B	0.50	21	C
	WBR	0.09	20	B	0.45	21	C
	NBT	0.26	8	A	0.63	15	B
	NBR	0.24	7	A	0.16	9	A
	SBL	0.18	10	A	0.25	22	C
	SBT	0.48	10	A	0.47	12	B
Ninth Line & Derry Rd	*Overall*	-	*28*	*C*	-	*38*	*D*
	EBL	0.29	15	B	0.70	23	C
	EBT	0.39	1	A	0.43	24	C

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
	EBR	0.39	1	A	0.43	24	C
	WBL	0.18	16	B	0.41	19	B
	WBT	0.21	21	C	0.54	30	C
	WBR	0.21	21	C	0.54	30	C
	NBL	0.46	43	D	0.46	46	D
	NBT	0.36	42	D	0.80	54	D
	NBR	0.26	41	D	0.32	43	D
	SBL	0.08	48	D	0.41	74	E
	SBT	0.62	**55**	**E**	0.77	**64**	**E**
	SBR	0.82	**62**	**E**	0.72	**62**	**E**
Derry Rd & Hwy 407 NB Ramp Terminal	*Overall*	-	*13*	*B*	-	*16*	*B*
	EBT	0.56	14	B	0.61	15	B
	EBR	0.56	14	B	0.61	15	B
	WBT	0.36	11	B	0.75	16	B
	NBL	0.01	19	B	0.04	14	B
	NBR	0.24	21	C	0.30	16	B
Derry Rd & Hwy 407 SB Ramp Terminal	*Overall*	-	*10*	*A*	-	*14*	*B*
	EBT	0.50	10	A	0.48	11	B
	WBT	0.34	9	A	0.70	16	B
	WBR	0.35	9	A	0.70	16	B
	SBL	0.03	21	C	0.15	14	B
	SBR	0.15	22	C	0.46	18	B

Under existing conditions, most movements at the study intersections operate acceptably during the weekday AM and PM peak hours. Critical movements and delays are primarily observed at the Highway 401 ramp terminals, Winston Churchill Boulevard and Argentia Road, and Ninth Line and Derry Road.

At Winston Churchill Boulevard and the Highway 401 WB Ramp Terminal, the westbound right-turn movement operates at a v/c ratio of 0.84 and LOS E in the AM peak hour and 0.90 and LOS E in the PM peak hour. At the Highway 401 EB Ramp Terminal, the eastbound left- and right-turn movements operate at or near critical conditions, with v/c ratios ranging from 0.75 to 0.80 and LOS E. The most critical movement occurs at Winston Churchill Boulevard and Argentia Road, where the eastbound left-turn movement operates over capacity in both peak hours, with v/c ratios of 1.07 and 1.04, delays of 142 and 133 seconds, and LOS F during the AM and PM peak hours, respectively. Significant delays are also observed at northbound left and southbound left approaches at this intersection. At Ninth

Line and Derry Road, the southbound through and right-turn movements experience LOS E, with delays of up to 64 seconds. All other movements generally operate below critical capacity thresholds with acceptable levels of service.

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6.2 Future Background Conditions

The traffic capacity analysis results for the study area intersections under 2032 future background conditions are summarized in **Note that** the signal timing splits for intersections has been optimized using Synchro's built in optimization feature. The detailed synchro reports and timings are attached in **Appendix E.**

Table 6-2, and the results under 2037 future background traffic conditions are summarized in **Table 6-3**, for both the weekday AM and PM peak hours. These scenarios serve as a baseline for comparison for the future horizons, representing the scenario where there is no development built.

Note that the signal timing splits for intersections has been optimized using Synchro's built in optimization feature. The detailed synchro reports and timings are attached in **Appendix E.**

Table 6-2 Future Background 2032 Capacity Analysis

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Winston Churchill Blvd & Carpool Lot Hwy 401/Hwy 401 WB Ramp Terminal	*Overall*	-	*26*	*C*	-	*37*	*D*
	WBL	0.33	48	D	**0.83**	54	D
	WBR	**0.85**	**63**	**E**	**0.87**	**58**	**E**
	NBL	0.01	24	C	0.03	32	C
	NBT	0.66	16	B	0.70	29	C
	NBR	0.67	21	C	0.71	30	C
	SBT	0.53	16	B	0.55	23	C
	SBR	0.47	16	B	0.55	24	C
Winston Churchill Blvd & Hwy 401 EB Ramp Terminal	*Overall*	-	*27*	*C*	-	*26*	*C*
	EBL	**0.80**	**61**	**E**	**0.77**	**60**	**E**
	EBR	**0.76**	**62**	**E**	**0.81**	**63**	**E**
	NBL	0.00	0	A	0.31	11	B
	NBT	0.26	10	B	0.31	11	B
	SBT	0.44	13	B	0.74	19	B
	SBR	0.79	25	C	0.78	24	C
Winston Churchill Blvd & Argentia Rd	*Overall*	-	*46*	*D*	-	*39*	*D*
	EBL	**0.87**	**83**	**F**	**0.85**	**81**	**F**
	EBT	0.20	41	D	0.27	42	D
	EBR	0.11	35	D	0.34	35	D
	WBL	0.22	45	D	0.55	37	D
	WBT	0.12	49	D	0.51	49	D
	WBR	0.30	41	D	0.52	41	D
	NBL	0.54	**78**	**E**	**0.83**	**87**	**F**
	NBT	0.59	39	D	0.40	38	D

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
	SBL	**0.85**	**82**	**F**	**0.83**	**73**	**E**
	SBT	0.25	27	C	0.65	17	B
	SBR	0.19	17	B	0.46	11	B
Tenth Line W & Argentia Rd	*Overall*	-	*17*	*B*	-	*25*	*C*
	EBL	0.01	12	B	0.00	16	B
	EBT	0.40	16	B	0.45	20	C
	EBR	0.05	12	B	0.18	17	B
	WBL	0.13	9	A	**0.91**	40	D
	WBT	0.15	9	A	0.49	13	B
	WBR	0.02	8	A	0.01	9	A
	NBL	0.18	22	C	0.14	21	C
	NBR	0.55	25	C	0.65	26	C
	SBL	0.03	28	C	0.03	30	C
	SBR	0.03	28	C	0.03	26	C
Ninth Line & Argentia Rd	*Overall*	-	*5*	*A*	-	*13*	*B*
	WBL	0.43	26	C	0.74	26	C
	WBR	0.31	25	C	0.65	24	C
	NBT	0.26	3	A	0.66	11	B
	NBR	0.20	3	A	0.14	5	A
	SBL	0.14	4	A	0.22	16	B
	SBT	0.47	4	A	0.51	8	A
Ninth Line & Derry Rd E/Derry Rd W	*Overall*	-	*29*	*C*	-	*41*	*D*
	EBL	0.30	15	B	0.79	32	C
	EBT	0.40	1	A	0.49	31	C
	EBR	0.40	1	A	0.49	31	C
	WBL	0.19	17	B	0.46	24	C
	WBT	0.23	22	C	0.64	39	D
	WBR	0.23	22	C	0.64	39	D
	NBL	0.52	45	D	0.44	41	D
	NBT	0.44	43	D	0.84	53	D
	NBR	0.25	40	D	0.27	37	D
	SBL	0.09	51	D	0.45	**75**	**E**
	SBT	0.74	**58**	**E**	0.75	**57**	**E**
	SBR	0.80	**61**	**E**	0.59	50	D
Hwy 407 NB Ramp Terminal & Derry Rd E	*Overall*	-	*14*	*B*	-	*16*	*B*
	EBT	0.58	15	B	0.63	16	B
	EBR	0.58	15	B	0.63	16	B
	WBT	0.38	11	B	0.77	16	B

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
	NBL	0.01	19	B	0.04	14	B
	NBR	0.27	22	C	0.34	17	B
Derry Rd E & Hwy 407 SB Ramp Terminal	*Overall*	-	*10*	*B*	-	*15*	*B*
	EBT	0.52	10	B	0.50	11	B
	WBT	0.35	9	A	0.72	17	B
	WBR	0.36	9	A	0.72	17	B
	SBL	0.04	21	C	0.17	14	B
	SBR	0.17	23	C	0.53	20	B

Under future background 2032 conditions, most movements at the study intersections are expected to operate acceptably, with a few exceptions. Operational constraints are expected at the Highway 401 ramp terminal approaches at Winston Churchill Boulevard, as well as the eastbound, northbound, and southbound left-turn movements at Winston Churchill Boulevard and Argentia Road. At Ninth Line and Derry Road, the southbound through movement is expected to operate at LOS E during both peak hours, with the southbound right-turn movement operating at LOS E during the AM peak hour and the southbound left-turn movement operating at LOS E during the PM peak hour. The westbound left-turn movement at Tenth Line and Argentia Road is also expected to operate close to capacity during the PM peak hour.

Table 6-3 Future Background 2037 Capacity Analysis

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Winston Churchill Blvd & Carpool Lot Hwy 401/Hwy 401 WB Ramp Terminal	*Overall*	-	*29*	*C*	-	*44*	*D*
	WBL	0.33	46	D	**0.88**	**57**	**E**
	WBR	**0.87**	**63**	**E**	**0.99**	**80**	**E**
	NBL	0.02	28	C	0.03	36	D
	NBT	0.71	25	C	0.77	35	C
	NBR	0.72	25	C	0.78	35	C
	SBT	0.57	18	B	0.58	25	C
	SBR	0.49	18	B	0.57	26	C
Winston Churchill Blvd & Hwy 401 EB Ramp Terminal	*Overall*	-	*28*	*C*	-	*29*	*C*
	EBL	**0.81**	**59**	**E**	**0.77**	**58**	**E**
	EBR	**0.77**	**59**	**E**	**0.81**	**61**	**E**
	NBL	0.00	0		0.33	12	B
	NBT	0.28	12	B	0.33	13	B
	SBT	0.48	15	B	0.77	22	C
	SBR	0.81	28	C	0.82	28	C
	Overall	-	*40*	*D*	-	*39*	*D*

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Winston Churchill Blvd & Argentia Rd	EBL	**0.87**	**84**	**F**	**0.86**	**81**	**F**
	EBT	0.23	41	D	0.30	43	D
	EBR	0.11	35	D	0.34	35	C
	WBL	0.22	45	D	0.57	38	D
	WBT	0.13	50	D	0.57	50	D
	WBR	0.30	41	D	0.52	41	D
	NBL	0.54	**78**	**E**	0.82	**86**	**F**
	NBT	0.62	39	D	0.42	39	D
	SBL	**0.86**	**75**	**E**	**0.83**	**72**	**E**
	SBT	0.26	4	A	0.66	17	B
	SBR	0.21	3	A	0.46	11	B
Tenth Line W & Argentia Rd	*Overall*	-	*17*	*B*	-	*27*	*C*
	EBL	0.01	12	B	0.01	18	B
	EBT	0.46	17	B	0.52	22	C
	EBR	0.05	12	B	0.17	17	B
	WBL	0.14	10	A	**0.96**	51	D
	WBT	0.17	9	A	0.57	15	B
	WBR	0.02	8	A	0.01	9	A
	NBL	0.18	22	C	0.14	21	C
	NBR	0.55	25	C	0.65	26	C
	SBL	0.03	28	C	0.03	30	C
	SBR	0.03	28	C	0.04	26	C
Ninth Line & Argentia Rd	*Overall*	-	*4*	*A*	-	*10*	*B*
	WBL	0.43	26	C	0.74	26	C
	WBR	0.31	25	C	0.65	24	C
	NBT	0.19	3	A	0.47	7	A
	NBR	0.20	3	A	0.13	5	A
	SBL	0.16	4	A	0.23	12	B
	SBT	0.34	6	A	0.35	6	A
Ninth Line & Derry Rd E/Derry Rd W	*Overall*	-	*28*	*C*	-	*39*	*D*
	EBL	0.34	16	B	0.74	25	C
	EBT	0.42	1	A	0.45	25	C
	EBR	0.43	1	A	0.45	25	C
	WBL	0.19	18	B	0.43	19	B
	WBT	0.24	24	C	0.58	31	C
	WBR	0.24	24	C	0.58	31	C
	NBL	0.44	41	D	0.44	44	D
	NBT	0.30	39	D	0.68	49	D

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
	NBR	0.25	38	D	0.31	42	D
	SBL	0.08	45	D	0.39	**68**	**E**
	SBT	0.51	51	D	0.65	**56**	**E**
	SBR	**0.76**	**58**	**E**	0.71	**61**	**E**
Hwy 407 NB Ramp Terminal & Derry Rd E	*Overall*	-	*14*	*B*	-	*16*	*B*
	EBT	0.59	15	B	0.65	16	B
	EBR	0.59	15	B	0.65	16	B
	WBT	0.38	11	B	0.79	15	B
	NBL	0.01	19	B	0.05	14	B
	NBR	0.30	22	C	0.37	17	B
Derry Rd E & Hwy 407 SB Ramp Terminal	*Overall*	-	*10*	*B*	-	*15*	*B*
	EBT	0.54	10	B	0.51	11	B
	WBT	0.36	9	A	0.74	17	B
	WBR	0.36	9	A	0.74	17	B
	SBL	0.04	21	C	0.19	14	B
	SBR	0.18	23	C	0.58	21	C

Under future background 2037 conditions, most movements at the study intersections are expected to operate acceptably, with operational constraints generally consistent with those identified under future background 2032 conditions. Critical movements remain at the Highway 401 ramp terminals at Winston Churchill Boulevard and at Winston Churchill Boulevard and Argentia Road. At Ninth Line and Derry Road, operational constraints are expected along the southbound approach, particularly during the PM peak hour. The westbound left-turn movement at Tenth Line and Argentia Road is also expected to operate near capacity during the PM peak hour, with a v/c ratio of 0.96.

Review of the intersection capacity analysis under the 2032 and 2037 future background traffic scenarios indicates that multiple movements are anticipated to operate near capacity during the AM and PM peak hours. However, these capacity constraints are primarily attributable to traffic generated by background developments.

6.3 Future Total Conditions

The future total road network consists of the future background traffic combined with the subject site traffic. The traffic capacity analysis results for the intersections in the study area are summarized in **Table 6-4** for the 2032 horizon year and in **Table 6-5** for the 2037 horizon year, for both the weekday AM and PM peak hours.

Table 6-4 Future Total 2032 Capacity Analysis

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Winston Churchill Blvd & Carpool Lot Hwy 401/Hwy 401 WB Ramp Terminal	*Overall*	-	*26*	*C*	-	*39*	*D*
	WBL	0.34	48	D	0.82	52	D
	WBT	**0.85**	**63**	**E**	**0.92**	**64**	**E**
	WBR	0.01	24	C	0.03	34	C
	NBL	0.66	21	C	0.76	33	C
	NBT	0.67	21	C	0.77	34	C
	SBT	0.53	16	B	0.56	24	C
	SBR	0.47	16	B	0.57	26	C
Winston Churchill Blvd & Hwy 401 EB Ramp Terminal	*Overall*	-	*27*	*C*	-	*27*	*C*
	EBL	**0.83**	**64**	**E**	**0.81**	**65**	**E**
	EBR	**0.80**	**66**	**E**	**0.86**	**75**	**E**
	NBT	0.26	10	B	0.32	11	B
	SBT	0.44	12	C	0.73	18	B
	SBR	0.78	24	C	0.77	22	C
Winston Churchill Blvd & Argentia Rd	*Overall*	-	*41*	*D*	-	*40*	*D*
	EBL	**0.87**	**84**	**F**	**0.87**	**83**	**F**
	EBT	0.20	41	D	0.27	42	D
	EBR	0.11	35	C	0.34	35	D
	WBL	0.22	45	D	0.54	36	D
	WBT	0.12	49	D	0.51	49	D
	WBR	0.30	41	D	0.52	41	D
	NBL	0.56	**78**	**E**	0.82	**86**	**F**
	NBT	0.59	39	D	0.42	39	D
	SBL	**0.87**	**77**	**E**	0.83	**73**	**E**
	SBT	0.25	4	A	0.66	18	B
	SBR	0.22	3	A	0.48	12	B
Tenth Line W & Argentia Rd	*Overall*	-	*17*	*B*	-	*25*	*C*
	EBL	0.01	12	B	0.01	16	B
	EBT	0.42	16	B	0.49	21	C
	EBR	0.06	12	B	0.19	17	B
	WBL	0.14	10	A	**0.91**	38	D
	WBT	0.18	9	A	0.49	13	B
	WBR	0.02	8	A	0.01	9	A
	NBL	0.21	23	C	0.15	24	C
	NBTR	0.54	25	C	0.67	29	C
	SBL	0.03	28	C	0.03	33	C

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
	SBTR	0.03	28	C	0.04	29	C
Ninth Line & Argentia Rd	*Overall*	-	*5*	*A*	-	*13*	*B*
	WBL	0.45	26	C	0.75	26	C
	WBR	0.31	25	C	0.64	24	C
	NBT	0.26	3	A	0.66	11	B
	NBR	0.21	3	A	0.14	5	A
	SBL	0.15	3	A	0.25	17	B
	SBT	0.47	3	A	0.50	8	A
Ninth Line & Derry Rd	*Overall*	-	*27*	*C*	-	*41*	*D*
	EBL	0.31	15	B	0.79	32	C
	EBTR	0.41	1	A	0.49	30	C
	WBL	0.19	17	B	0.45	23	C
	WBTR	0.23	22	C	0.64	38	D
	NBL	0.52	44	D	0.45	42	D
	NBT	0.44	43	D	0.83	53	D
	NBR	0.25	40	D	0.27	37	D
	SBL	0.10	51	D	0.57	**80**	**F**
	SBT	0.74	**57**	**E**	0.77	**59**	**E**
	SBR	0.80	**61**	**E**	0.61	52	D
Derry Rd & Hwy 407 NB Ramp Terminal	*Overall*	-	*14*	*B*	-	*18*	*B*
	EBT	0.58	15	B	0.63	16	B
	WBT	0.37	12	B	0.79	21	C
	NBL	0.01	19	B	0.05	14	B
	NBR	0.27	22	C	0.34	17	B
Derry Rd & Hwy 407 SB Ramp Terminal	*Overall*	-	*10*	*B*	-	*15*	*B*
	EBT	0.52	10	A	0.50	11	B
	WBT	0.35	9	A	0.72	17	B
	SBL	0.04	21	C	0.17	14	B
	SBR	0.17	23	C	0.53	20	B
Tenth Line & North Site Access	EBLR	0.01	8	A	0.01	8	A
	NBL	0.01	7	A	0.00	7	A
Argentia Road & South Site Access	SBLR	0.03	12	B	0.35	31	D
	EBL	0.02	8	A	0.02	11	B

Under future total 2032 conditions, the study intersections are expected to operate generally like future background 2032 conditions. Operational constraints remain at the Highway 401 ramp terminals at Winston Churchill Boulevard and along the eastbound, northbound, and southbound left-turn movements at Winston Churchill Boulevard and Argentia Road. At Ninth Line and Derry

Road, operational constraints are expected along the southbound approach, including the southbound through movement during both peak hours and the southbound left-turn movement during the PM peak hour. The westbound left-turn movement at Tenth Line and Argentia Road is also expected to operate close to capacity during the PM peak hour, with a v/c ratio of 0.91. The proposed north and south site accesses are expected to operate acceptably under future total 2032 conditions.

Table 6-5 Future Total 2037 Capacity Analysis

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Winston Churchill Blvd & Carpool Lot Hwy 401/Hwy 401 WB Ramp Terminal	*Overall*	-	*29*	*C*	-	*40*	*D*
	WBL	0.34	46	D	**0.89**	**58**	**E**
	WBT	**0.87**	**62**	**E**	**0.93**	**64**	**E**
	WBR	0.02	28	C	0.03	35	C
	NBL	0.72	25	C	0.74	32	C
	NBT	0.72	25	C	0.75	32	C
	SBT	0.57	19	B	0.58	24	C
	SBR	0.49	18	B	0.56	26	C
Winston Churchill Blvd & Hwy 401 EB Ramp Terminal	*Overall*	-	*29*	*C*	-	*29*	*C*
	EBL	**0.84**	**64**	**E**	**0.84**	**66**	**E**
	EBR	**0.81**	**66**	**E**	**0.88**	**78**	**E**
	NBT	0.28	11	B	0.34	12	B
	SBT	0.47	14	B	0.76	20	C
	SBR	0.80	26	C	0.80	25	C
Winston Churchill Blvd & Argentia Rd	*Overall*	-	*41*	*D*	-	*40*	*D*
	EBL	**0.87**	**84**	**F**	**0.87**	**82**	**F**
	EBT	0.23	41	D	0.31	43	D
	EBR	0.11	35	C	0.34	35	D
	WBL	0.22	45	D	0.56	37	D
	WBT	0.14	50	D	0.57	50	D
	WBR	0.30	41	D	0.52	41	D
	NBL	0.56	**78**	**E**	**0.83**	**87**	**F**
	NBT	0.62	39	D	0.41	39	D
	SBL	**0.87**	**77**	**E**	**0.83**	**73**	**E**
	SBT	0.26	4	A	0.69	18	B
	SBR	0.22	3	A	0.47	12	B
Tenth Line W & Argentia Rd	*Overall*	-	*17*	*B*	-	*28*	*C*
	EBL	0.01	12	B	0.01	17	B
	EBT	0.47	17	B	0.55	23	C

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
	EBR	0.06	12	B	0.19	17	B
	WBL	0.15	10	A	**0.96**	50	D
	WBT	0.20	9	A	0.56	14	B
	WBR	0.02	8	A	0.01	9	A
	NBL	0.21	23	C	0.16	24	C
	NBTR	0.54	25	C	0.67	29	C
	SBL	0.03	28	C	0.03	33	C
	SBTR	0.03	28	C	0.04	29	C
Ninth Line & Argentia Rd	*Overall*	-	*4*	*A*	-	*11*	*B*
	WBL	0.45	26	C	0.75	26	C
	WBR	0.31	25	C	0.64	24	C
	NBT	0.19	3	A	0.48	7	A
	NBR	0.21	3	A	0.14	5	A
	SBL	0.16	4	A	0.24	13	B
	SBT	0.34	3	A	0.37	6	A
Ninth Line & Derry Rd	*Overall*	-	*28*	*C*	-	*39*	*D*
	EBL	0.32	16	B	0.75	26	C
	EBT	0.43	1	A	0.45	25	C
	WBL	0.19	18	B	0.43	19	B
	WBT	0.24	24	C	0.59	32	C
	NBL	0.44	41	D	0.44	44	D
	NBT	0.31	39	D	0.68	49	D
	NBR	0.24	38	D	0.31	42	D
	SBL	0.09	45	D	0.50	**71**	**E**
	SBT	0.51	50	D	0.65	**56**	**E**
	SBR	0.76	**58**	**E**	0.71	**61**	**E**
Derry Rd & Hwy 407 NB Ramp Terminal	*Overall*	-	*14*	*B*	-	*18*	*B*
	EBT	0.59	15	B	0.65	16	B
	WBT	0.39	12	B	0.81	21	C
	NBL	0.01	19	B	0.05	14	B
	NBR	0.30	22	C	0.38	17	B
Derry Rd & Hwy 407 SB Ramp Terminal	*Overall*	-	*10*	*B*	-	*15*	*B*
	EBT	0.54	10	A	0.52	11	B
	WBT	0.36	9	A	0.74	17	B
	SBL	0.04	21	C	0.19	14	B
	SBR	0.18	23	C	0.58	21	B
	EBLR	0.01	8	A	0.01	8	A

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Tenth Line & North Site Access	NBL	0.01	7	A	0.00	8	A
Argentia Road & South Site Access	SBLR	0.04	12	B	0.44	**43**	**E**
	EBL	0.02	8	A	0.02	12	B

Under future total 2037 conditions, the study intersections are expected to operate generally similar to future background 2037 conditions. Operational constraints remain at the Highway 401 ramp terminals at Winston Churchill Boulevard and along the eastbound, northbound, and southbound left-turn movements at Winston Churchill Boulevard and Argentia Road. At Ninth Line and Derry Road, operational constraints are expected along the southbound approach, particularly during the PM peak hour. The westbound left-turn movement at Tenth Line and Argentia Road is also expected to operate near capacity during the PM peak hour, with a v/c ratio of 0.96.

Overall, the capacity analysis indicates that the proposed development is expected to have minimal impact on the surrounding road network, with operating conditions generally consistent with the corresponding future background scenarios. The North Site Access is expected to operate at LOS A during both peak hours. At the South Site Access, sufficient reserve capacity is available, although the southbound site-access movement is expected to operate at LOS E during the 2037 PM peak hour. It is recommended that the City and Region continue to monitor movements approaching capacity and consider operational adjustments at signalized intersections, as required.

7 QUEUING ANALYSIS

Table 7-1 summarizes the 95th percentile queues derived from the Synchro analysis for exclusive turning movements at the study intersections. Detailed queuing analysis results are provided in **Appendix E**.

Table 7-1 Queuing Analysis Future Total Conditions

Intersection	Movement	Storage (m)	95th Percentile Queue (m)					
			EX 2025		FT 2032		FT 2037	
			AM	PM	AM	PM	AM	PM
Winston Churchill Blvd & Hwy 401 WB Ramp (Signalized)	EBL	35		8	-	8	-	10
	EBR	35		0	-	0	-	-
	WBL	400	61	148	67	216	60	248
	WBR	160	59	31	67	**161**	81	**168**
Winston Churchill Blvd & Hwy 401 EB Ramp	EBR	190	51	97	55	115	70	137
Winston Churchill Blvd & Argentia Rd	EBL	185	97	93	76	77	76	77
	EBR	100	13	44	5	40	5	39
	WBL	85	36	94	35	82	35	79
	WBR	85	44	84	36	73	35	70
	NBL	150	22	49	23	49	23	50
	NBR	70	12	11	1	8	1	8
	SBL	145	62	52	56	48	56	46
	SBR	185	28	58	13	98	11	98
Tenth Line W & Argentia Rd	EBL	35	2	2	3	2	3	2
	WBL	65	9	55	4	55	9	64
	EBR	125	0	0	0	9	0	9
	NBL	130	17	15	9	17	19	17
	SBL	45	3	2	1	4	5	4
Ninth Line & Argentia Rd	NBR	100	9	7	9	7	9	7
	SBL	45	14	14	14	14	14	16
Ninth Line & Derry Rd W	EBL	90	43	70	37	57	41	74
	WBL	100	22	41	18	34	20	38
	NBL	185	38	29	42	33	39	31
	NBR	135	15	15	16	17	15	15

Intersection	Movement	Storage (m)	95th Percentile Queue (m)					
			EX 2025		FT 2032		FT 2037	
			AM	PM	AM	PM	AM	PM
	SBL	105	14	25	16	33	16	36
	SBR	95	25	22	29	26	27	23
Hwy 407 NB Ramp & Derry Rd E	NBR	160	14	19	15	23	17	26
Derry Rd & Hwy 407 SB Ramp	SBR	160	11	32	12	37	12	42
Tenth Line & North Site Access	EBRL	15	-	-	0	0	0	0
	NBTL	15	-	-	0	0	0	0
Argentia Road & South Site Access	SBLR	30	-	-	1	11	1	15
	EBL	30	-	-	1	1	1	1

The 95th percentile queues for all study intersections were reviewed where auxiliary lanes are present for turning movements. The storage lengths for each auxiliary lane took into account the deceleration, storage and effective taper length for each auxiliary lane. All queues for the 2025 existing, 2032 and 2037 total traffic scenarios are shown to be accommodated with the existing auxiliary lanes during both the AM and PM peak hours. Exception includes the 95th percentile queue length for the westbound right-turn movement at Winston Churchill Boulevard and the Highway 401 westbound ramp during the PM peak hour under the 2032 and 2037 future total traffic. The anticipated queue marginally exceeds the storage length. However, the queue can still be accommodated within the available 43 m taper.

8 PARKING AND LOADING ASSESSMENT

8.1 Parking Requirements

The parking requirements for developments in the City of Mississauga are governed by the Zoning By-law 0225-2007. The required parking spaces for a warehouse are 1.1 spaces per 100 m^2 of GFA upto the total GFA of 6,975 m^2, and 0.6 spaces per 100 m^2 for the additional GFA. The required parking space for the site is outlined in **Table 8-1**.

Table 8-1 Required and Proposed Parking Supply

Land Use	Units/ Density	Required Parking Supply	Proposed Parking Supply
Industrial Building DC 4	26,823 m^2	196	278
Industrial Building DC 5	30,503 m^2	218	218
Total Number of Parking Spaces		**414**	**496**

The total proposed parking spaces exceed the total minimum required parking supply requirements outlined in the by-law.

8.2 Accessible Parking Spaces

Under Zoning By-law 0225-2007 Section 3.1.3 requires accessible parking spaces to be provided on site. For a site with 201-1000 required total parking spaces, the required number of barrier-free parking spaces is 2.0 plus 2% of the required number of parking spaces. **Table 8-2** shows the required and proposed number of accessible parking spaces.

Table 8-2 Required Accessible Parking Spaces

Use	Accessible Parking Supply Rate	Minimum Accessible Parking Supply	Proposed Accessible Parking Supply
Industrial Building DC 4	2 + 2% required parking spaces	2+2%*278 = 8	8
Industrial Building DC 5	2 + 2% required parking spaces	2+2%*218 = 7	8
Total Number of Parking Spaces		**15**	16

Accordingly, the proposed barrier-free parking supply of 16 parking spaces exceeds the minimum parking supply required by one parking space.

8.3 Electric Vehicle Parking Spaces

In accordance with Zoning By-law 0225-2007, Table 3.1.1.12 (Line 6.0), non-residential uses identified in Table 3.1.1.12 are required to provide electric vehicle parking spaces at a rate of 10% of the total required parking spaces or 1 space, for whichever is greater. **Table 8-3** shows the proposed number of electric vehicle parking spaces.

Table 8-3 Required Electrical Vehicle Parking Spaces

Use	Electrical Vehicle(EV) Parking Supply Rate	Minimum EV Parking Supply	Proposed EV Parking Supply
Industrial Building DC 4	10% or 1 space for whichever is greater	20	20
Industrial Building DC 5	10% or 1 space for whichever is greater	22	22
Total Number of Parking Spaces		**42**	**42**

Accordingly, the proposed EV supply of 42 parking spaces meets the minimum parking supply required.

8.4 Bicycle Parking Requirements

The site is subject to the City of Mississauga Zoning By-law 0225-2007 and requires a total of 62 bicycle parking spaces, based on Table 3.1.6.6 line 6 of the by-law. The requirements and provision of bicycle parking are summarized in **Table 8-4** below.

Table 8-4 Required Bicycle Parking Spaces

Use	Bicycle Parking Supply Rate	Minimum Bicycle Parking Supply	Proposed Bicycle Parking Supply
Industrial Building DC 4	CLASS A 0.1 spaces per 100 m^2 GFA - non-residential CLASS B 2.0 Spaces	27 Class A 2 Class B	27 Class A 2 Class B
Industrial Building DC 5	CLASS A 0.1 spaces per 100 m^2 GFA - non-residential CLASS B 2.0 Spaces	31 Class A 2 Class B	31 Class A 2 Class B

Accordingly, the proposed bicycle parking supply spaces meet the minimum parking supply required.

8.5 Loading Assessment

According to Zoning By-law 0225-2007 Section 3.1.4.3, developments with a GFA greater than 14,000 m^2 require 3 loading spaces plus 1 additional space for each 9,300 m^2 GFA. As the proposed site both exceed the minimum GFA of 14,000 m^2, additional loading space will be required for every 9,300 of additional GFA. Loading space requirements are provided in **Table 8-5**.

Table 8-5 Loading Spaces Requirements and Proposed Supply

Buildings	Loading Spaces Rate	Minimum Required Loading Spaces Supply	Proposed Loading Space
Industrial Building DC 4	3 spaces +1 per 9,300 m^2 over 14,000 m^2	5	6
Industrial Building DC 5	3 spaces +1 per 9,300 m^2 over 14,000 m^2	5	6

The proposed supply exceeds the minimum required number of loading spaces stated in the City of Mississauga By-Law by one loading space. The proposed loading space dimensions meet the by-law requirements of a loading space that is rectangular area with a minimum width of 3.5 m and a minimum length of 9.0 m.

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9 SITE PLAN REVIEW

9.1 Access Review

The access to the proposed industrial development is to be provided via Argentia Road. The site is accessed via an existing full move driveway located on Argentia Road currently servicing the adjacent development, which extends northward into the site and provides primary access to the proposed industrial warehouse. As the site access is currently operational, supporting an existing warehousing development, the proposed site access off of Argentia is anticipated to support the proposed development without issue.

9.2 Site Circulation Review

Site access will be provided with one full moves unsignalized intersection.

Vehicle maneuvering diagrams have been prepared for the proposed site. This includes a review of heavy vehicles, waste collection, passenger vehicles and fire route access. The vehicle maneuvering diagrams are provided in **Appendix F**.

9.2.1 Loading Vehicles

Loading vehicles turning movements for the site were simulated using Transportation Association of Canada (TAC) WB-20 tractor-trailer vehicles. Trucks are only permitted from the south access at Argentia Road. Truck turning movements indicate that WB-20 can ingress, circulate to the loading area, and egress the site for the subject site without conflict.

9.2.2 Waste Collection Vehicles

For this site, the waste collection vehicle is a Front-End Waste Truck, which can access the site and maneuver in the waste collection area without conflict. The waste collection truck was simulated using a Front-End Waste Truck model from the Peel Region.

9.2.3 Passenger Vehicles

Passenger vehicle turning movements were simulated using a Transportation Association of Canada (TAC) passenger vehicle. The simulations indicate that passenger vehicles can access the site and circulate within the parking areas without conflict.

9.2.4 Fire Route Vehicle

Emergency fire truck vehicles were simulated using a Mississauga Pumper Fire Truck design vehicle. Turning movements indicate that the fire truck vehicle can ingress, circulate and egress the site.

10 PEDESTRIAN CIRCULATION PLAN

A pedestrian Circulation Plan is proposed to guide the provisions to encourage people to walk more. When people walk more, they are more physically fit and have fewer health problems. Walking more and driving less also reduces greenhouse gas emissions and results in other environmental benefits. In addition, good pedestrian design brings economic benefits as walkable places attract consumers. Since all trips begin and end with an individual walking, providing a well-designed pedestrian network within a proposed development is crucial. Major considerations in developing walkable, connected neighborhoods, and creating a pedestrian oriented environment include:

- Creating safe pedestrian facilities at all pathways and while crossing intersections;
- Providing adequate separation between pedestrian and vehicular facilities;
- Remaining sensitive to the needs of persons with physical challenges; and
- Completing missing pedestrian linkages within and immediately adjacent to the development to create connectivity.

The subject site has legal frontage on Argentia Road, which provides pedestrian facilities along the road.

The proposed site plan includes sidewalks along the exterior of each building, with the exception of the loading areas. While direct pedestrian connections to the site are limited, the adjacent existing development to the south provides an opportunity for pedestrian access to the proposed industrial development. Additionally, there is opportunity for pedestrians to access the site using Tenth Line through the adjacent development (the data center). However, as Tenth Line lacks formal pedestrian facilities, access off of Tenth Line will be the result of informal roadside routes. Once within the site, pedestrians will utilize the proposed internal sidewalk network, though some crossing of parking areas and internal drive aisles may be required. Given the industrial context and surrounding land uses, the proposed pedestrian connectivity is considered consistent with adjacent properties. It is recommended that designated pedestrian crossings be incorporated in future site plan updates to enhance pedestrian safety across internal vehicular travel lanes.

Appendix G summarizes potential pedestrian paths as well as highlights the proposed pedestrian facilities.

11 COMMUNITY IMPACT

The subject site is located within an established employment/industrial area of the City of Mississauga. Surrounding land uses consist predominantly of industrial, warehouse, logistics, and related commercial operations. There are no immediately adjacent residential neighborhoods in close proximity to the site.

The traffic generated by the proposed development during the weekday AM and PM peak hours represents a minor increase relative to the existing and future background traffic volumes on the adjacent roadway network. The surrounding arterial and collector roadways are designed to accommodate employment-area traffic, including commercial vehicles, and have sufficient capacity to accommodate the forecast site-generated trips.

Based on the analysis completed for the Future Total (2032 and 2037) scenarios:

- Traffic increases attributable to the development are incremental in nature.
- Overall intersection operations remain acceptable under Future Total conditions.
- No significant adverse operational or capacity-related impacts are anticipated on the surrounding road network.
- The forecast increase in site-generated truck traffic is not expected to materially alter existing traffic conditions or introduce a significant additional road-safety impact for surrounding developments.

Given the industrial context of the area and the absence of nearby residential neighborhoods, the incremental traffic associated with the development is not expected to result in measurable community disruption.

Concerns regarding truck interactions with other road users, truck turning movements, site access, and conditions along Tenth Line should be considered through the development review process. Where warranted, potential measures such as designated truck routes, appropriate access design and signage, sightline maintenance, and other site-specific safety improvements may be evaluated in consultation with City staff.

Should Public Information Centers (PICs) or community engagement sessions be undertaken as part of the development review process, any traffic-related comments or concerns raised by stakeholders will be reviewed and addressed in this section of the final report, as required by the City of Mississauga. Potential concerns related to traffic operations, safety, truck activity, or access configuration will be evaluated in coordination with City staff, and appropriate mitigation measures will be considered, where warranted.

12 TRANSPORTATION DEMAND MANAGEMENT

12.1 TDM Objectives

Development of site-specific Transportation Demand Management Plan (TDM) measures for the proposed development is based on a four-year planning horizon. Therefore, in the context that the primary objective is to reduce single occupancy vehicle use, the plan will review opportunities to set realistic targets for increased use of carpooling, transit, cycling, and walking trips. This plan recommends measures with a pre-and post-baseline commuter survey of all employees.

Transportation Demand Management (TDM) refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. TDM strategies have multiple benefits including the following:

- Reduced auto-related emissions to improve air quality
- Decreased traffic congestion to reduce travel time
- Increased travel options for businesses and commuters
- Reduced personal transportation costs and energy consumptions

The combined benefits listed above will assist in creating a more active and liable community through improvements to overall active transportation facilities for businesses and the surrounding community. Typical TDM measures include:

1. Carpool/vanpool ride sharing
2. Bicycle and pedestrian programs
3. Promotion of public transit
4. Parking supply and management strategies

Establishment of Transportation Management Associations (TMA's) in employment areas and car sharing organizations

All recommended and proposed TDM measures are noted as the responsibility of the owner.

12.2 City and Region TDM Objectives

A Transportation Demand Management (TDM) Plan is proposed to guide the provision of viable alternative personal transportation options beyond the private, single-occupant vehicle (SOV). Consistent with the Region of Peel and City of Mississauga Official Plan, this TDM Plan intends to support the development by outlining TDM measures and a suite of strategies under consideration

to promote the use of more active and sustainable transportation modes, respond to the mobility needs of employees and patrons of the site, and reduce dependence on the private automobile, especially SOV travel.

12.2.1 City of Mississauga Official Plan

Per the City of Mississauga Official Plan Policy 8.5 "Transportation Demand Management (TDM) measures encourage people to take fewer and shorter vehicle trips to support transit and active transportation choices, enhance public health and reduce harmful environmental impacts. TDM is most effective when supported by complementary land use planning, good urban design and transit improvements." Typical TDM strategies reduce vehicle dependency, single occupant vehicle travel, trip distance and time and peak period congestion. Typical TDM measures highlighted in the City's Official Plan include:

- To encourage TDM strategies that promote transit use and active transportation, and reduce vehicle dependency, single occupant vehicle travel, trip distance and time and peak period congestion.
- To manage parking in intensification area to encourage the use of alternative modes of transportation and the reduction of vehicular congestion.
- To encourage land uses permitted by this Plan that make efficient use of the transportation system and parking facilities during off-peak hours.
- In appropriate areas, to encourage a fee for parking and the separation of parking costs from other costs, such as transit fares, building occupancy and residential unit prices.

Prior to approval of development applications, particularly those that will generate significant employment opportunities, a TDM plan may be required that demonstrates, among other things, the following:

- building orientation that supports transit service.
- minimize distance between main building entrances and transit stations/stops.
- development that is integrated into the surrounding pedestrian and cycling network.
- parking facilities designed to provide safe and efficient access for pedestrians and cyclists emanating from the surrounding transit and active transportation network; and secure, conveniently located, weather protected, on-site bicycle storage facilities, and associated amenities such as showers, change rooms and clothing lockers.

12.2.2 Region of Peel Official Plan

Policy 5.9.9 of the Region of Peel Official Plan (OP) states "Growth in population end employment in Peel Region has led, and will continue to lead, to increased travel demand through the construction

of new roads and the widening of existing roads. Such "supply side" solutions, however, will not be enough in the future. Exclusive dependence on roads is neither sustainable nor desirable. It is necessary to also consider "demand side" solutions, such as Transportation Demand Management measures. While TDM alone cannot be expected to meet the future growth in demand, it is an important component of the range of solutions that will be needed to meet forecast travel demand."

Peel Region TDM objectives include:

- To reduce auto dependency by promoting sustain- able modes of transportation.
- To provide a range of transportation services to meet the diverse needs of the population.
- To maximize the capacity of the transportation system to move both people and goods.

It is the policy of Regional Council to:

Encourage area municipalities to:

- Provide land uses and site design which foster the use of sustainable modes of transportation.
- Promote infrastructure to encourage teleworking.
- Promote a balance of jobs and housing in communities to reduce the need for long distance commuting.
- For new development in designated greenfield areas, create street configurations, densities and an urban form that support walking, cycling and the early integration and sustained viability of transit services and create high quality public opens spaces with site design and urban design standards that support opportunities.

Work with all levels of the public and private sectors to develop programs that place primary consideration on the reduction or elimination of trips and the increased use of sustainable modes of transportation and to develop programs for implementing these and other travel demand management strategies.

Work with the area municipalities, local Transportation Management Associations and school boards to evaluate and measure to progress of TDM programs and to develop new innovative strategies and initiatives.

Work with the public and private sectors to develop and support outreach and marketing programs that promote sustainable transportation alternatives, such as active transportation and transit, to affect changes in peoples' travel behavior and to encourage increased use of these alternatives.

Work with the area municipalities to promote and support the development and implantation of TDM strategies and programs within the Regional and area municipal governments.

Encourage area municipalities, local Transportation Management Associations and the private

sector to develop parking management strategies that make more efficient use of parking resources and that encourage the use of sustainable modes of transportation.

Encourage area municipalities to update their parking and zoning by-laws to support and facilitate transportation demand management measures.

12.2.3 Region of Peel Sustainable Transportation Strategy

The Sustainable Transportation Strategy (STS), approved by Regional Council in February 2018, sets a goal of a 50% sustainable mode share by 2041.

The Peel Region Sustainable Transportation Strategy provides a framework for how the Region will:

- Increase the current 37% share of trips by walking, cycling, transit, carpooling and telework in Peel Region, to achieve a 50% sustainable mode share by 2041.
- Accommodate growth in a way that prioritizes environmental, societal and economic sustainability.
- Contribute to a Regional transportation system that is safe, convenient, efficient, multi-modal, well- integrated and sustainable.

The Region's STS includes "ambitious mode share targets for transit, walking, cycling, carpooling and telework in 2041, aiming to maximize the role of sustainable modes in serving the Region's projected 40% growth in travel demand. Achieving these targets will require substantial improvements in major transportation infrastructure (notably facilities for rapid transit, walking and cycling) and services (notable regional and local public transit services, and maintenance of walking and cycling facilities)".

The STS has two accompanying implementation plans, one focusing on active transportation and another focusing on transportation demand management. With their 2018-2022 timelines, the implementation plans lay out the short-term priorities of the STS, such as:

- The locations of new and upgraded walking and cycling infrastructure.
- Encouraging and supporting cycling and walking to and from schools, transit hubs, and other community destinations.
- Implementation of new carpool lots and targeted carpooling promotion.
- The development of a teleworking toolkit.
- Guidance for new development.

12.3 Proposed TDM Measures

The TDM Plan provides measures as they relate to the physical site plan that will reduce reliance on the automobile at the site and in the area by providing several strategies as part of the site development and as part of their day-to-day operations.

12.3.1 Carpooling

Carpool parking is proposed as a way of encouraging the reduction of single-occupancy vehicle use. Among designated car-pool spaces, the following additional measures are recommended to encourage alternatives to SOV use:

- The provision of car-share parking spaces to accommodate a car-share service provider.
- The provision of additional bicycle parking spaces; and
- The introduction of a ride-share program.

It is recommended the subject site provide such TDM measures to meet the objectives and targets to reduce vehicular travel demand and encourage cycling and walking.

12.3.2 Local Transit Consideration

As discussed in Section 3.2 there are several transit routes operating in the vicinity of the subject area including the Go Transit, Mississauga MiWay Transit, Brampton Transit Route, and Milton Transit. The presence of these transit services should be communicated to new employees of the development as part of an information brochure on available transportation alternatives.

12.3.3 Rideshare Services

With ride hailing services like Uber, Lyft and other emerging competitors, it should be noted these platforms would provide employees with flexible alternatives to transit, cycling and driving for short, local trips. For future site employees who may not own or have access to a car, rideshare services may be used to reach a local transit station, home, or needed services. This is also an option for those who may not be able to participate in active transportation options and require a door-to-door service, at potentially lower costs than a traditional taxi service.

12.3.4 Information Brochure

The TDM opportunities would benefit from an additional measure of preparing a customized commuter options brochure for employees. This brochure would contain details on a variety of travel options such as: local/regional transit, pedestrian trails, cycling, and transit facilities and carpool options. The package may include a community map, Mississauga Transit route maps, and GO Transit route map and schedules.

People who cycle for recreational purposes are good groups to target as potential commuter cyclists. They have access to a bicycle and may already be familiar with the City's network of cycling and trail facilities. Many commuters, however, may have simply never tried cycling and could be unfamiliar with appropriate routes, techniques and advice for commuting by bike. This could be reinforced through a Bicycle Network Way-finder Map for commuters that could be included in the information package.

Short-distance commuters could be targeted with messages focusing on the convenience, cost and health benefits of walking or cycling to work. In addition, practical advice regarding route selection, bike parking, and remaining active in cold or wet weather would be useful and effective. This information could be provided to employees during regular communications throughout the year by the City.

Elderly commuters as well as people with physical limitations may be prevented from getting to their destination on their own. In these instances, carpooling, car-share, and shuttle services are important transportation options. The marketing of these opportunities and availability of the services should be provided in further detail to better inform these individuals.

12.4 TDM Monitoring and Measures of Success

Baseline Commuter Survey

The City of Mississauga, in collaboration with the future potential employers of the site, should conduct a confidential transportation survey amongst all employees in the proposed development. The comprehensive survey will provide a measure of current commuter traffic patterns, modes of transportation, behaviors and perceptions for the area. Results will also assist in identifying the demand for sustainable transportation options and opportunities to provide better site access and reduce auto trips (such as, an employer initiated car-pooling program).

Follow-Up Commuter Survey

The City of Mississauga, in collaboration with future potential employers, should conduct a follow-up TDM survey two years after the baseline commuter survey. Results will identify areas of success and improvement for sustainable options for the development and surrounding area. A revised work plan could be developed with strategies to improve sustainable transportation that meet the needs of employers and employees.

13 CONCLUSIONS AND RECOMMENDATIONS

The conclusions and recommendations for the analysis associated with the proposed development are as follows:

The analysis of the proposed development indicates that the existing road network generally performs well. However, certain intersections experience challenges during peak traffic periods.

The proposed development is expected to generate a total of 75 vehicle trips during the weekday AM peak hour, consisting of 58 inbound and 17 outbound trips, and 93 vehicle trips during the weekday PM peak hour, consisting of 26 inbound and 67 outbound trips.

During future background and future total (2032 and 2037), the overall road network is projected to continue operating effectively, with minor revisions to signal timings able to aid in the critical operations.

TYLin recommends that the Peel Region and the City of Mississauga monitor the intersections with identified operational concerns, the intersection of Winston Churchill Blvd & Argentia Rd and the intersection of Tenth Line W & Argentia Rd. Ongoing monitoring will help assess traffic conditions and ensure that any capacity constraints are effectively addressed.

- The addition of site traffic to/from the proposed development does not appear to have significant impact on the operations of nearby intersections when compared to the future background conditions.
- There are no issues with the site's proposed access or internal layout based on the assessed design vehicle and relevant standards.
- The site meets the required number of loading spaces, barrier free parking spaces as per City of Mississauga zoning by-law 0225-2007 for the warehouse land use.
- It is recommended that the TDM measures mentioned within this report are followed to ensure that the site can provide and guide the provision of viable alternative personal transportation options beyond the private, single-occupant vehicle (SOV) as per the City and Regions Policies.

Appendix A:
Pre-Consultation Correspondence & Response to Comments Matrix

From: James Emerson <James.Emerson@mississauga.ca>
Sent: Monday, July 28, 2025 3:08 PM
To: William Sherwin
Cc: Michael Dowdall; Bruce LI; Trans Projects
Subject: RE: 7564 10th Line Industrial Development TIS - Terms of Reference
Attachments: Appendix B Pre-Study Consultation Checklist - 7564 10th Line TIS (003) APPROVED.pdf; Appendix A Certification Form - TEMPLATE.pdf

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Hi William,

Please find attached stamped and approved ToR for the proposed development, which encompasses City comments. Other items to note:

- **Certification Form** - The Transportation Consultant must complete, sign, and seal (if appropriate) the attached Certification Form from the City's TIS Guidelines (2022) and append the document to the report to ensure compliance with qualification requirements. The TIS Guidelines can be found at https://www.mississauga.ca/wp-content/uploads/2023/03/CMississauga-TIS-Guidelines-Version-5.1-Dec-2022.pdf . It must be ensured that the report conforms to the City's TIS Guidelines.
- **Growth Rates/Traffic Data** - Please contact Tyler Xuereb from the City's Transportation Planning Section (tyler.xuereb@mississauga.ca, Ext. 4783) to confirm growth rates and/or obtain traffic data for the study area roadways. **Please include the correspondence with the city confirming the growth rates in the TIS appendices.**
- **Signal Timing Plans** - Signal timing plans for signalized intersections under the City's jurisdiction can be obtained from Jim Kartsomanis (Jim.Kartsomanis@mississauga.ca, Ext. 3964). **Please include the correspondence with the city confirming the timing plans in the TIS appendices.**
- **TOR Document and Correspondence -** Please include the TOR approved by the city in the TIS appendices as well as any relevant additional correspondence with Traffic Planning staff, if applicable.

Regards,

MISSISSAUGA

James Emerson
Traffic Planning Technologist
T 905-615-3200 ext.3043

james.emerson@mississauga.ca

City of Mississauga |Transportation and Works Department,
300 City Centre Drive | Mississauga ON | L5B 3C1

Please consider the environment before printing.

From: William Sherwin <william.sherwin@tylin.com>
Sent: Tuesday, July 22, 2025 10:52 AM
To: James Emerson <James.Emerson@mississauga.ca>
Cc: Michael Dowdall <michael.dowdall@tylin.com>; Bruce LI <bruce.li@tylin.com>; Ryan Au <Ryan.Au@mississauga.ca>
Subject: [EXTERNAL] 7564 10th Line Industrial Development TIS - Terms of Reference

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[CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hi James/Ryan

We hope this email finds you well. T.Y. Lin International Canada Inc. (TYLin) is pleased to present this draft Terms of Reference to prepare a Traffic Impact Study (TIS) in support of Site Plan Approval (SPA) Application for the proposed Industrial development on the lands municipally known as 7564 Tenth Line West, Mississauga, Peel Region.

Terms of Reference

The latest iteration of the site plan includes 3 buildings; Industrial Building DC4 (26,823 m^2 GFA) Industrial Building DC 5 (30,503 m^2 GFA) and a Data Centre (20,338 m^2 GFA). The site plan includes two site access located off 10th Line West, the northern site ass is to serve the Data Centre and southern site access will be through an easement with the property to the south of the site and extension of the existing laneway. The proposed development is anticipated to include a total of 536 parking spaces, inclusive of 20 accessible parking spaces and 45 Electric vehicle spaces.

In order to properly scope this project, we ask the City of Mississauga to confirm the proposed scope of work and provide comments as needed.

1. Study Intersections:
    - Winston Churchill Boulevard / Highway 401 Eastbound Ramp Terminal;
    - Winston Churchill Boulevard / Highway 401 Westbond Ramp Terminal;
    - Winston Churchill Boulevard / Argentina Road;
    - Tenth Line West / Argentina Road;
    - Ninth Line / Argentina Road;
    - Derry Road / Highway 407 Northbound Ramp Terminal;

- Derry Road/Highway 407 Southbound Ramp Terminal;
- Tenth Line West/ North site access; and
- Tenth Line West/ South site access.
- Proposed West Site Access & future Winchester Drive Extension (unsignalized)

2. Existing Traffic Data Collection
    - Traffic data for the study intersections will be obtained through a sub consultant specializing in traffic data collection.
    - It should be noted that we are proposing to obtain Summer Count Data. Due to the industrial location of the site and surrounding area, and location in relation to educational facilities that summer count data will be acceptable for this project.
        - Ryan I believe Michael has already spoken to you about this to confirm.

    Please confirm if the proposed plan for counts is acceptable.
3. Study Horizon years – in compliance with the City of Mississauga's TIS Guidelines and MTO, the following study horizon years are proposed.
    - Existing Year (2025)
    - Buildout Year (assumed 2027 to be confirmed)
    - 5-Year Horizon (2032)
    - 10-year horizon (2037)

    Currently, the TIS assume the proposed Sites will be constructed concurrently under one phase. TYLin acknowledges that part of the site is within the MTO Area of Interest for the new proposed Hwy 413 to the north of the site. As such should the development need to be phased, an interim/ultimate scenario will be required. This will be confirmed with MTO corridor.

4. Growth rates – will be determined based on available data including travel surveys, census data and Planning documents. As such TYLin proposed the following growth rates per roadway (All MTO ramp terminals growth rates will be confirmed with MTO)
    - Winston Churchill Boulevard 1% compounded annually
    - Tenth Line 0.5% compounded annually
    - Argentia Road 0.5% compounded annually
    - Ninth Line 0.5% compounded annually
    - Derry Road 1% compounded annually
5. Based on the City of Mississauga's Planning Information Hub and Active development applications website indicated that no active development applications are within the area of impact of the proposed site – Please confirm.

6. Obtain from the City any potential/committed future road or intersection improvements, that will be on-stream within the development horizon of 7564 Tenth Line West. This information will inform the 'future background' traffic condition against which to measure site traffic impacts.
7. Derive future background traffic volumes by applying the growth rate and background traffic to existing conditions. A review of traffic operations under future background conditions will be completed to assess if any remedial measures would be required at the study intersections to support the forecasted traffic demand prior to the development implementation.
8. Trip Generation – The site trip generation estimates will be confirmed as part of the study based on the 11th Edition ITE Trip Generation Manual.
9. Trip Distribution/Assignment will be distributed and assigned to the surrounding road network using Transportation Tomorrow Survey (TTS) data and engineering judgement.
10. Create a traffic operations model (Synchro/SimTraffic) for the existing study intersections as well as proposed site accesses to evaluate the effects of the proposed development on the study area.
11. Prepare peak hour operational analyses to investigate and document the impacts of the proposed development. This will include a review of intersection turning movement delays, volume to capacity ratios, and vehicular queuing. We will report any operational deficiencies and recommend mitigating measures, if necessary, to improve traffic operations, including recommending lane configuration changes, turn lane requirements and/or traffic control alterations.
12. Conduct traffic signal warrants at all non-signalized intersections and site accesses based on the future traffic conditions.
13. Conduct a site visit to confirm the existing traffic operations and infrastructure within the study area.
14. Review Multi-Modal LOS for the study area intersections as per City of Mississauga's Guidelines.
15. Completion of a Transportation Demand Management Plan to support non-auto mode of travel in accordance with the City of Mississauga's guidelines. This will be included as a separate chapter within the TIS
16. Completion of a Pedestrian Circulation Plan to ensure it is designed to minimize pedestrian and cyclist conflict points while maintaining pedestrian connectivity. This will be included as a separate chapter within the TIS
17. Review of site circulation for the site accesses and internal driveways based on relevant applicable design criteria.

18. Conduct a Parking Study based on the in-force Zoning By-law requirements. Should a parking reduction be contemplated for the site, a Parking Justification Study will also be conducted.

Furthermore, see below a list of items and data (if available): we kindly request from the City for use in our Traffic Impact study:

1. Historic turning movement counts at study area intersections that are within City's jurisdiction (from the list above)
1. Any Average Annual Daily Traffic (AADT) volumes along road segments in the study area
2. Capital roadworks planned on study area network (and when to expect construction)
3. Future background development application details (including TIS reports) for any noted developments identified.

Thank you in advance for your attention to this matter. We look forward to your comments on the preceding scope of work. Should you have any questions about this email, please do not hesitate to contact myself.
William

William Sherwin
TRAFFIC ENGINEER - PROJECT MANAGER
T +1 289.902.0519
william.sherwin@tylin.com
TYLin
Suite 315
3381 Steeles Avenue East
Toronto, ON M2H 3S7, Canada
TYLin.com

Appendix A

Certification Form

Individuals submitting reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Mississauga's Official Plan, Transportation Master Plan, and Transportation Impact Study Guidelines.

By submitting the attached report (and any associated documents) and signing this document, I acknowledge that:

- I have reviewed and have a sound understanding of the objectives, needs, and requirements of the City of Mississauga's Official Plan, Transportation Master Plan, and the Transportation Impact Study Guidelines as they apply to this submission;
- I have sound knowledge of industry standard practices pertaining to the preparation of development-related transportation study reports;
- I have substantial experience (more than five years) in completing development-related transportation studies and strong background knowledge of the transportation planning and engineering principles underpinning these studies; and
- I am registered as a Professional Engineer (P.Eng.), Licensed Engineering Technologist (LET), Certified Engineering Technologist (C.E.T.), or Registered Professional Planner (RPP) in good standing in the Province of Ontario with specific training in transportation planning and engineering.

Dated at City of Ottawa (City) this 18 (Day) day of August (Month), 2025 (Year).

Name: William Sherwin

Professional Title: Traffic Engineer/Project Manager

Signature: William Sherwin

Office Contact Information (Please Print)

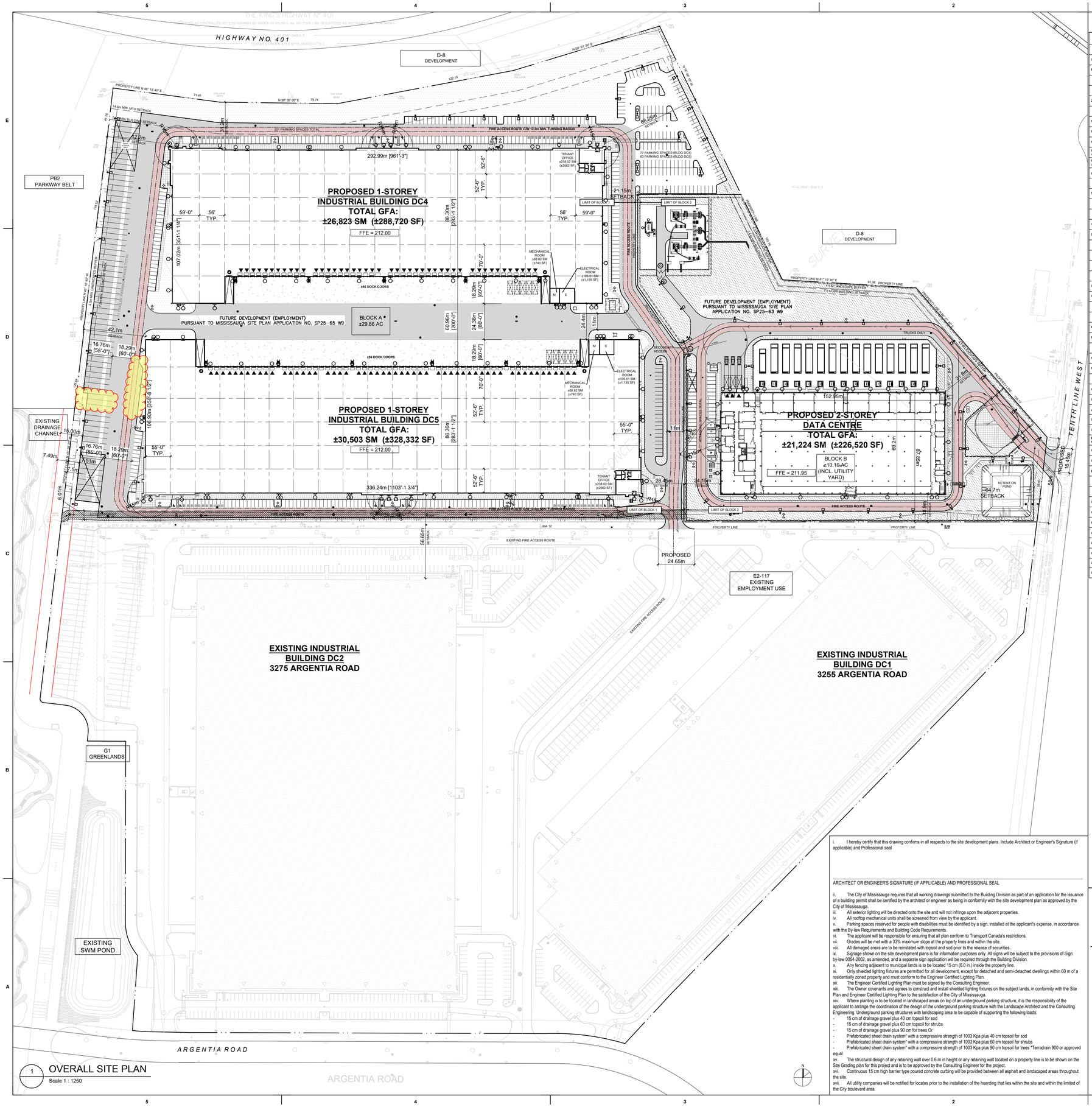
Address: Suite 315, 3381 Steeles Avenue East

City/Postal Code: Toronto, ON / M2H 3S7

Telephone/Extension: +1 905.738.5700

E-mail Address:

Appendix B:
Site Plan



1 OVERALL SITE PLAN
Scale 1 : 1250

PROJECT DATA

7564 TENTH LINE WEST

ZONING CATEGORY	EMPLOYMENT - E2 (EXISTING D-8)
PROPOSED USE	INDUSTRIAL BUSINESS

CITY OF MISSISSAUGA ZONING BY-LAW NO. 0225-2007 PART 8 TABLE 8.2.1

ZONING REGULATIONS	REQ'D	EXISTING BLDG DC1	EXISTING BLDG DC2	BLDG DC4	BLDG DC5
	(m)	(m)	(m)	(m)	(m)
MIN. LOT FRONTAGE	30	>30		58	
MIN. HEIGHT	N/A		16.155	16.155	
MIN. FRONT YARD BUILDING SETBACK	7.5	>7.5	>7.5	>7.5	>7.5
MIN. INTERIOR SIDE YARD BUILDING SETBACK (SOUTH ADJACENT TO EXIST. PH1)	7.5	>7.5	>7.5	>7.5	17.1
MIN. INTERIOR SIDE YARD BUILDING SETBACK (NORTH ADJACENT TO HWY 401)	7.5	>7.5	>7.5	31.2	>7.5
MIN. REAR YARD BUILDING SETBACK	7.5	>7.5	>7.5	42.2	42.2

SITE AREA AND COVERAGE	PROPOSED			
	(m2)		(AC)	
GROSS SITE AREA	345,112.27		85.27	
BLOCK A- INDUSTRIAL LAND (BLDG DC4 & DC5)	120,843.30		29.86	

	PROPOSED		
	(m2)		(ft2)
PROPOSED BUILDING DC4	26,823.00		288,720.37
PROPOSED BUILDING DC5	30,503.00		328,331.56

PARKING REQUIREMENTS (0225-2007 PART 3 TABLE 3.1.2.2.)

WAREHOUSE/ DISTRIBUTION FACILITY

- 1.1 SPACES PER 100M2 GFA UP TO 6,975 M2 GFA
- 0.6 SPACES PER 100M2 GFA OVER 6,975 M2 GFA

MIN. PARKING SPACE DIMENSIONS	STANDARD - 2.6m x 5.2m	
MIN. AISLE WIDTH	7.0m	
	PROPOSED	REQUIRED
PROPOSED INDUSTRIAL BUILDING DC4	278	196
PROPOSED INDUSTRIAL BUILDING DC5	218	218

ACCESSIBLE PARKING SPACES		
PROPOSED INDUSTRIAL BUILDING DC4	8	7
PROPOSED INDUSTRIAL BUILDING DC5	8	8

ELECTRIC VEHICLE PARKING SPACES (1 EV CHARGER PER 100,000 SF GFA)		
PROPOSED INDUSTRIAL BUILDING DC4	20	20
PROPOSED INDUSTRIAL BUILDING DC5	22	22

BICYCLE PARKING REQUIRMENETS (0225-2007 PART 3 TABLE 3.1.6.6.)				
	PROPOSED		REQUIRED	
	CLASS A	CLASS B	CLASS A	CLASS B
PROPOSED INDUSTRIAL BUILDING DC4	27	2	6	4
PROPOSED INDUSTRIAL BUILDING DC5	31	2	6	4
MIN. BICYCLE PARKING SPACE DIMENSIONS	1.8m x0.6m			

LOADING SPACES	PROPOSED	REQUIRED
PROPOSED INDUSTRIAL BUILDING DC4	>6	
PROPOSED INDUSTRIAL BUILDING DC5	>6	
LANDSCAPE AREA		6
PAVED AREA		6

i. I hereby certify that this drawing confirms in all respects to the site development plans. Include Architect or Engineer's Signature (if applicable) and Professional seal

ARCHITECT OR ENGINEER'S SIGNATURE (IF APPLICABLE) AND PROFESSIONAL SEAL

ii. The City of Mississauga requires that all working drawings submitted to the Building Division as part of an application for the issuance of a building permit shall be certified by the architect or engineer as being in conformity with the site development plan as approved by the City of Mississauga.
iii. All exterior lighting will be directed onto the site and will not infringe upon the adjacent properties.
iv. All rooftop mechanical units shall be screened from view by the applicant.
v. Parking spaces reserved for people with disabilities must be identified by a sign, installed at the applicant's expense, in accordance with the By-law Requirements and Building Code Requirements.
vi. The applicant will be responsible for ensuring that all plan conform to Transport Canada's restrictions.
vii. Grades will be met with a 33% maximum slope at the property lines and within the site.
viii. All damaged areas are to be reinstated with topsoil and sod prior to the release of securities.
ix. Signage shown on the site development plans is for information purposes only. All signs will be subject to the provisions of Sign by-law 0054-2002, as amended, and a separate sign application will be required through the Building Division.
x. Any fencing adjacent to municipal lands is to be located 15 cm (6.0 in.) inside the property line.
xi. Only shielded lighting fixtures are permitted for all development, except for detached and semi-detached dwellings within 60 m of a residentially zoned property and must conform to the Engineer Certified Lighting Plan.
xii. The Engineer Certified Lighting Plan must be signed by the Consulting Engineer.
xiii. The Owner covenants and agrees to construct and install shielded lighting fixtures on the subject lands, in conformity with the Site Plan and Engineer Certified Lighting Plan to the satisfaction of the City of Mississauga.
xiv. Where planting is to be located in landscaped areas on top of an underground parking structure, it is the responsibility of the applicant to arrange the coordination of the design of the underground parking structure with the Landscape Architect and the Consulting Engineering. Underground parking structures with landscaping area to be capable of supporting the following loads:
- 15 cm of drainage gravel plus 40 cm topsoil for sod
- 15 cm of drainage gravel plus 60 cm topsoil for shrubs
- 15 cm of drainage gravel plus 90 cm for trees Or
- Prefabricated sheet drain system* with a compressive strength of 1003 Kpa plus 40 cm topsoil for sod
- Prefabricated sheet drain system* with a compressive strength of 1003 Kpa plus 60 cm topsoil for shrubs
- Prefabricated sheet drain system* with a compressive strength of 1003 Kpa plus 90 cm topsoil for trees *Terradrain 900 or approved equal

xv. The structural design of any retaining wall over 0.6 m in height or any retaining wall located on a property line is to be shown on the Site Grading plan for this project and is to be approved by the Consulting Engineer for the project.
xvi. Continuous 15 cm high barrier type poured concrete curbing will be provided between all asphalt and landscaped areas throughout the site.
xvii. All utility companies will be notified for locates prior to the installation of the hoarding that lies within the site and within the limited of the City boulevard area.

SITE LEGEND

- PRINCIPAL ENTRANCE
- LOADING DOCK DOOR
- DRIVE-IN DOOR
- PROPERTY LINE
- FENCE
- FIRE ACCESS ROUTE
- ACCESSIBLE PARKING SPACE
- HYBRID AND LOW EMMISION VEHICLE PARKING SPACE
- BOLLARD
- FIRE HYDRANT
- CAR POOL VEHICLE PARKING SPACE
- HEAVY DUTY ASPHALT
- CONCRETE PAVEMENT
- CONCRETE SIDEWALK
- FIRE TRUCK ROUTE
- EASEMENT HATCH
- CATCH BASIN SEE CIVIL DWGS
- MANHOLE SEE CIVIL DWGS
- TRAFFIC SIGNAGE
- LIGHT STANDARD SEE ELECTRICAL DWGS
- WALL MOUNTED LIGHT FIXTURE SEE ELECTRICAL DWGS
- FIRE DEPARTMENT CONNECTION

PETROFF
PETROFF PARTNERSHIP ARCHITECTS
10 AVIVA WAY
SUITE 400
MARKHAM, ONTARIO
L6G 0G1
T 905.470.7000
F 905.470.2500
www.petroff.com

PROJECT LOCATION



LEGAL DESCRIPTION

FOR LEGAL SURVEY INFORMATION REFER TO:
PART OF LOT 14
CONCESSION 10, NEW SURVEY
GEOGRAPHIC TOWNSHIP OF TRAFALGAR
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL
PREPARED BY GENESIS LAND SURVEYING INC.,
10 FOUR SEASONS PLACE, 10TH FLOOR,
TORONTO, ON M9B 6H7 DATED OCTOBER 16, 2024,

SITE SPECIFIC ZONING TO BE VERIFIED UPON CONSULTATION WITH CITY OF MISSISSAUGA. LAYOUT IS SUBJECT TO IMPLEMENTATION OF ENVIRONMENTAL, STORM WATER MANAGEMENT, ETC. REQUIREMENTS UPON CONSULTATION WITH AUTHORITIES HAVING JURISDICTION

ADDITIONAL SITE WORKS

NOTE:
FOR LANDSCAPE AND SITE FURNITURE INFORMATION, REFER TO DRAWINGS BY MHBC LANDSCAPE.

FOR GRADING AND SERVICING INFORMATION, REFER TO DRAWINGS BY MTE CONSULTANTS.

FOR SITE PHOTOMETRIC AND ELECTRICAL INFORMATION, REFER TO DRAWINGS BY HAMMERSCHLAG & JOFFE.

FOR TRAFFIC SIGNAGE AND DESIGN REFER TO DRAWINGS BY TYLIN.

NOTE:
FIRE ACCESS ROUTE TO BE DESIGNED TO SUPPORT A LOAD OF NOT LESS THAN 11,363 KG PER AXLE AND HAVE A CHANGE IN GRADIENT OF NOT MORE THAN 1 IN 12.5 OVER A MINIMUM DISTANCE OF 15M.

ROUTE TO BE DESIGNATED AS PER BYLAW 1036-81 AS AMENDED

REV #	DATE	REVISION TITLE
1	AUG 15, 2025	ISSUED FOR SPA
2	MAR 4, 2026	ISSUED FOR SPA
3	MAR 25, 2026	ISSUED FOR SPA RESUBMISSION

PROJECT NO: 25026.00
DRAWN BY: TY
CHECKED BY: RCB

■ NOT RELEASED FOR CONSTRUCTION
□ RELEASED FOR CONSTRUCTION

PROJECT TITLE:
00 TENTH LINE WEST, MISSISSAUGA, ON
TOR00394
INDUSTRIAL DEVELOPMENT

PROLOGIS

Prologis Inc. (Canada)
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SHEET TITLE:
OVERALL SITE PLAN
SITE PLAN APPLICATION NUMBER:
SP 25-63 W9

SEAL:

SHEET NO.
A.100-1

Appendix C:
Turning Movement Counts

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Mississauga
Site #: 2512400001
Intersection: Winston Churchill Blvd & Highway
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Winston Churchill Blvd runs N/S

North Leg Total:	2583			
North Entering:	1446			
North Peds:	0			
Peds Cross:	⋈			

Heavys	66	15	0	81
Trucks	11	30	0	41
Cars	653	671	0	1324
Totals	730	716	0	

Heavys	38	
Trucks	21	
Cars	1078	
Totals	1137	

East Leg Total:	723
East Entering:	0
East Peds:	0
Peds Cross:	⧖

Winston Churchill Blvd

Heavys	Trucks	Cars	Totals
66	11	653	730

Highway 401 Eastbound Ramp

Cars	Trucks	Heavys	Totals
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

N
W E
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Heavys	Trucks	Cars	Totals
29	13	436	478
0	0	0	0
3	2	206	211
32	15	642	

Highway 401 Eastbound Ramp

Cars	Trucks	Heavys	Totals
700	14	9	723

Winston Churchill Blvd

Peds Cross:	⧖			
West Peds:	0			
West Entering:	689			
West Leg Total:	1419			

Cars	877			
Trucks	32			
Heavys	18			
Totals	927			

Cars	0	642	700	1342
Trucks	0	8	14	22
Heavys	0	9	9	18
Totals	0	659	723	

Peds Cross:	⋈
South Peds:	0
South Entering:	1382
South Leg Total:	2309

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

Municipality: Mississauga
Site #: 2512400001
Intersection: Winston Churchill Blvd & Highway
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Winston Churchill Blvd runs N/S

North Leg Total:	3092			
North Entering:	1989			
North Peds:	0			
Peds Cross:	⋈			
Heavys	68	11	0	79
Trucks	8	9	0	17
Cars	496	1397	0	1893
Totals	572	1417	0	
Heavys	44			
Trucks	21			
Cars	1038			
Totals	1103			
East Leg Total:	479			
East Entering:	0			
East Peds:	0			
Peds Cross:	⧖			

Winston Churchill Blvd

Heavys	Trucks	Cars	Totals
68	8	496	572

Highway 401 Eastbound Ramp

Heavys	Trucks	Cars	Totals
30	12	298	340
0	0	0	0
6	4	319	329
36	16	617	

Cars	Trucks	Heavys	Totals
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	

N
W E
S

Highway 401 Eastbound Ramp

Cars	Trucks	Heavys	Totals
454	8	17	479

Winston Churchill Blvd

Peds Cross:	⧖			
West Peds:	0			
West Entering:	669			
West Leg Total:	1241			
Cars	1716			
Trucks	13			
Heavys	17			
Totals	1746			
Cars	0	740	454	1194
Trucks	0	9	8	17
Heavys	0	14	17	31
Totals	0	763	479	
Peds Cross:	⋈			
South Peds:	0			
South Entering:	1242			
South Leg Total:	2988			

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

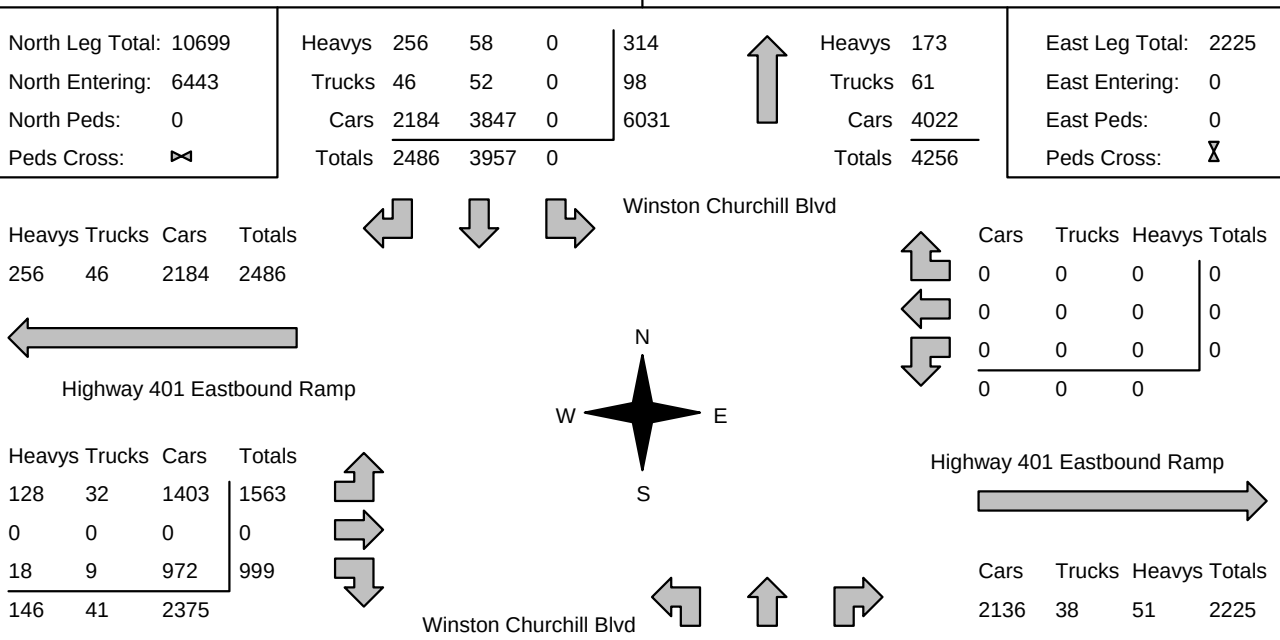
Municipality: Mississauga
Site #: 2512400001
Intersection: Winston Churchill Blvd & Highway
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Winston Churchill Blvd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Winston Churchill Blvd & Highway | **Count Date:** 6-Aug-25 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
7:00:00	*0*	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*554*	*720*	*1274*	*0*	*2384*
9:00:00	*0*	*716*	*730*	*1446*	*0*	*2828*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*1253*	*531*	*1784*	*0*	*2998*
18:00:00	*0*	*1434*	*505*	*1939*	*0*	*3151*
Totals:	0	3957	2486	6443	0	11361

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*521*	*589*	*1110*	*0*
9:00:00	*0*	*659*	*723*	*1382*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*758*	*456*	*1214*	*0*
18:00:00	*0*	*755*	*457*	*1212*	*0*
S Totals:	0	2693	2225	4918	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
7:00:00	*0*	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*	*581*
9:00:00	*0*	*0*	*0*	*0*	*0*	*689*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*	*640*
18:00:00	*0*	*0*	*0*	*0*	*0*	*652*
Totals:	0	0	0	0	0	2562

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*384*	*0*	*197*	*581*	*2*
9:00:00	*478*	*0*	*211*	*689*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*354*	*0*	*286*	*640*	*0*
18:00:00	*347*	*0*	*305*	*652*	*0*
W Totals:	1563	0	999	2562	2

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*384*	*478*	*0*	*354*	*347*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	110	110	149	149	0	0	3	3	3	3	0	0	9	9	15	15	0	0
7:30:00	0	0	232	122	311	162	0	0	7	4	6	3	0	0	17	8	27	12	0	0
7:45:00	0	0	345	113	475	164	0	0	7	0	11	5	0	0	23	6	51	24	0	0
8:00:00	0	0	521	176	634	159	0	0	10	3	18	7	0	0	23	0	68	17	0	0
8:15:00	0	0	660	139	804	170	0	0	13	3	20	2	0	0	26	3	84	16	0	0
8:30:00	0	0	823	163	955	151	0	0	24	11	26	6	0	0	30	4	103	19	0	0
8:45:00	0	0	990	167	1125	170	0	0	30	6	29	3	0	0	33	3	122	19	0	0
9:00:00	0	0	1192	202	1287	162	0	0	40	10	29	0	0	0	38	5	134	12	0	0
9:15:00	0	0	1192	0	1287	0	0	0	40	0	29	0	0	0	38	0	134	0	0	0
16:00:00	0	0	1192	0	1287	0	0	0	40	0	29	0	0	0	38	0	134	0	0	0
16:15:00	0	0	1474	282	1409	122	0	0	40	0	32	3	0	0	42	4	151	17	0	0
16:30:00	0	0	1755	281	1517	108	0	0	40	0	33	1	0	0	44	2	164	13	0	0
16:45:00	0	0	2064	309	1635	118	0	0	40	0	36	3	0	0	48	4	188	24	0	0
17:00:00	0	0	2426	362	1740	105	0	0	47	7	38	2	0	0	50	2	203	15	0	0
17:15:00	0	0	2784	358	1875	135	0	0	49	2	38	0	0	0	54	4	216	13	0	0
17:30:00	0	0	3152	368	2013	138	0	0	49	0	41	3	0	0	55	1	232	16	0	0
17:45:00	0	0	3520	368	2096	83	0	0	50	1	43	2	0	0	56	1	243	11	0	0
18:00:00	0	0	3847	327	2184	88	0	0	52	2	46	3	0	0	58	2	256	13	0	0
18:15:00	0	0	3847	0	2184	0	0	0	52	0	46	0	0	0	58	0	256	0	0	0
18:15:15	0	0	3847	0	2184	0	0	0	52	0	46	0	0	0	58	0	256	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400001

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	122	122	119	119	0	0	0	0	1	1	0	0	3	3	3	3	0	0
7:30:00	0	0	238	116	259	140	0	0	0	0	2	1	0	0	7	4	5	2	0	0
7:45:00	0	0	377	139	436	177	0	0	1	1	4	2	0	0	9	2	7	2	0	0
8:00:00	0	0	508	131	575	139	0	0	2	1	4	0	0	0	11	2	10	3	0	0
8:15:00	0	0	673	165	745	170	0	0	5	3	6	2	0	0	13	2	11	1	0	0
8:30:00	0	0	822	149	921	176	0	0	6	1	9	3	0	0	17	4	16	5	0	0
8:45:00	0	0	993	171	1128	207	0	0	8	2	14	5	0	0	19	2	17	1	0	0
9:00:00	0	0	1150	157	1275	147	0	0	10	2	18	4	0	0	20	1	19	2	0	0
9:15:00	0	0	1150	0	1275	0	0	0	10	0	18	0	0	0	20	0	19	0	0	0
16:00:00	0	0	1150	0	1275	0	0	0	10	0	18	0	0	0	20	0	19	0	0	0
16:15:00	0	0	1351	201	1385	110	0	0	10	0	22	4	0	0	23	3	24	5	0	0
16:30:00	0	0	1525	174	1489	104	0	0	16	6	26	4	0	0	24	1	28	4	0	0
16:45:00	0	0	1721	196	1607	118	0	0	18	2	30	4	0	0	28	4	29	1	0	0
17:00:00	0	0	1887	166	1706	99	0	0	20	2	31	1	0	0	31	3	31	2	0	0
17:15:00	0	0	2081	194	1834	128	0	0	23	3	32	1	0	0	32	1	38	7	0	0
17:30:00	0	0	2265	184	1943	109	0	0	25	2	34	2	0	0	38	6	45	7	0	0
17:45:00	0	0	2455	190	2034	91	0	0	27	2	37	3	0	0	40	2	46	1	0	0
18:00:00	0	0	2619	164	2136	102	0	0	29	2	38	1	0	0	45	5	51	5	0	0
18:15:00	0	0	2619	0	2136	0	0	0	29	0	38	0	0	0	45	0	51	0	0	0
18:15:15	0	0	2619	0	2136	0	0	0	29	0	38	0	0	0	45	0	51	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400001

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	53	53	0	0	31	31	0	0	0	0	0	0	10	10	0	0	0	0	0	0
7:30:00	140	87	0	0	81	50	1	1	0	0	0	0	18	8	0	0	4	4	0	0
7:45:00	222	82	0	0	120	39	1	0	0	0	2	2	25	7	0	0	6	2	1	1
8:00:00	349	127	0	0	187	67	1	0	0	0	2	0	34	9	0	0	8	2	2	1
8:15:00	454	105	0	0	233	46	2	1	0	0	3	1	47	13	0	0	8	0	2	0
8:30:00	555	101	0	0	286	53	6	4	0	0	4	1	52	5	0	0	8	0	2	0
8:45:00	663	108	0	0	337	51	11	5	0	0	4	0	58	6	0	0	9	1	2	0
9:00:00	785	122	0	0	393	56	14	3	0	0	4	0	63	5	0	0	11	2	2	0
9:15:00	785	0	0	0	393	0	14	0	0	0	4	0	63	0	0	0	11	0	2	0
16:00:00	785	0	0	0	393	0	14	0	0	0	4	0	63	0	0	0	11	0	2	0
16:15:00	856	71	0	0	440	47	14	0	0	0	4	0	72	9	0	0	11	0	2	0
16:30:00	953	97	0	0	512	72	17	3	0	0	4	0	85	13	0	0	12	1	2	0
16:45:00	1011	58	0	0	597	85	22	5	0	0	5	1	89	4	0	0	13	1	2	0
17:00:00	1092	81	0	0	671	74	23	1	0	0	7	2	101	12	0	0	16	3	2	0
17:15:00	1179	87	0	0	762	91	27	4	0	0	7	0	107	6	0	0	18	2	2	0
17:30:00	1251	72	0	0	831	69	29	2	0	0	8	1	115	8	0	0	18	0	2	0
17:45:00	1322	71	0	0	902	71	30	1	0	0	9	1	124	9	0	0	18	0	2	0
18:00:00	1403	81	0	0	972	70	32	2	0	0	9	0	128	4	0	0	18	0	2	0
18:15:00	1403	0	0	0	972	0	32	0	0	0	9	0	128	0	0	0	18	0	2	0
18:15:15	1403	0	0	0	972	0	32	0	0	0	9	0	128	0	0	0	18	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

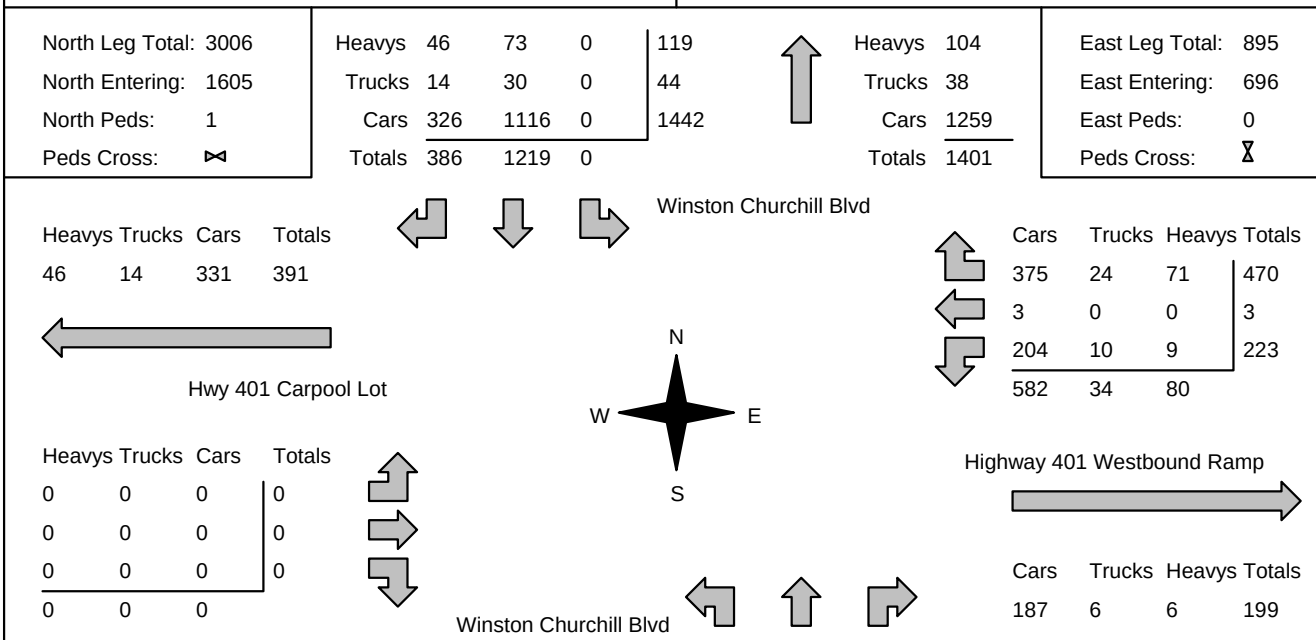
Municipality: Mississauga
Site #: 2512400002
Intersection: Winston Churchill Blvd & Highway
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Winston Churchill Blvd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

Municipality: Mississauga
Site #: 2512400002
Intersection: Winston Churchill Blvd & Highway
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Winston Churchill Blvd runs N/S

North Leg Total:	3259			
North Entering:	1595			
North Peds:	0			
Peds Cross:	⋈			
Heavys	31	65	0	96
Trucks	1	11	0	12
Cars	402	1085	0	1487
Totals	434	1161	0	
Heavys	104			
Trucks	25			
Cars	1535			
Totals	1664			
East Leg Total:	1786			
East Entering:	1567			
East Peds:	0			
Peds Cross:	⧖			

Winston Churchill Blvd

Heavys	Trucks	Cars	Totals
31	1	417	449

Hwy 401 Carpool Lot

Cars	Trucks	Heavys	Totals
683	9	63	755
10	0	0	10
795	6	1	802
1488	15	64	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	7	7
0	0	0	0
0	0	18	18
0	0	25	

Highway 401 Westbound Ramp

Cars	Trucks	Heavys	Totals
216	0	3	219

Winston Churchill Blvd

Peds Cross:	⧖			
West Peds:	0			
West Entering:	25			
West Leg Total:	474			
Cars	1898			
Trucks	17			
Heavys	66			
Totals	1981			
Cars	5	845	216	1066
Trucks	0	16	0	16
Heavys	0	41	3	44
Totals	5	902	219	
Peds Cross:	⋈			
South Peds:	0			
South Entering:	1126			
South Leg Total:	3107			

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

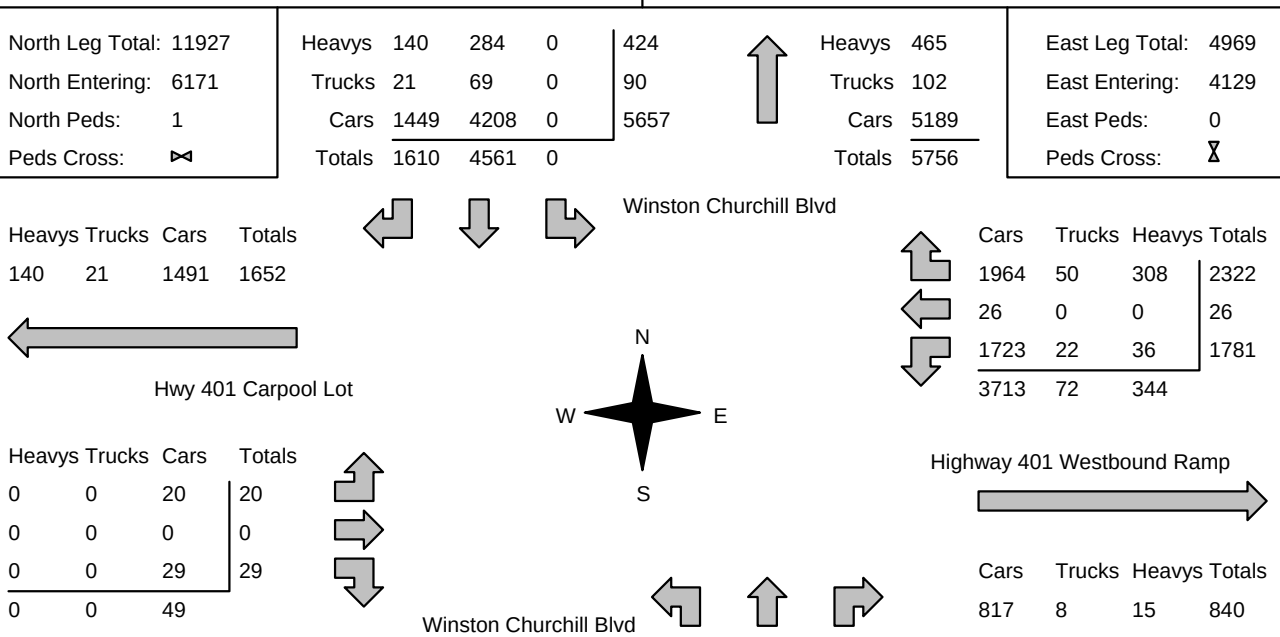
Municipality: Mississauga
Site #: 2512400002
Intersection: Winston Churchill Blvd & Highway
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Winston Churchill Blvd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Winston Churchill Blvd & Highway | **Count Date:** 6-Aug-25 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*1098*	*388*	*1486*	*0*
9:00:00	*0*	*1219*	*386*	*1605*	*1*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*1152*	*416*	*1568*	*0*
18:00:00	*0*	*1092*	*420*	*1512*	*0*
Totals:	0	4561	1610	6171	1

North/South Total Approaches: 10441

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*3*	*713*	*203*	*919*	*0*
9:00:00	*2*	*931*	*199*	*1132*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*8*	*865*	*219*	*1092*	*0*
18:00:00	*3*	*905*	*219*	*1127*	*0*
S Totals:	16	3414	840	4270	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*164*	*2*	*395*	*561*	*0*
9:00:00	*223*	*3*	*470*	*696*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*584*	*15*	*726*	*1325*	*0*
18:00:00	*810*	*6*	*731*	*1547*	*0*
Totals:	1781	26	2322	4129	0

East/West Total Approaches: 4178

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*1*	*0*	*1*	*2*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*11*	*0*	*20*	*31*	*0*
18:00:00	*8*	*0*	*8*	*16*	*0*
W Totals:	20	0	29	49	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*167*	*227*	*0*	*610*	*824*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	232	232	85	85	0	0	4	4	0	0	0	0	18	18	9	9	0	0
7:30:00	0	0	482	250	162	77	0	0	9	5	1	1	0	0	30	12	16	7	0	0
7:45:00	0	0	725	243	249	87	0	0	12	3	2	1	0	0	56	26	28	12	0	0
8:00:00	0	0	1006	281	350	101	0	0	19	7	4	2	0	0	73	17	34	6	0	0
8:15:00	0	0	1285	279	429	79	0	0	22	3	4	0	0	0	90	17	51	17	0	0
8:30:00	0	0	1542	257	501	72	0	0	36	14	6	2	0	0	111	21	62	11	1	1
8:45:00	0	0	1824	282	588	87	0	0	44	8	15	9	0	0	132	21	72	10	1	0
9:00:00	0	0	2122	298	676	88	0	0	49	5	18	3	0	0	146	14	80	8	1	0
9:15:00	0	0	2122	0	676	0	0	0	49	0	18	0	0	0	146	0	80	0	1	0
16:00:00	0	0	2122	0	676	0	0	0	49	0	18	0	0	0	146	0	80	0	1	0
16:15:00	0	0	2398	276	782	106	0	0	51	2	19	1	0	0	164	18	85	5	1	0
16:30:00	0	0	2660	262	877	95	0	0	52	1	19	0	0	0	180	16	91	6	1	0
16:45:00	0	0	2908	248	969	92	0	0	55	3	20	1	0	0	206	26	100	9	1	0
17:00:00	0	0	3184	276	1064	95	0	0	61	6	21	1	0	0	224	18	105	5	1	0
17:15:00	0	0	3443	259	1193	129	0	0	62	1	21	0	0	0	239	15	114	9	1	0
17:30:00	0	0	3760	317	1282	89	0	0	65	3	21	0	0	0	255	16	123	9	1	0
17:45:00	0	0	3993	233	1371	89	0	0	66	1	21	0	0	0	271	16	131	8	1	0
18:00:00	0	0	4208	215	1449	78	0	0	69	3	21	0	0	0	284	13	140	9	1	0
18:15:00	0	0	4208	0	1449	0	0	0	69	0	21	0	0	0	284	0	140	0	1	0
18:15:15	0	0	4208	0	1449	0	0	0	69	0	21	0	0	0	284	0	140	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400002

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	29	29	0	0	73	73	0	0	0	0	0	0	7	7	0	0	15	15	0	0
7:30:00	63	34	0	0	141	68	2	2	0	0	4	4	16	9	0	0	33	18	0	0
7:45:00	89	26	2	2	222	81	3	1	0	0	4	0	19	3	0	0	56	23	0	0
8:00:00	140	51	2	0	318	96	5	2	0	0	5	1	19	0	0	0	72	16	0	0
8:15:00	183	43	3	1	406	88	7	2	0	0	10	5	22	3	0	0	88	16	0	0
8:30:00	228	45	3	0	495	89	10	3	0	0	15	5	25	3	0	0	105	17	0	0
8:45:00	280	52	4	1	583	88	10	0	0	0	22	7	25	0	0	0	125	20	0	0
9:00:00	344	64	5	1	693	110	15	5	0	0	29	7	28	3	0	0	143	18	0	0
9:15:00	344	0	5	0	693	0	15	0	0	0	29	0	28	0	0	0	143	0	0	0
16:00:00	344	0	5	0	693	0	15	0	0	0	29	0	28	0	0	0	143	0	0	0
16:15:00	455	111	8	3	847	154	15	0	0	0	35	6	32	4	0	0	160	17	0	0
16:30:00	592	137	12	4	1010	163	15	0	0	0	40	5	32	0	0	0	197	37	0	0
16:45:00	739	147	14	2	1130	120	16	1	0	0	40	0	33	1	0	0	222	25	0	0
17:00:00	918	179	20	6	1311	181	20	4	0	0	44	4	33	0	0	0	236	14	0	0
17:15:00	1145	227	22	2	1482	171	21	1	0	0	46	2	34	1	0	0	248	12	0	0
17:30:00	1322	177	24	2	1651	169	21	0	0	0	48	2	34	0	0	0	263	15	0	0
17:45:00	1534	212	24	0	1813	162	22	1	0	0	49	1	34	0	0	0	285	22	0	0
18:00:00	1723	189	26	2	1964	151	22	0	0	0	50	1	36	2	0	0	308	23	0	0
18:15:00	1723	0	26	0	1964	0	22	0	0	0	50	0	36	0	0	0	308	0	0	0
18:15:15	1723	0	26	0	1964	0	22	0	0	0	50	0	36	0	0	0	308	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400002

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	2	128	128	48	48	0	0	0	0	0	0	0	0	12	12	1	1	0	0
7:30:00	2	0	283	155	95	47	0	0	1	1	0	0	0	0	20	8	3	2	0	0
7:45:00	2	0	453	170	151	56	0	0	2	1	0	0	0	0	29	9	4	1	0	0
8:00:00	3	1	670	217	198	47	0	0	5	3	0	0	0	0	38	9	5	1	0	0
8:15:00	3	0	879	209	247	49	0	0	6	1	3	3	0	0	49	11	6	1	0	0
8:30:00	4	1	1100	221	284	37	0	0	10	4	3	0	0	0	59	10	8	2	0	0
8:45:00	5	1	1320	220	346	62	0	0	15	5	5	2	0	0	66	7	10	2	0	0
9:00:00	5	0	1554	234	385	39	0	0	19	4	6	1	0	0	71	5	11	1	0	0
9:15:00	5	0	1554	0	385	0	0	0	19	0	6	0	0	0	71	0	11	0	0	0
16:00:00	5	0	1554	0	385	0	0	0	19	0	6	0	0	0	71	0	11	0	0	0
16:15:00	8	3	1765	211	445	60	0	0	19	0	6	0	0	0	83	12	11	0	0	0
16:30:00	9	1	1946	181	497	52	0	0	24	5	8	2	0	0	91	8	11	0	0	0
16:45:00	9	0	2172	226	551	54	0	0	33	9	8	0	0	0	103	12	12	1	0	0
17:00:00	13	4	2358	186	600	49	0	0	36	3	8	0	0	0	115	12	13	1	0	0
17:15:00	13	0	2560	202	649	49	0	0	42	6	8	0	0	0	124	9	14	1	0	0
17:30:00	13	0	2798	238	710	61	0	0	46	4	8	0	0	0	137	13	15	1	0	0
17:45:00	14	1	3017	219	767	57	0	0	49	3	8	0	0	0	144	7	15	0	0	0
18:00:00	16	2	3205	188	817	50	0	0	52	3	8	0	0	0	157	13	15	0	0	0
18:15:00	16	0	3205	0	817	0	0	0	52	0	8	0	0	0	157	0	15	0	0	0
18:15:15	16	0	3205	0	817	0	0	0	52	0	8	0	0	0	157	0	15	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	5	4	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	6	1	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	10	4	0	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	12	2	0	0	21	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	12	0	0	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	16	4	0	0	25	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	17	1	0	0	27	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	20	3	0	0	29	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	20	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	20	0	0	0	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Mississauga
Site #: 2512400003
Intersection: Winston Churchill Blvd & Argentia
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

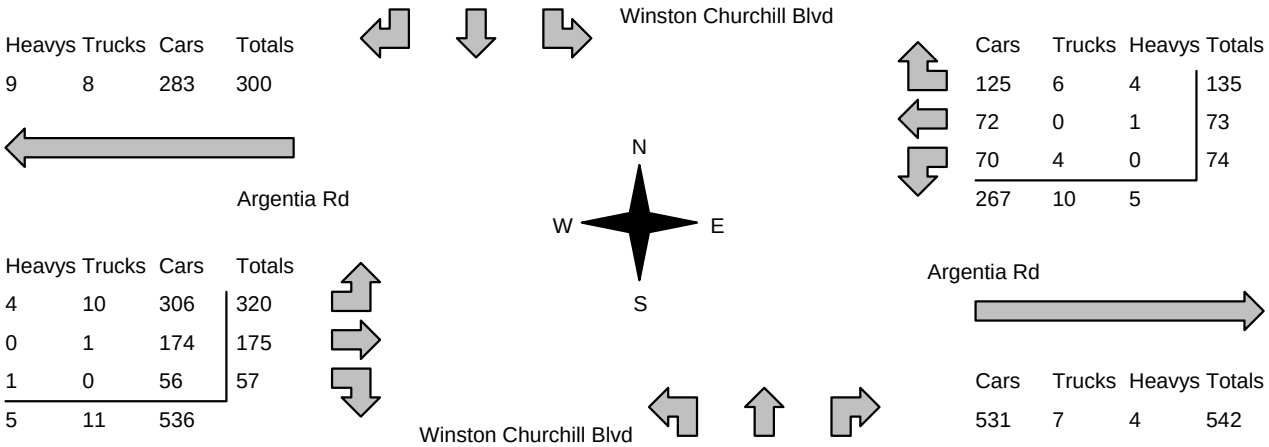
Major Road: Winston Churchill Blvd runs N/S

North Leg Total: 2273
North Entering: 863
North Peds: 23
Peds Cross: ⋈

Heavys	7	10	2	19
Trucks	8	17	5	30
Cars	137	412	265	814
Totals	152	439	272	

Heavys	18
Trucks	23
Cars	1369
Totals	1410

East Leg Total: 824
East Entering: 282
East Peds: 7
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 9
West Entering: 552
West Leg Total: 852

Cars	538			
Trucks	21			
Heavys	11			
Totals	570			

Cars	74	938	92	1104
Trucks	0	7	1	8
Heavys	1	10	2	13
Totals	75	955	95	

Peds Cross: ⋈
South Peds: 18
South Entering: 1125
South Leg Total: 1695

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

Municipality: Mississauga
Site #: 2512400003
Intersection: Winston Churchill Blvd & Argentia
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Winston Churchill Blvd runs N/S

North Leg Total:	2803
North Entering:	1578
North Peds:	40
Peds Cross:	⋈

Heavys	5	5	2	12
Trucks	2	6	7	15
Cars	339	992	220	1551
Totals	346	1003	229	

Heavys	29
Trucks	17
Cars	1179
Totals	1225

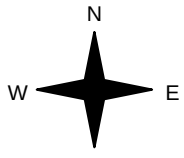
East Leg Total:	1539
East Entering:	976
East Peds:	2
Peds Cross:	⧖

Winston Churchill Blvd

Heavys	Trucks	Cars	Totals
7	6	977	990

Cars	Trucks	Heavys	Totals
277	5	2	284
419	4	1	424
267	1	0	268
963	10	3	

Argentia Rd



Heavys	Trucks	Cars	Totals
10	3	315	328
1	2	237	240
0	1	198	199
11	6	750	

Argentia Rd

Cars	Trucks	Heavys	Totals
550	9	4	563

Winston Churchill Blvd

Peds Cross:	⧖
West Peds:	6
West Entering:	767
West Leg Total:	1757

Cars	1457			
Trucks	8			
Heavys	5			
Totals	1470			

Cars	219	587	93	899
Trucks	0	9	0	9
Heavys	1	17	1	19
Totals	220	613	94	

Peds Cross:	⋈
South Peds:	32
South Entering:	927
South Leg Total:	2397

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

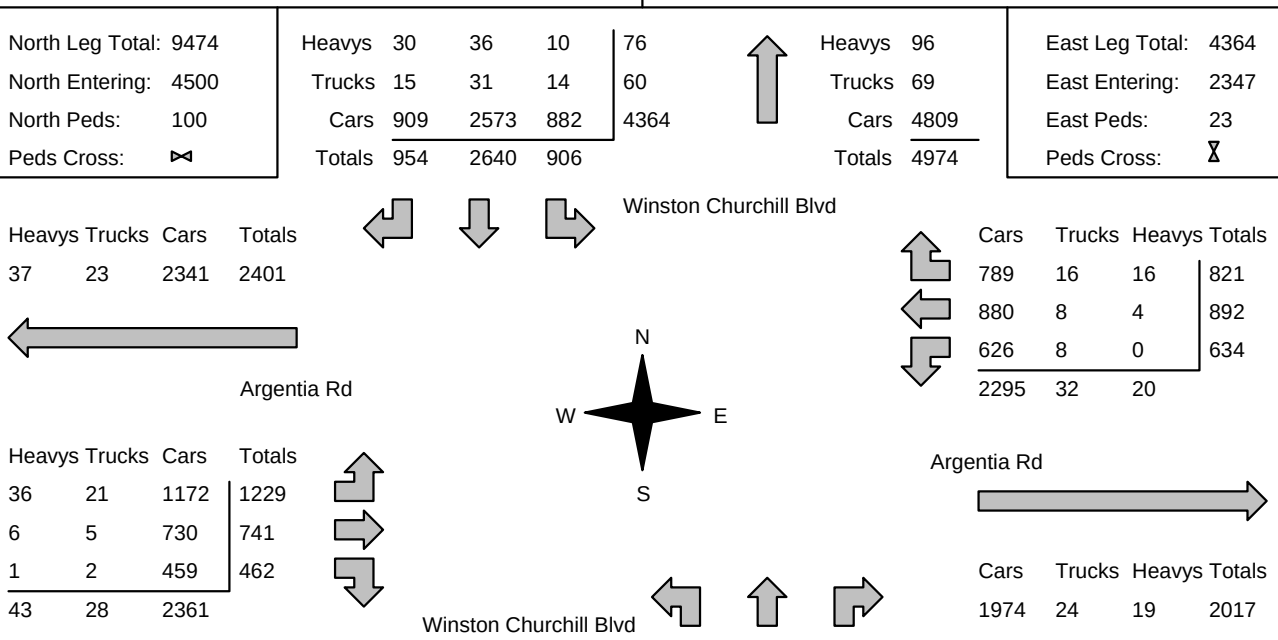
Municipality: Mississauga
Site #: 2512400003
Intersection: Winston Churchill Blvd & Argentia
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Winston Churchill Blvd runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Winston Churchill Blvd & Argentia | **Count Date:** 6-Aug-25 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*205*	*337*	*138*	*680*	*19*
9:00:00	*272*	*439*	*152*	*863*	*23*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*225*	*847*	*307*	*1379*	*34*
18:00:00	*204*	*1017*	*357*	*1578*	*24*
Totals:	906	2640	954	4500	100

North/South Total Approaches: *8349*

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*41*	*742*	*78*	*861*	*13*
9:00:00	*75*	*955*	*95*	*1125*	*18*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*223*	*603*	*98*	*924*	*24*
18:00:00	*216*	*624*	*99*	*939*	*26*
S Totals:	555	2924	370	3849	81

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*41*	*52*	*106*	*199*	*5*
9:00:00	*74*	*73*	*135*	*282*	*7*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*250*	*378*	*327*	*955*	*9*
18:00:00	*269*	*389*	*253*	*911*	*2*
Totals:	634	892	821	2347	23

East/West Total Approaches: *4779*

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*253*	*124*	*31*	*408*	*4*
9:00:00	*320*	*175*	*57*	*552*	*9*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*315*	*208*	*180*	*703*	*4*
18:00:00	*341*	*234*	*194*	*769*	*5*
W Totals:	1229	741	462	2432	22

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*450*	*610*	*0*	*1001*	*1049*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400003

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	26	26	65	65	34	34	0	0	3	3	0	0	0	0	6	6	3	3	1	1
7:30:00	69	43	147	82	57	23	0	0	4	1	3	3	0	0	8	2	9	6	6	5
7:45:00	122	53	225	78	85	28	0	0	6	2	3	0	2	2	13	5	13	4	10	4
8:00:00	201	79	316	91	121	36	1	1	7	1	4	1	3	1	14	1	13	0	19	9
8:15:00	253	52	418	102	152	31	2	1	9	2	5	1	4	1	15	1	15	2	28	9
8:30:00	317	64	520	102	188	36	4	2	16	7	8	3	4	0	17	2	16	1	32	4
8:45:00	371	54	612	92	224	36	5	1	22	6	8	0	5	1	20	3	16	0	39	7
9:00:00	466	95	728	116	258	34	6	1	24	2	12	4	5	0	24	4	20	4	42	3
9:15:00	466	0	728	0	258	0	6	0	24	0	12	0	5	0	24	0	20	0	42	0
16:00:00	466	0	728	0	258	0	6	0	24	0	12	0	5	0	24	0	20	0	42	0
16:15:00	517	51	898	170	327	69	6	0	24	0	12	0	6	1	27	3	21	1	43	1
16:30:00	567	50	1080	182	401	74	6	0	24	0	12	0	6	0	28	1	22	1	47	4
16:45:00	621	54	1326	246	474	73	6	0	24	0	13	1	8	2	30	2	24	2	55	8
17:00:00	681	60	1562	236	560	86	11	5	28	4	13	0	10	2	33	3	24	0	76	21
17:15:00	724	43	1800	238	636	76	11	0	28	0	15	2	10	0	35	2	28	4	88	12
17:30:00	771	47	2094	294	725	89	12	1	29	1	15	0	10	0	35	0	28	0	91	3
17:45:00	841	70	2318	224	813	88	13	1	30	1	15	0	10	0	35	0	29	1	95	4
18:00:00	882	41	2573	255	909	96	14	1	31	1	15	0	10	0	36	1	30	1	100	5
18:15:00	882	0	2573	0	909	0	14	0	31	0	15	0	10	0	36	0	30	0	100	0
18:15:15	882	0	2573	0	909	0	14	0	31	0	15	0	10	0	36	0	30	0	100	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400003

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	6	6	9	9	26	26	1	1	0	0	1	1	0	0	1	1	3	3	1	1
7:30:00	16	10	20	11	46	20	1	0	1	1	1	0	0	0	1	0	4	1	1	0
7:45:00	21	5	31	11	70	24	2	1	1	0	1	0	0	0	1	0	4	0	1	0
8:00:00	39	18	49	18	100	30	2	0	2	1	1	0	0	0	1	0	5	1	5	4
8:15:00	51	12	57	8	130	30	2	0	2	0	1	0	0	0	2	1	5	0	10	5
8:30:00	57	6	75	18	156	26	3	1	2	0	3	2	0	0	2	0	8	3	10	0
8:45:00	83	26	101	26	198	42	6	3	2	0	6	3	0	0	2	0	9	1	11	1
9:00:00	109	26	121	20	225	27	6	0	2	0	7	1	0	0	2	0	9	0	12	1
9:15:00	109	0	121	0	225	0	6	0	2	0	7	0	0	0	2	0	9	0	12	0
16:00:00	109	0	121	0	225	0	6	0	2	0	7	0	0	0	2	0	9	0	12	0
16:15:00	173	64	188	67	304	79	6	0	3	1	9	2	0	0	2	0	11	2	13	1
16:30:00	224	51	279	91	394	90	7	1	4	1	10	1	0	0	3	1	12	1	19	6
16:45:00	297	73	373	94	471	77	7	0	4	0	11	1	0	0	3	0	13	1	21	2
17:00:00	358	61	494	121	543	72	7	0	6	2	12	1	0	0	3	0	13	0	21	0
17:15:00	435	77	598	104	631	88	7	0	7	1	13	1	0	0	3	0	15	2	22	1
17:30:00	495	60	672	74	699	68	7	0	8	1	15	2	0	0	4	1	15	0	22	0
17:45:00	564	69	792	120	748	49	8	1	8	0	16	1	0	0	4	0	15	0	23	1
18:00:00	626	62	880	88	789	41	8	0	8	0	16	0	0	0	4	0	16	1	23	0
18:15:00	626	0	880	0	789	0	8	0	8	0	16	0	0	0	4	0	16	0	23	0
18:15:15	626	0	880	0	789	0	8	0	8	0	16	0	0	0	4	0	16	0	23	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400003

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	9	9	166	166	10	10	0	0	0	0	1	1	0	0	0	0	0	0	6	6
7:30:00	17	8	339	173	28	18	0	0	1	1	2	1	0	0	3	3	0	0	6	0
7:45:00	27	10	554	215	56	28	0	0	2	1	2	0	0	0	6	3	0	0	10	4
8:00:00	41	14	732	178	76	20	0	0	3	1	2	0	0	0	7	1	0	0	13	3
8:15:00	50	9	958	226	103	27	0	0	5	2	2	0	0	0	9	2	2	2	22	9
8:30:00	78	28	1211	253	120	17	0	0	6	1	3	1	0	0	12	3	2	0	26	4
8:45:00	94	16	1446	235	144	24	0	0	8	2	3	0	0	0	14	2	2	0	26	0
9:00:00	115	21	1670	224	168	24	0	0	10	2	3	0	1	1	17	3	2	0	31	5
9:15:00	115	0	1670	0	168	0	0	0	10	0	3	0	1	0	17	0	2	0	31	0
16:00:00	115	0	1670	0	168	0	0	0	10	0	3	0	1	0	17	0	2	0	31	0
16:15:00	171	56	1828	158	192	24	0	0	11	1	5	2	1	0	20	3	2	0	34	3
16:30:00	217	46	1947	119	213	21	0	0	17	6	5	0	1	0	20	0	2	0	40	6
16:45:00	280	63	2109	162	240	27	0	0	21	4	5	0	1	0	22	2	2	0	45	5
17:00:00	338	58	2253	144	264	24	0	0	23	2	5	0	1	0	24	2	2	0	55	10
17:15:00	375	37	2392	139	291	27	0	0	25	2	5	0	1	0	27	3	2	0	69	14
17:30:00	439	64	2553	161	316	25	0	0	27	2	5	0	1	0	37	10	2	0	71	2
17:45:00	499	60	2696	143	333	17	0	0	30	3	5	0	2	1	39	2	3	1	77	6
18:00:00	552	53	2848	152	362	29	0	0	32	2	5	0	3	1	44	5	3	0	81	4
18:15:00	552	0	2848	0	362	0	0	0	32	0	5	0	3	0	44	0	3	0	81	0
18:15:15	552	0	2848	0	362	0	0	0	32	0	5	0	3	0	44	0	3	0	81	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400003

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	51	51	16	16	7	7	0	0	0	0	0	0	2	2	0	0	0	0	0	0
7:30:00	106	55	44	28	15	8	1	1	0	0	0	0	4	2	0	0	0	0	1	1
7:45:00	180	74	80	36	26	11	2	1	0	0	1	1	6	2	1	1	0	0	3	2
8:00:00	242	62	123	43	30	4	2	0	0	0	1	0	9	3	1	0	0	0	4	1
8:15:00	324	82	165	42	38	8	5	3	0	0	1	0	10	1	1	0	0	0	11	7
8:30:00	384	60	215	50	48	10	6	1	1	1	1	0	13	3	1	0	0	0	13	2
8:45:00	475	91	261	46	65	17	8	2	1	0	1	0	13	0	1	0	1	1	13	0
9:00:00	548	73	297	36	86	21	12	4	1	0	1	0	13	0	1	0	1	0	13	0
9:15:00	548	0	297	0	86	0	12	0	1	0	1	0	13	0	1	0	1	0	13	0
16:00:00	548	0	297	0	86	0	12	0	1	0	1	0	13	0	1	0	1	0	13	0
16:15:00	625	77	349	52	139	53	13	1	1	0	1	0	16	3	2	1	1	0	13	0
16:30:00	702	77	404	55	183	44	16	3	2	1	1	0	20	4	3	1	1	0	13	0
16:45:00	781	79	445	41	221	38	17	1	2	0	1	0	22	2	5	2	1	0	14	1
17:00:00	845	64	498	53	266	45	18	1	3	1	1	0	25	3	6	1	1	0	17	3
17:15:00	939	94	564	66	319	53	19	1	3	0	1	0	28	3	6	0	1	0	19	2
17:30:00	1003	64	615	51	377	58	19	0	4	1	2	1	31	3	6	0	1	0	20	1
17:45:00	1096	93	682	67	419	42	20	1	4	0	2	0	32	1	6	0	1	0	20	0
18:00:00	1172	76	730	48	459	40	21	1	5	1	2	0	36	4	6	0	1	0	22	2
18:15:00	1172	0	730	0	459	0	21	0	5	0	2	0	36	0	6	0	1	0	22	0
18:15:15	1172	0	730	0	459	0	21	0	5	0	2	0	36	0	6	0	1	0	22	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 7:30:00
To: 8:30:00

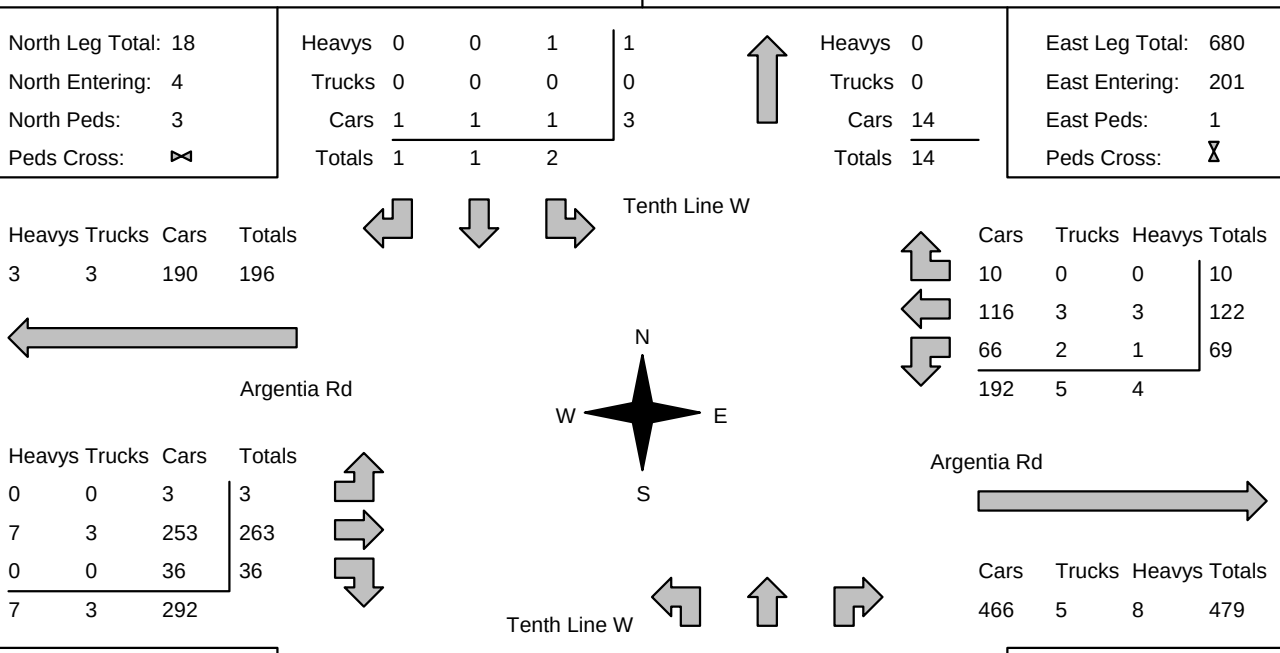
Municipality: Mississauga
Site #: 2512400004
Intersection: Argentia Rd & Tenth Line W
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Argentia Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 17:00:00
To: 18:00:00

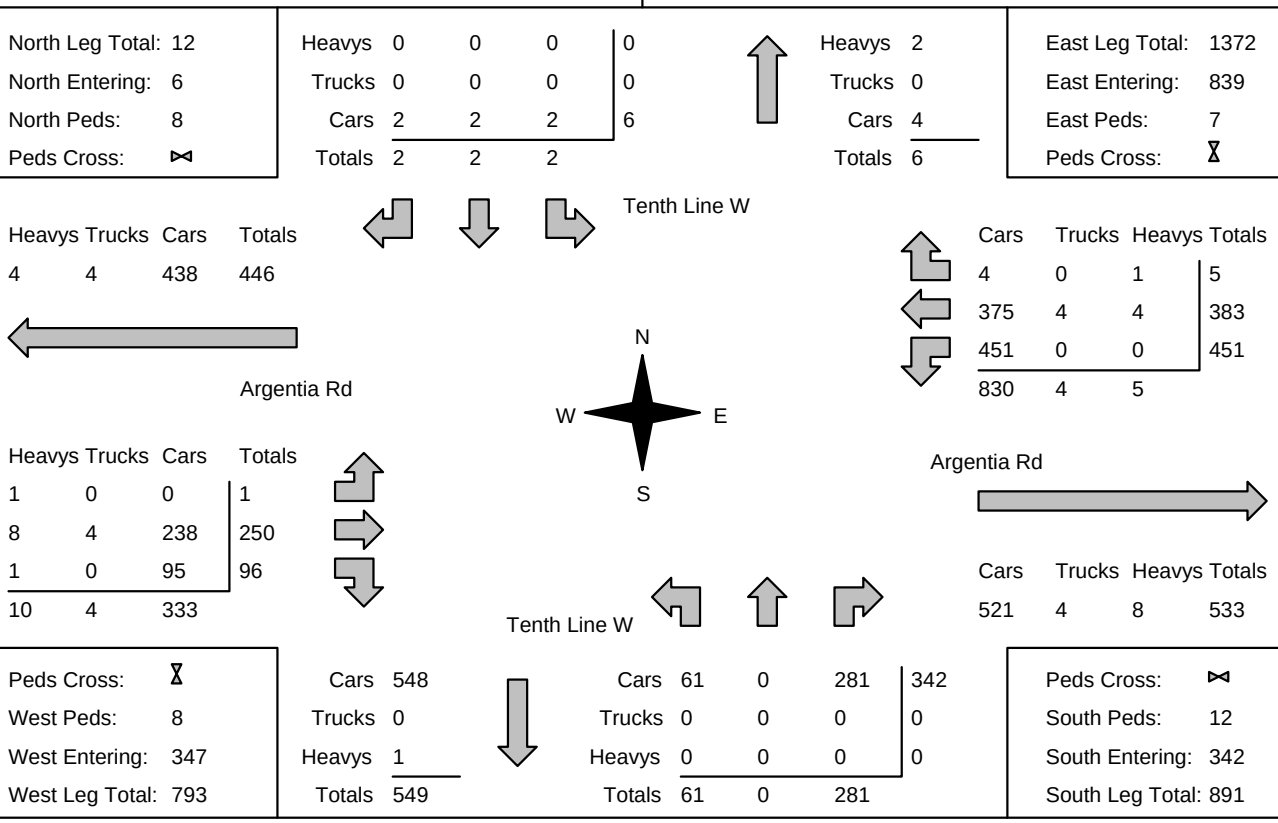
Municipality: Mississauga
Site #: 2512400004
Intersection: Argentia Rd & Tenth Line W
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Argentia Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

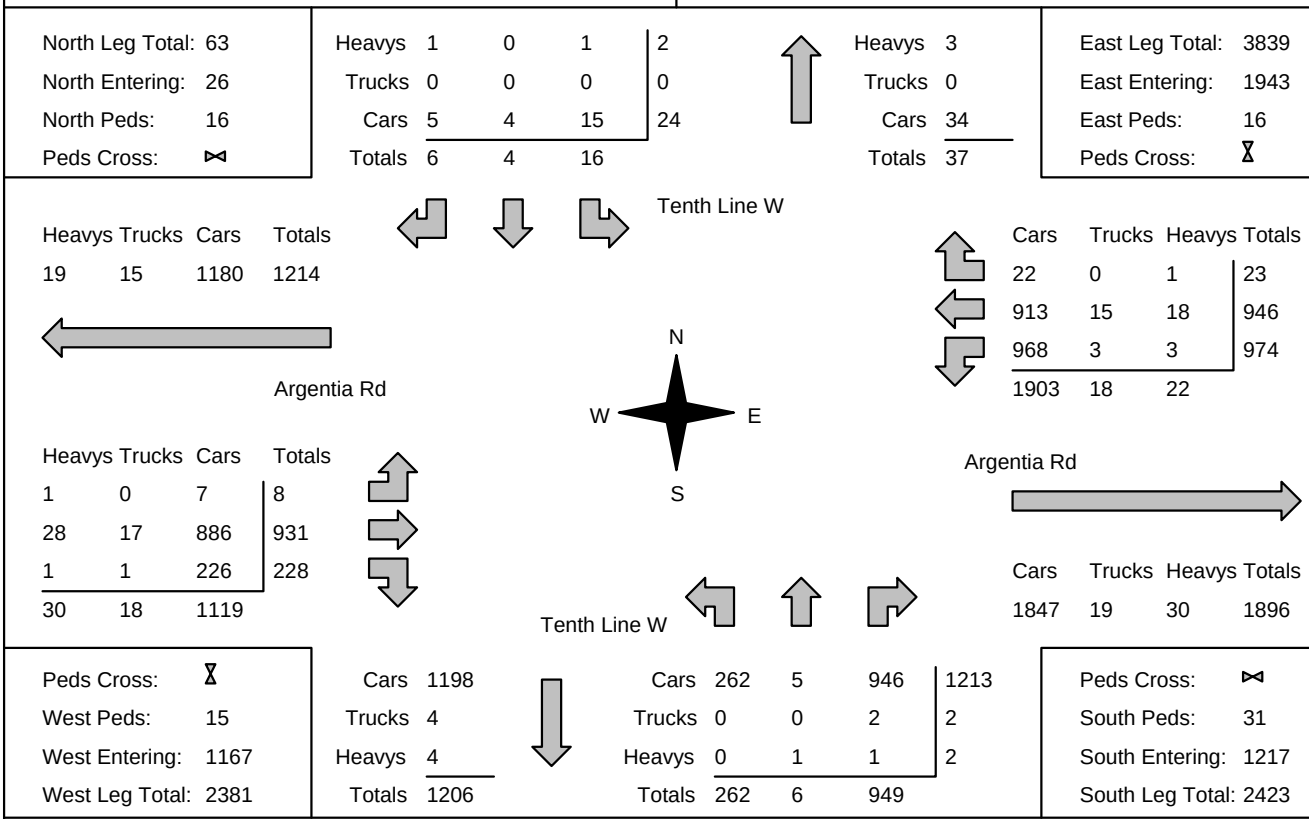
Municipality: Mississauga
Site #: 2512400004
Intersection: Argentia Rd & Tenth Line W
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Argentia Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Argentia Rd & Tenth Line W | **Count Date:** 6-Aug-25 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*2*	*0*	*1*	*3*	*1*
9:00:00	*2*	*1*	*1*	*4*	*5*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*10*	*1*	*2*	*13*	*2*
18:00:00	*2*	*2*	*2*	*6*	*8*
Totals:	16	4	6	26	16

North/South Total Approaches: 1243

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*123*	*1*	*179*	*303*	*4*
9:00:00	*43*	*4*	*236*	*283*	*9*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*35*	*1*	*253*	*289*	*6*
18:00:00	*61*	*0*	*281*	*342*	*12*
S Totals:	262	6	949	1217	31

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*49*	*113*	*0*	*162*	*0*
9:00:00	*83*	*115*	*17*	*215*	*3*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*391*	*335*	*1*	*727*	*6*
18:00:00	*451*	*383*	*5*	*839*	*7*
Totals:	974	946	23	1943	16

East/West Total Approaches: 3110

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*1*	*216*	*52*	*269*	*1*
9:00:00	*6*	*251*	*20*	*277*	*5*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*214*	*60*	*274*	*1*
18:00:00	*1*	*250*	*96*	*347*	*8*
W Totals:	8	931	228	1167	15

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*127*	*57*	*0*	*53*	*80*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400004

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1
8:00:00	1	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0
8:15:00	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3	2
8:30:00	2	1	1	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0
8:45:00	2	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	5	2
9:00:00	3	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	1	6	1
9:15:00	3	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0
16:00:00	3	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	6	0
16:15:00	8	5	2	1	3	2	0	0	0	0	0	0	1	0	0	0	1	0	6	0
16:30:00	12	4	2	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	7	1
16:45:00	13	1	2	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	7	0
17:00:00	13	0	2	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	8	1
17:15:00	13	0	2	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	9	1
17:30:00	13	0	3	1	3	0	0	0	0	0	0	0	1	0	0	0	1	0	12	3
17:45:00	14	1	4	1	4	1	0	0	0	0	0	0	1	0	0	0	1	0	14	2
18:00:00	15	1	4	0	5	1	0	0	0	0	0	0	1	0	0	0	1	0	16	2
18:15:00	15	0	4	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	16	0
18:15:15	15	0	4	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	16	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400004

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	13	13	29	29	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0
7:30:00	24	11	49	20	0	0	1	0	0	0	0	0	1	1	5	4	0	0	0	0
7:45:00	33	9	75	26	0	0	1	0	0	0	0	0	1	0	6	1	0	0	0	0
8:00:00	46	13	105	30	0	0	2	1	2	2	0	0	1	0	6	0	0	0	0	0
8:15:00	70	24	128	23	3	3	2	0	3	1	0	0	2	1	7	1	0	0	1	1
8:30:00	90	20	165	37	10	7	3	1	3	0	0	0	2	0	8	1	0	0	1	0
8:45:00	103	13	188	23	13	3	3	0	5	2	0	0	2	0	8	0	0	0	3	2
9:00:00	127	24	209	21	17	4	3	0	8	3	0	0	2	0	11	3	0	0	3	0
9:15:00	127	0	209	0	17	0	3	0	8	0	0	0	2	0	11	0	0	0	3	0
16:00:00	127	0	209	0	17	0	3	0	8	0	0	0	2	0	11	0	0	0	3	0
16:15:00	217	90	271	62	18	1	3	0	9	1	0	0	2	0	12	1	0	0	4	1
16:30:00	321	104	355	84	18	0	3	0	9	0	0	0	2	0	12	0	0	0	4	0
16:45:00	424	103	450	95	18	0	3	0	10	1	0	0	2	0	13	1	0	0	6	2
17:00:00	517	93	538	88	18	0	3	0	11	1	0	0	3	1	14	1	0	0	9	3
17:15:00	627	110	632	94	18	0	3	0	14	3	0	0	3	0	16	2	0	0	11	2
17:30:00	736	109	728	96	18	0	3	0	15	1	0	0	3	0	17	1	0	0	11	0
17:45:00	852	116	834	106	20	2	3	0	15	0	0	0	3	0	18	1	1	1	13	2
18:00:00	968	116	913	79	22	2	3	0	15	0	0	0	3	0	18	0	1	0	16	3
18:15:00	968	0	913	0	22	0	3	0	15	0	0	0	3	0	18	0	1	0	16	0
18:15:15	968	0	913	0	22	0	3	0	15	0	0	0	3	0	18	0	1	0	16	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400004

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	38	38	0	0	36	36	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:30:00	76	38	0	0	78	42	0	0	0	0	0	0	0	0	0	0	0	0	3	1
7:45:00	101	25	1	1	134	56	0	0	0	0	1	1	0	0	0	0	0	0	4	1
8:00:00	123	22	1	0	178	44	0	0	0	0	1	0	0	0	0	0	0	0	4	0
8:15:00	137	14	1	0	234	56	0	0	0	0	2	1	0	0	0	0	0	0	5	1
8:30:00	149	12	1	0	290	56	0	0	0	0	2	0	0	0	0	0	0	0	8	3
8:45:00	159	10	3	2	356	66	0	0	0	0	2	0	0	0	0	0	0	0	13	5
9:00:00	166	7	4	1	413	57	0	0	0	0	2	0	0	0	1	1	0	0	13	0
9:15:00	166	0	4	0	413	0	0	0	0	0	2	0	0	0	1	0	0	0	13	0
16:00:00	166	0	4	0	413	0	0	0	0	0	2	0	0	0	1	0	0	0	13	0
16:15:00	170	4	5	1	468	55	0	0	0	0	2	0	0	0	1	0	0	0	16	3
16:30:00	181	11	5	0	532	64	0	0	0	0	2	0	0	0	1	0	0	0	18	2
16:45:00	189	8	5	0	603	71	0	0	0	0	2	0	0	0	1	0	0	0	19	1
17:00:00	201	12	5	0	665	62	0	0	0	0	2	0	0	0	1	0	1	1	19	0
17:15:00	217	16	5	0	739	74	0	0	0	0	2	0	0	0	1	0	1	0	20	1
17:30:00	232	15	5	0	814	75	0	0	0	0	2	0	0	0	1	0	1	0	24	4
17:45:00	246	14	5	0	874	60	0	0	0	0	2	0	0	0	1	0	1	0	29	5
18:00:00	262	16	5	0	946	72	0	0	0	0	2	0	0	0	1	0	1	0	31	2
18:15:00	262	0	5	0	946	0	0	0	0	0	2	0	0	0	1	0	1	0	31	0
18:15:15	262	0	5	0	946	0	0	0	0	0	2	0	0	0	1	0	1	0	31	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400004

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	38	38	17	17	0	0	0	0	1	1	0	0	0	0	0	0	0	0
7:30:00	0	0	87	49	26	9	0	0	0	0	1	0	0	0	0	0	0	0	0	0
7:45:00	0	0	160	73	38	12	0	0	0	0	1	0	0	0	1	1	0	0	1	1
8:00:00	1	1	212	52	51	13	0	0	0	0	1	0	0	0	4	3	0	0	1	0
8:15:00	2	1	280	68	57	6	0	0	1	1	1	0	0	0	6	2	0	0	2	1
8:30:00	3	1	340	60	62	5	0	0	3	2	1	0	0	0	7	1	0	0	2	0
8:45:00	4	1	402	62	71	9	0	0	6	3	1	0	0	0	8	1	0	0	3	1
9:00:00	7	3	452	50	71	0	0	0	7	1	1	0	0	0	8	0	0	0	6	3
9:15:00	7	0	452	0	71	0	0	0	7	0	1	0	0	0	8	0	0	0	6	0
16:00:00	7	0	452	0	71	0	0	0	7	0	1	0	0	0	8	0	0	0	6	0
16:15:00	7	0	514	62	76	5	0	0	8	1	1	0	0	0	12	4	0	0	6	0
16:30:00	7	0	549	35	85	9	0	0	10	2	1	0	0	0	16	4	0	0	6	0
16:45:00	7	0	598	49	125	40	0	0	12	2	1	0	0	0	18	2	0	0	6	0
17:00:00	7	0	648	50	131	6	0	0	13	1	1	0	0	0	20	2	0	0	7	1
17:15:00	7	0	719	71	156	25	0	0	13	0	1	0	0	0	21	1	0	0	7	0
17:30:00	7	0	781	62	175	19	0	0	14	1	1	0	0	0	26	5	0	0	9	2
17:45:00	7	0	824	43	195	20	0	0	15	1	1	0	1	1	26	0	0	0	13	4
18:00:00	7	0	886	62	226	31	0	0	17	2	1	0	1	0	28	2	1	1	15	2
18:15:00	7	0	886	0	226	0	0	0	17	0	1	0	1	0	28	0	1	0	15	0
18:15:15	7	0	886	0	226	0	0	0	17	0	1	0	1	0	28	0	1	0	15	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Mississauga
Site #: 2512400005
Intersection: Ninth Line & Argentia Rd
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Ninth Line runs N/S

North Leg Total: 858
North Entering: 567
North Peds: 0
Peds Cross: ⋈

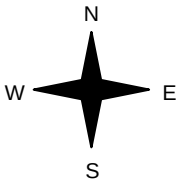
Heavys	3	0	3
Trucks	9	1	10
Cars	463	91	554
Totals	475	92	

Heavys	4
Trucks	3
Cars	284
Totals	291

East Leg Total: 368
East Entering: 72
East Peds: 0
Peds Cross: ⋈



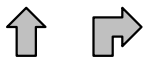
Cars	Trucks	Heavys	Totals
27	0	2	29
40	1	2	43
67	1	4	



Argentia Rd



Cars	Trucks	Heavys	Totals
291	2	3	296



Cars	503		
Trucks	10		
Heavys	5		
Totals	518		

Cars	257	200	457
Trucks	3	1	4
Heavys	2	3	5
Totals	262	204	

Peds Cross: ⋈
South Peds: 0
South Entering: 466
South Leg Total: 984

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

Municipality: Mississauga
Site #: 2512400005
Intersection: Ninth Line & Argentia Rd
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Ninth Line runs N/S

North Leg Total: 1335
North Entering: 526
North Peds: 0
Peds Cross: ⋈

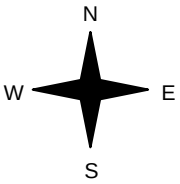
Heavys	1	2	3
Trucks	7	2	9
Cars	445	69	514
Totals	453	73	

Heavys	2
Trucks	3
Cars	804
Totals	809

East Leg Total: 647
East Entering: 448
East Peds: 0
Peds Cross: ⋈

Ninth Line

Cars	Trucks	Heavys	Totals
197	1	0	198
248	1	1	250
445	2	1	



Argentia Rd

Cars	Trucks	Heavys	Totals
192	3	4	199

Ninth Line

Cars	693		
Trucks	8		
Heavys	2		
Totals	703		

Cars	607	123	730
Trucks	2	1	3
Heavys	2	2	4
Totals	611	126	

Peds Cross: ⋈
South Peds: 0
South Entering: 737
South Leg Total: 1440

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Mississauga
Site #: 2512400005
Intersection: Ninth Line & Argentia Rd
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Ninth Line runs N/S

North Leg Total: 4094
North Entering: 2068
North Peds: 0
Peds Cross: ⋈

Heavys	13	2	15
Trucks	28	4	32
Cars	1709	312	2021
Totals	1750	318	

Heavys	12	
Trucks	14	
Cars	2000	
Totals	2026	

East Leg Total: 1905
East Entering: 943
East Peds: 0
Peds Cross: ⋈

Ninth Line

Cars	Trucks	Heavys	Totals
410	2	4	416
516	4	7	527
926	6	11	

N
W E
S

Argentia Rd

Cars	Trucks	Heavys	Totals
940	8	14	962

Ninth Line

Cars	2225		
Trucks	32		
Heavys	20		
Totals	2277		

Cars	1590	628	2218
Trucks	12	4	16
Heavys	8	12	20
Totals	1610	644	

Peds Cross: ⋈
South Peds: 0
South Entering: 2254
South Leg Total: 4531

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Ninth Line & Argentia Rd | **Count Date:** 6-Aug-25 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*91*	*417*	*0*	*508*	*0*
9:00:00	*92*	*475*	*0*	*567*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*70*	*422*	*0*	*492*	*0*
18:00:00	*65*	*436*	*0*	*501*	*0*
Totals:	318	1750	0	2068	0

North/South Total Approaches: 4322

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*217*	*199*	*416*	*0*
9:00:00	*0*	*262*	*204*	*466*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*552*	*108*	*660*	*0*
18:00:00	*0*	*579*	*133*	*712*	*0*
S Totals:	0	1610	644	2254	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*45*	*0*	*39*	*84*	*0*
9:00:00	*43*	*0*	*29*	*72*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*184*	*0*	*162*	*346*	*0*
18:00:00	*255*	*0*	*186*	*441*	*0*
Totals:	527	0	416	943	0

East/West Total Approaches: 943

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
W Totals:	0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*45*	*43*	*0*	*184*	*255*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400005

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	15	15	103	103	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0
7:30:00	41	26	212	109	0	0	0	0	1	0	0	0	0	0	3	1	0	0	0	0
7:45:00	69	28	323	111	0	0	0	0	4	3	0	0	0	0	3	0	0	0	0	0
8:00:00	91	22	406	83	0	0	0	0	7	3	0	0	0	0	4	1	0	0	0	0
8:15:00	111	20	533	127	0	0	0	0	9	2	0	0	0	0	4	0	0	0	0	0
8:30:00	138	27	634	101	0	0	0	0	10	1	0	0	0	0	5	1	0	0	0	0
8:45:00	159	21	749	115	0	0	0	0	14	4	0	0	0	0	7	2	0	0	0	0
9:00:00	182	23	869	120	0	0	1	1	16	2	0	0	0	0	7	0	0	0	0	0
9:15:00	182	0	869	0	0	0	1	0	16	0	0	0	0	0	7	0	0	0	0	0
16:00:00	182	0	869	0	0	0	1	0	16	0	0	0	0	0	7	0	0	0	0	0
16:15:00	196	14	954	85	0	0	1	0	18	2	0	0	0	0	8	1	0	0	0	0
16:30:00	217	21	1054	100	0	0	1	0	19	1	0	0	0	0	10	2	0	0	0	0
16:45:00	231	14	1167	113	0	0	2	1	20	1	0	0	0	0	11	1	0	0	0	0
17:00:00	250	19	1279	112	0	0	2	0	23	3	0	0	1	1	12	1	0	0	0	0
17:15:00	269	19	1383	104	0	0	2	0	25	2	0	0	2	1	12	0	0	0	0	0
17:30:00	285	16	1503	120	0	0	2	0	27	2	0	0	2	0	12	0	0	0	0	0
17:45:00	300	15	1612	109	0	0	4	2	27	0	0	0	2	0	12	0	0	0	0	0
18:00:00	312	12	1709	97	0	0	4	0	28	1	0	0	2	0	13	1	0	0	0	0
18:15:00	312	0	1709	0	0	0	4	0	28	0	0	0	2	0	13	0	0	0	0	0
18:15:15	312	0	1709	0	0	0	4	0	28	0	0	0	2	0	13	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400005

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	8	8	0	0	3	3	0	0	0	0	0	0	1	1	0	0	0	0	0	0
7:30:00	20	12	0	0	8	5	0	0	0	0	0	0	2	1	0	0	0	0	0	0
7:45:00	28	8	0	0	28	20	1	1	0	0	0	0	2	0	0	0	1	1	0	0
8:00:00	40	12	0	0	38	10	2	1	0	0	0	0	3	1	0	0	1	0	0	0
8:15:00	47	7	0	0	43	5	2	0	0	0	0	0	3	0	0	0	1	0	0	0
8:30:00	63	16	0	0	52	9	2	0	0	0	0	0	4	1	0	0	1	0	0	0
8:45:00	73	10	0	0	54	2	3	1	0	0	0	0	4	0	0	0	1	0	0	0
9:00:00	80	7	0	0	65	11	3	0	0	0	0	0	5	1	0	0	3	2	0	0
9:15:00	80	0	0	0	65	0	3	0	0	0	0	0	5	0	0	0	3	0	0	0
16:00:00	80	0	0	0	65	0	3	0	0	0	0	0	5	0	0	0	3	0	0	0
16:15:00	112	32	0	0	89	24	3	0	0	0	1	1	6	1	0	0	3	0	0	0
16:30:00	161	49	0	0	130	41	3	0	0	0	1	0	6	0	0	0	3	0	0	0
16:45:00	213	52	0	0	177	47	3	0	0	0	1	0	6	0	0	0	3	0	0	0
17:00:00	262	49	0	0	226	49	4	1	0	0	1	0	6	0	0	0	3	0	0	0
17:15:00	322	60	0	0	292	66	4	0	0	0	2	1	6	0	0	0	3	0	0	0
17:30:00	394	72	0	0	330	38	4	0	0	0	2	0	7	1	0	0	3	0	0	0
17:45:00	461	67	0	0	374	44	4	0	0	0	2	0	7	0	0	0	3	0	0	0
18:00:00	516	55	0	0	410	36	4	0	0	0	2	0	7	0	0	0	4	1	0	0
18:15:00	516	0	0	0	410	0	4	0	0	0	2	0	7	0	0	0	4	0	0	0
18:15:15	516	0	0	0	410	0	4	0	0	0	2	0	7	0	0	0	4	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400005

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	45	45	41	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	99	54	96	55	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:45:00	0	0	155	56	147	51	0	0	1	1	0	0	0	0	1	0	0	0	0	0
8:00:00	0	0	212	57	196	49	0	0	3	2	0	0	0	0	2	1	3	3	0	0
8:15:00	0	0	282	70	259	63	0	0	5	2	0	0	0	0	3	1	4	1	0	0
8:30:00	0	0	345	63	314	55	0	0	6	1	1	1	0	0	3	0	5	1	0	0
8:45:00	0	0	415	70	356	42	0	0	6	0	1	0	0	0	3	0	5	0	0	0
9:00:00	0	0	469	54	396	40	0	0	6	0	1	0	0	0	4	1	6	1	0	0
9:15:00	0	0	469	0	396	0	0	0	6	0	1	0	0	0	4	0	6	0	0	0
16:00:00	0	0	469	0	396	0	0	0	6	0	1	0	0	0	4	0	6	0	0	0
16:15:00	0	0	582	113	418	22	0	0	7	1	2	1	0	0	4	0	7	1	0	0
16:30:00	0	0	701	119	447	29	0	0	8	1	2	0	0	0	4	0	8	1	0	0
16:45:00	0	0	863	162	469	22	0	0	9	1	3	1	0	0	6	2	9	1	0	0
17:00:00	0	0	1015	152	497	28	0	0	10	1	4	1	0	0	6	0	10	1	0	0
17:15:00	0	0	1139	124	532	35	0	0	11	1	4	0	0	0	7	1	10	0	0	0
17:30:00	0	0	1302	163	564	32	0	0	11	0	4	0	0	0	7	0	11	1	0	0
17:45:00	0	0	1470	168	592	28	0	0	11	0	4	0	0	0	8	1	11	0	0	0
18:00:00	0	0	1590	120	628	36	0	0	12	1	4	0	0	0	8	0	12	1	0	0
18:15:00	0	0	1590	0	628	0	0	0	12	0	4	0	0	0	8	0	12	0	0	0
18:15:15	0	0	1590	0	628	0	0	0	12	0	4	0	0	0	8	0	12	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400005

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

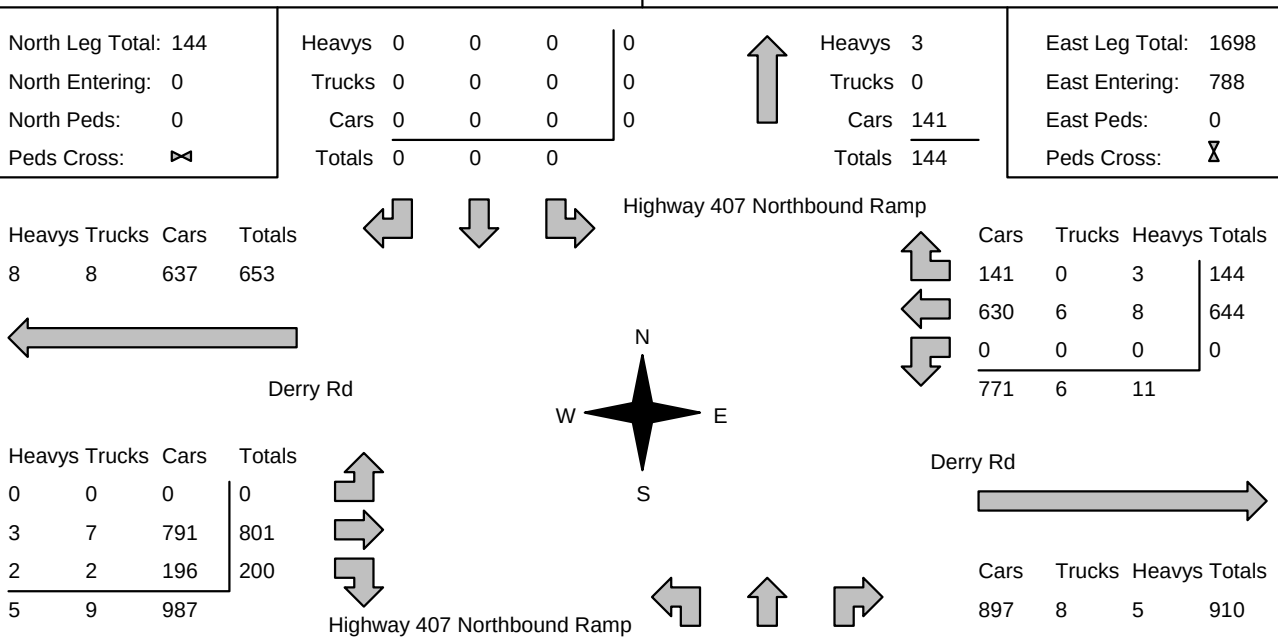
Municipality: Mississauga
Site #: 2512400006
Intersection: Derry Rd & Highway 407 Northbou
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Derry Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

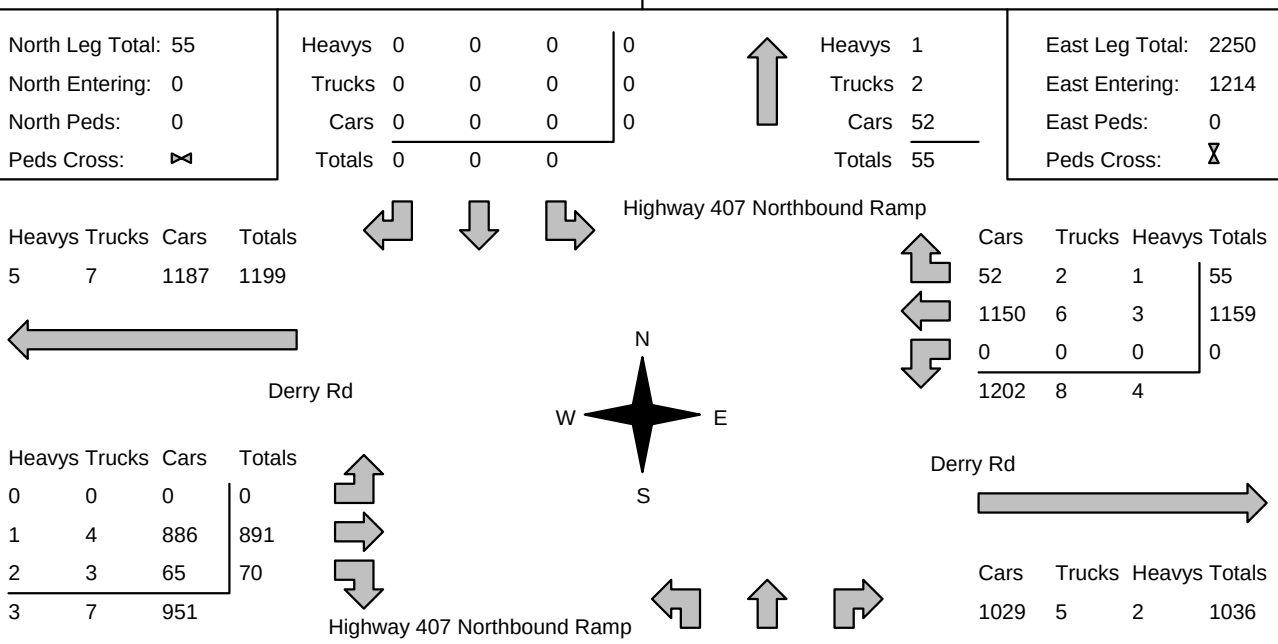
Municipality: Mississauga
Site #: 2512400006
Intersection: Derry Rd & Highway 407 Northbou
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Derry Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

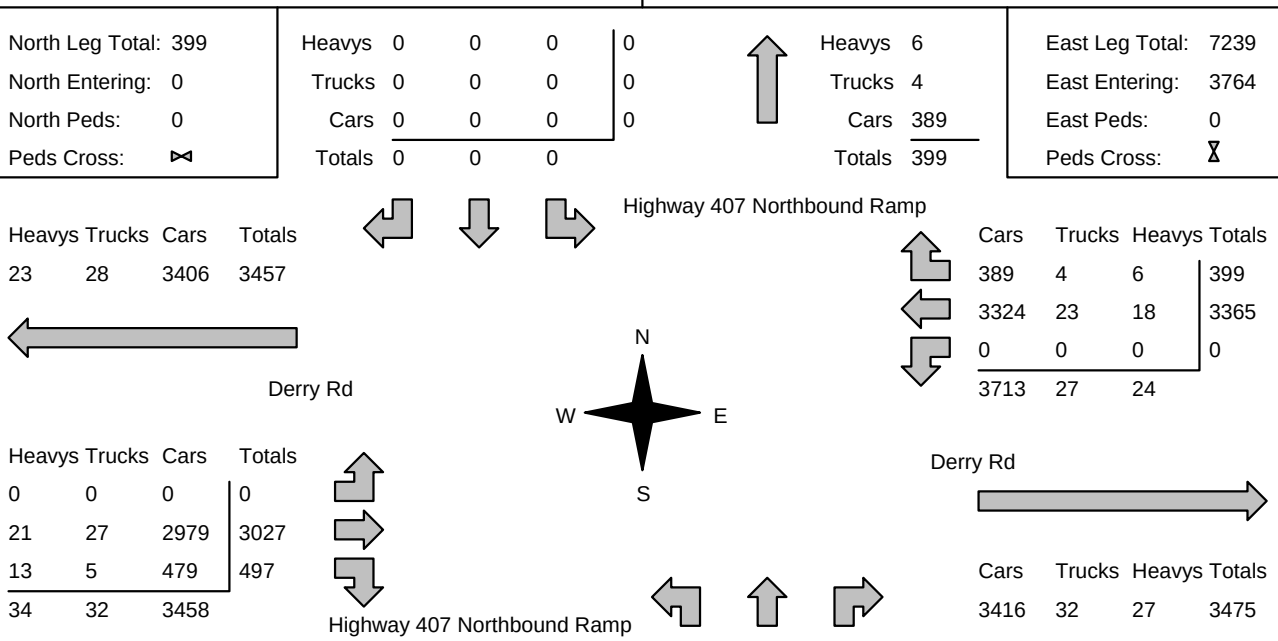
Municipality: Mississauga
Site #: 2512400006
Intersection: Derry Rd & Highway 407 Northbou
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Derry Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Derry Rd & Highway 407 Northbou | **Count Date:** 6-Aug-25 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	0	0	0

North/South Total Approaches: 540

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*13*	*0*	*78*	*91*	*0*
9:00:00	*9*	*0*	*109*	*118*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*37*	*0*	*125*	*162*	*0*
18:00:00	*33*	*0*	*136*	*169*	*0*
S Totals:	92	0	448	540	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*580*	*143*	*723*	*0*
9:00:00	*0*	*644*	*144*	*788*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*1040*	*64*	*1104*	*0*
18:00:00	*0*	*1101*	*48*	*1149*	*0*
Totals:	0	3365	399	3764	0

East/West Total Approaches: 7288

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*583*	*165*	*748*	*0*
9:00:00	*0*	*801*	*200*	*1001*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*749*	*77*	*826*	*0*
18:00:00	*0*	*894*	*55*	*949*	*0*
W Totals:	0	3027	497	3524	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*13*	*9*	*0*	*37*	*33*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400006

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400006

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	128	128	26	26	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:30:00	0	0	258	130	64	38	0	0	1	1	0	0	0	0	1	0	0	0	0	0
7:45:00	0	0	408	150	106	42	0	0	2	1	0	0	0	0	2	1	0	0	0	0
8:00:00	0	0	571	163	141	35	0	0	6	4	1	1	0	0	3	1	1	1	0	0
8:15:00	0	0	728	157	176	35	0	0	8	2	1	0	0	0	4	1	3	2	0	0
8:30:00	0	0	880	152	223	47	0	0	8	0	1	0	0	0	7	3	3	0	0	0
8:45:00	0	0	1032	152	249	26	0	0	11	3	1	0	0	0	8	1	4	1	0	0
9:00:00	0	0	1201	169	282	33	0	0	12	1	1	0	0	0	11	3	4	0	0	0
9:15:00	0	0	1201	0	282	0	0	0	12	0	1	0	0	0	11	0	4	0	0	0
16:00:00	0	0	1201	0	282	0	0	0	12	0	1	0	0	0	11	0	4	0	0	0
16:15:00	0	0	1381	180	298	16	0	0	12	0	1	0	0	0	12	1	5	1	0	0
16:30:00	0	0	1674	293	311	13	0	0	12	0	1	0	0	0	12	0	5	0	0	0
16:45:00	0	0	1934	260	330	19	0	0	16	4	1	0	0	0	15	3	5	0	0	0
17:00:00	0	0	2228	294	344	14	0	0	19	3	2	1	0	0	17	2	5	0	0	0
17:15:00	0	0	2499	271	354	10	0	0	20	1	2	0	0	0	17	0	5	0	0	0
17:30:00	0	0	2787	288	374	20	0	0	20	0	3	1	0	0	18	1	6	1	0	0
17:45:00	0	0	3084	297	382	8	0	0	22	2	3	0	0	0	18	0	6	0	0	0
18:00:00	0	0	3324	240	389	7	0	0	23	1	4	1	0	0	18	0	6	0	0	0
18:15:00	0	0	3324	0	389	0	0	0	23	0	4	0	0	0	18	0	6	0	0	0
18:15:15	0	0	3324	0	389	0	0	0	23	0	4	0	0	0	18	0	6	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400006

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	3	3	0	0	12	12	1	1	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	4	1	0	0	32	20	1	0	0	0	1	1	1	1	0	0	0	0	0	0
7:45:00	7	3	0	0	47	15	1	0	0	0	1	0	1	0	0	0	2	2	0	0
8:00:00	11	4	0	0	74	27	1	0	0	0	2	1	1	0	0	0	2	0	0	0
8:15:00	11	0	0	0	93	19	1	0	0	0	2	0	1	0	0	0	2	0	0	0
8:30:00	13	2	0	0	126	33	2	1	0	0	2	0	1	0	0	0	2	0	0	0
8:45:00	16	3	0	0	155	29	3	1	0	0	3	1	1	0	0	0	2	0	0	0
9:00:00	18	2	0	0	180	25	3	0	0	0	3	0	1	0	0	0	4	2	0	0
9:15:00	18	0	0	0	180	0	3	0	0	0	3	0	1	0	0	0	4	0	0	0
16:00:00	18	0	0	0	180	0	3	0	0	0	3	0	1	0	0	0	4	0	0	0
16:15:00	22	4	0	0	210	30	4	1	0	0	3	0	3	2	0	0	5	1	0	0
16:30:00	33	11	0	0	240	30	4	0	0	0	4	1	3	0	0	0	5	0	0	0
16:45:00	41	8	0	0	269	29	4	0	0	0	4	0	3	0	0	0	5	0	0	0
17:00:00	51	10	0	0	302	33	5	1	0	0	5	1	3	0	0	0	5	0	0	0
17:15:00	59	8	0	0	339	37	5	0	0	0	5	0	5	2	0	0	6	1	0	0
17:30:00	69	10	0	0	378	39	5	0	0	0	5	0	5	0	0	0	6	0	0	0
17:45:00	78	9	0	0	412	34	5	0	0	0	5	0	5	0	0	0	6	0	0	0
18:00:00	82	4	0	0	437	25	5	0	0	0	5	0	5	0	0	0	6	0	0	0
18:15:00	82	0	0	0	437	0	5	0	0	0	5	0	5	0	0	0	6	0	0	0
18:15:15	82	0	0	0	437	0	5	0	0	0	5	0	5	0	0	0	6	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400006

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	108	108	29	29	0	0	0	0	0	0	0	0	3	3	1	1	0	0
7:30:00	0	0	231	123	69	40	0	0	3	3	0	0	0	0	4	1	1	0	0	0
7:45:00	0	0	386	155	109	40	0	0	7	4	0	0	0	0	5	1	3	2	0	0
8:00:00	0	0	567	181	161	52	0	0	9	2	0	0	0	0	7	2	4	1	0	0
8:15:00	0	0	741	174	205	44	0	0	9	0	0	0	0	0	8	1	4	0	0	0
8:30:00	0	0	920	179	268	63	0	0	13	4	0	0	0	0	9	1	6	2	0	0
8:45:00	0	0	1136	216	325	57	0	0	15	2	0	0	0	0	10	1	6	0	0	0
9:00:00	0	0	1358	222	357	32	0	0	16	1	2	2	0	0	10	0	6	0	0	0
9:15:00	0	0	1358	0	357	0	0	0	16	0	2	0	0	0	10	0	6	0	0	0
16:00:00	0	0	1358	0	357	0	0	0	16	0	2	0	0	0	10	0	6	0	0	0
16:15:00	0	0	1508	150	372	15	0	0	18	2	2	0	0	0	13	3	6	0	0	0
16:30:00	0	0	1697	189	390	18	0	0	21	3	2	0	0	0	15	2	7	1	0	0
16:45:00	0	0	1886	189	406	16	0	0	22	1	2	0	0	0	16	1	8	1	0	0
17:00:00	0	0	2094	208	429	23	0	0	22	0	3	1	0	0	17	1	10	2	0	0
17:15:00	0	0	2306	212	446	17	0	0	22	0	4	1	0	0	17	0	10	0	0	0
17:30:00	0	0	2534	228	456	10	0	0	25	3	5	1	0	0	17	0	10	0	0	0
17:45:00	0	0	2772	238	471	15	0	0	26	1	5	0	0	0	17	0	10	0	0	0
18:00:00	0	0	2979	207	479	8	0	0	27	1	5	0	0	0	21	4	13	3	0	0
18:15:00	0	0	2979	0	479	0	0	0	27	0	5	0	0	0	21	0	13	0	0	0
18:15:15	0	0	2979	0	479	0	0	0	27	0	5	0	0	0	21	0	13	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Mississauga
Site #: 2512400007
Intersection: Derry Rd & Highway 407 Southbou
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Derry Rd runs W/E

North Leg Total: 223
North Entering: 78
North Peds: 0
Peds Cross: ⋈

Heavys	5	0	1	6
Trucks	3	0	1	4
Cars	44	0	24	68
Totals	52	0	26	

Heavys	1
Trucks	2
Cars	142
Totals	145

East Leg Total: 1655
East Entering: 654
East Peds: 0
Peds Cross: ⧖

Highway 407 Southbound Ramp

Heavys	Trucks	Cars	Totals
13	7	541	561

Cars	Trucks	Heavys	Totals
142	2	1	145
497	4	8	509
0	0	0	0
639	6	9	

Derry Rd

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	0	0
4	8	963	975
1	0	43	44
5	8	1006	

Derry Rd

Cars	Trucks	Heavys	Totals
987	9	5	1001

Highway 407 Southbound Ramp

Peds Cross: ⧖
West Peds: 0
West Entering: 1019
West Leg Total: 1580

Cars	43
Trucks	0
Heavys	1
Totals	44

Cars	0	0	0
Trucks	0	0	0
Heavys	0	0	0
Totals	0	0	0

Peds Cross: ⋈
South Peds: 0
South Entering: 0
South Leg Total: 44

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

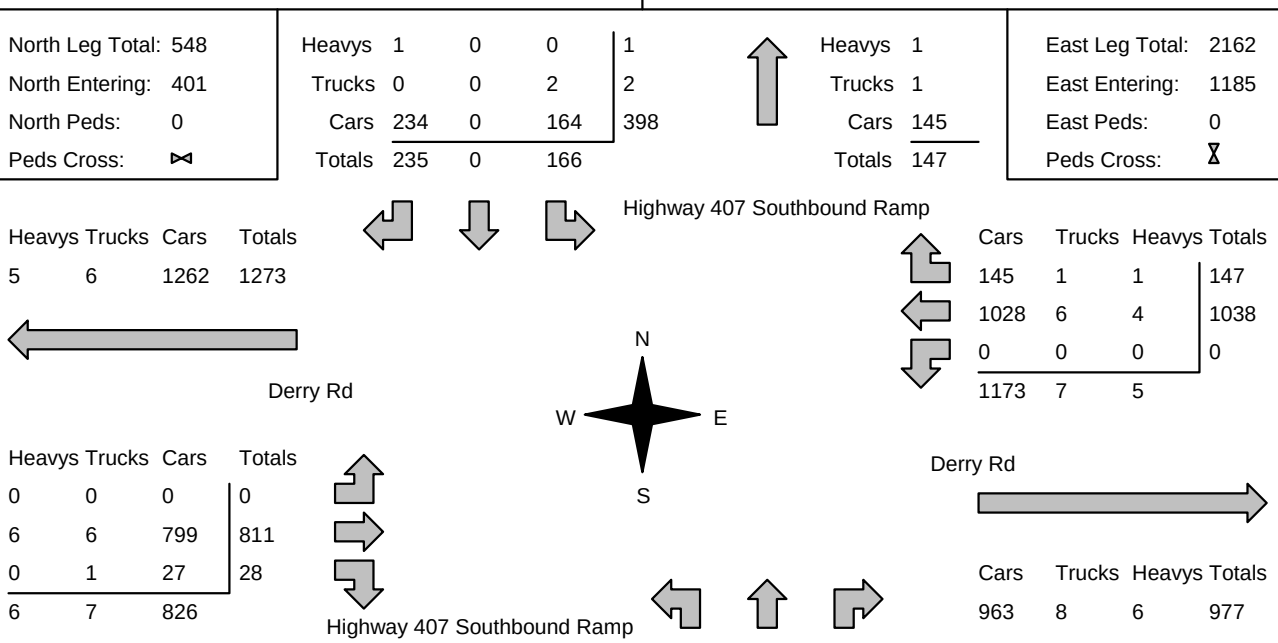
Municipality: Mississauga
Site #: 2512400007
Intersection: Derry Rd & Highway 407 Southbou
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Derry Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

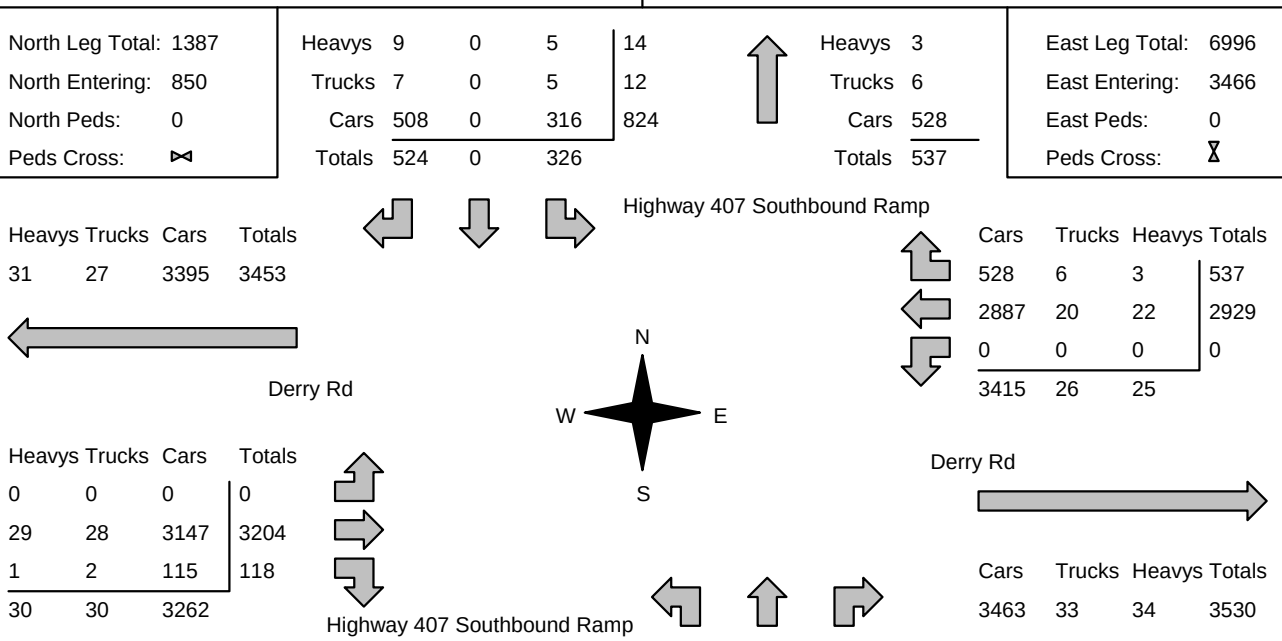
Municipality: Mississauga
Site #: 2512400007
Intersection: Derry Rd & Highway 407 Southbou
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Derry Rd runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Derry Rd & Highway 407 Southbo | **Count Date:** 6-Aug-25 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*30*	*0*	*33*	*63*	*0*
9:00:00	*26*	*0*	*52*	*78*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*124*	*0*	*215*	*339*	*0*
18:00:00	*146*	*0*	*224*	*370*	*0*
Totals:	326	0	524	850	0

North/South Total Approaches: 850

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
S Totals:	0	0	0	0	0

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*459*	*135*	*594*	*0*
9:00:00	*0*	*509*	*145*	*654*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*965*	*123*	*1088*	*0*
18:00:00	*0*	*996*	*134*	*1130*	*0*
Totals:	0	2929	537	3466	0

East/West Total Approaches: 6788

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*0*	*714*	*25*	*739*	*0*
9:00:00	*0*	*975*	*44*	*1019*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*706*	*19*	*725*	*0*
18:00:00	*0*	*809*	*30*	*839*	*0*
W Totals:	0	3204	118	3322	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*30*	*26*	*0*	*124*	*146*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400007

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	4	4	0	0	2	2	0	0	0	0	0	0	3	3	0	0	0	0	0	0
7:30:00	7	3	0	0	11	9	2	2	0	0	0	0	3	0	0	0	2	2	0	0
7:45:00	13	6	0	0	18	7	2	0	0	0	1	1	3	0	0	0	2	0	0	0
8:00:00	25	12	0	0	29	11	2	0	0	0	2	1	3	0	0	0	2	0	0	0
8:15:00	26	1	0	0	39	10	2	0	0	0	3	1	4	1	0	0	6	4	0	0
8:30:00	30	4	0	0	48	9	3	1	0	0	4	1	4	0	0	0	6	0	0	0
8:45:00	39	9	0	0	60	12	3	0	0	0	4	0	4	0	0	0	7	1	0	0
9:00:00	49	10	0	0	73	13	3	0	0	0	5	1	4	0	0	0	7	0	0	0
9:15:00	49	0	0	0	73	0	3	0	0	0	5	0	4	0	0	0	7	0	0	0
16:00:00	49	0	0	0	73	0	3	0	0	0	5	0	4	0	0	0	7	0	0	0
16:15:00	66	17	0	0	115	42	3	0	0	0	5	0	5	1	0	0	7	0	0	0
16:30:00	98	32	0	0	173	58	3	0	0	0	6	1	5	0	0	0	7	0	0	0
16:45:00	123	25	0	0	233	60	3	0	0	0	7	1	5	0	0	0	8	1	0	0
17:00:00	171	48	0	0	285	52	4	1	0	0	7	0	5	0	0	0	8	0	0	0
17:15:00	205	34	0	0	353	68	4	0	0	0	7	0	5	0	0	0	9	1	0	0
17:30:00	243	38	0	0	410	57	5	1	0	0	7	0	5	0	0	0	9	0	0	0
17:45:00	287	44	0	0	467	57	5	0	0	0	7	0	5	0	0	0	9	0	0	0
18:00:00	316	29	0	0	508	41	5	0	0	0	7	0	5	0	0	0	9	0	0	0
18:15:00	316	0	0	0	508	0	5	0	0	0	7	0	5	0	0	0	9	0	0	0
18:15:15	316	0	0	0	508	0	5	0	0	0	7	0	5	0	0	0	9	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400007

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	100	100	30	30	0	0	1	1	0	0	0	0	1	1	0	0	0	0
7:30:00	0	0	203	103	58	28	0	0	1	0	1	1	0	0	2	1	0	0	0	0
7:45:00	0	0	319	116	97	39	0	0	2	1	1	0	0	0	3	1	0	0	0	0
8:00:00	0	0	449	130	134	37	0	0	6	4	1	0	0	0	4	1	0	0	0	0
8:15:00	0	0	575	126	166	32	0	0	7	1	2	1	0	0	5	1	0	0	0	0
8:30:00	0	0	699	124	198	32	0	0	8	1	2	0	0	0	7	2	1	1	0	0
8:45:00	0	0	807	108	240	42	0	0	10	2	3	1	0	0	9	2	1	0	0	0
9:00:00	0	0	946	139	276	36	0	0	10	0	3	0	0	0	12	3	1	0	0	0
9:15:00	0	0	946	0	276	0	0	0	10	0	3	0	0	0	12	0	1	0	0	0
16:00:00	0	0	946	0	276	0	0	0	10	0	3	0	0	0	12	0	1	0	0	0
16:15:00	0	0	1116	170	294	18	0	0	11	1	3	0	0	0	15	3	2	1	0	0
16:30:00	0	0	1396	280	318	24	0	0	11	0	3	0	0	0	15	0	2	0	0	0
16:45:00	0	0	1622	226	362	44	0	0	13	2	5	2	0	0	18	3	2	0	0	0
17:00:00	0	0	1897	275	395	33	0	0	17	4	5	0	0	0	19	1	3	1	0	0
17:15:00	0	0	2127	230	439	44	0	0	18	1	5	0	0	0	21	2	3	0	0	0
17:30:00	0	0	2384	257	479	40	0	0	18	0	5	0	0	0	22	1	3	0	0	0
17:45:00	0	0	2650	266	507	28	0	0	19	1	6	1	0	0	22	0	3	0	0	0
18:00:00	0	0	2887	237	528	21	0	0	20	1	6	0	0	0	22	0	3	0	0	0
18:15:00	0	0	2887	0	528	0	0	0	20	0	6	0	0	0	22	0	3	0	0	0
18:15:15	0	0	2887	0	528	0	0	0	20	0	6	0	0	0	22	0	3	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400007

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400007

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	133	133	5	5	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:30:00	0	0	292	159	12	7	0	0	1	1	0	0	0	0	2	1	0	0	0	0
7:45:00	0	0	486	194	18	6	0	0	6	5	1	1	0	0	4	2	0	0	0	0
8:00:00	0	0	700	214	24	6	0	0	7	1	1	0	0	0	7	3	0	0	0	0
8:15:00	0	0	922	222	34	10	0	0	7	0	1	0	0	0	7	0	1	1	0	0
8:30:00	0	0	1158	236	44	10	0	0	10	3	1	0	0	0	10	3	1	0	0	0
8:45:00	0	0	1422	264	54	10	0	0	12	2	1	0	0	0	11	1	1	0	0	0
9:00:00	0	0	1663	241	67	13	0	0	15	3	1	0	0	0	11	0	1	0	0	0
9:15:00	0	0	1663	0	67	0	0	0	15	0	1	0	0	0	11	0	1	0	0	0
16:00:00	0	0	1663	0	67	0	0	0	15	0	1	0	0	0	11	0	1	0	0	0
16:15:00	0	0	1802	139	70	3	0	0	17	2	1	0	0	0	13	2	1	0	0	0
16:30:00	0	0	1981	179	75	5	0	0	20	3	1	0	0	0	16	3	1	0	0	0
16:45:00	0	0	2159	178	79	4	0	0	21	1	1	0	0	0	18	2	1	0	0	0
17:00:00	0	0	2353	194	86	7	0	0	21	0	1	0	0	0	21	3	1	0	0	0
17:15:00	0	0	2537	184	94	8	0	0	23	2	1	0	0	0	22	1	1	0	0	0
17:30:00	0	0	2747	210	99	5	0	0	26	3	2	1	0	0	22	0	1	0	0	0
17:45:00	0	0	2958	211	106	7	0	0	27	1	2	0	0	0	24	2	1	0	0	0
18:00:00	0	0	3147	189	115	9	0	0	28	1	2	0	0	0	29	5	1	0	0	0
18:15:00	0	0	3147	0	115	0	0	0	28	0	2	0	0	0	29	0	1	0	0	0
18:15:15	0	0	3147	0	115	0	0	0	28	0	2	0	0	0	29	0	1	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Mississauga
Site #: 2512400008
Intersection: Derry Rd W & Ninth Line
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

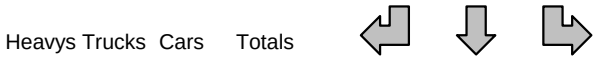
Major Road: Derry Rd W runs W/E

North Leg Total: 992
North Entering: 593
North Peds: 0
Peds Cross: ⋈

Heavys	5	1	0	6
Trucks	5	5	0	10
Cars	291	264	22	577
Totals	301	270	22	

Heavys	6
Trucks	6
Cars	387
Totals	399

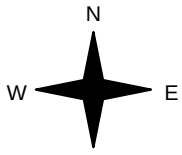
East Leg Total: 1318
East Entering: 477
East Peds: 0
Peds Cross: ⧗



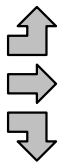
Heavys	Trucks	Cars	Totals
11	6	770	787

Derry Rd W

Cars	Trucks	Heavys	Totals
16	0	0	16
374	1	2	377
79	4	1	84
469	5	3	



Heavys	Trucks	Cars	Totals
4	1	166	171
2	5	682	689
0	2	36	38
6	8	884	



Derry Rd W

Cars	Trucks	Heavys	Totals
831	7	3	841



Peds Cross: ⧗
West Peds: 0
West Entering: 898
West Leg Total: 1685

Cars	379			
Trucks	11			
Heavys	2			
Totals	392			

Cars	105	205	127	437
Trucks	0	5	2	7
Heavys	4	2	1	7
Totals	109	212	130	

Peds Cross: ⋈
South Peds: 0
South Entering: 451
South Leg Total: 843

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

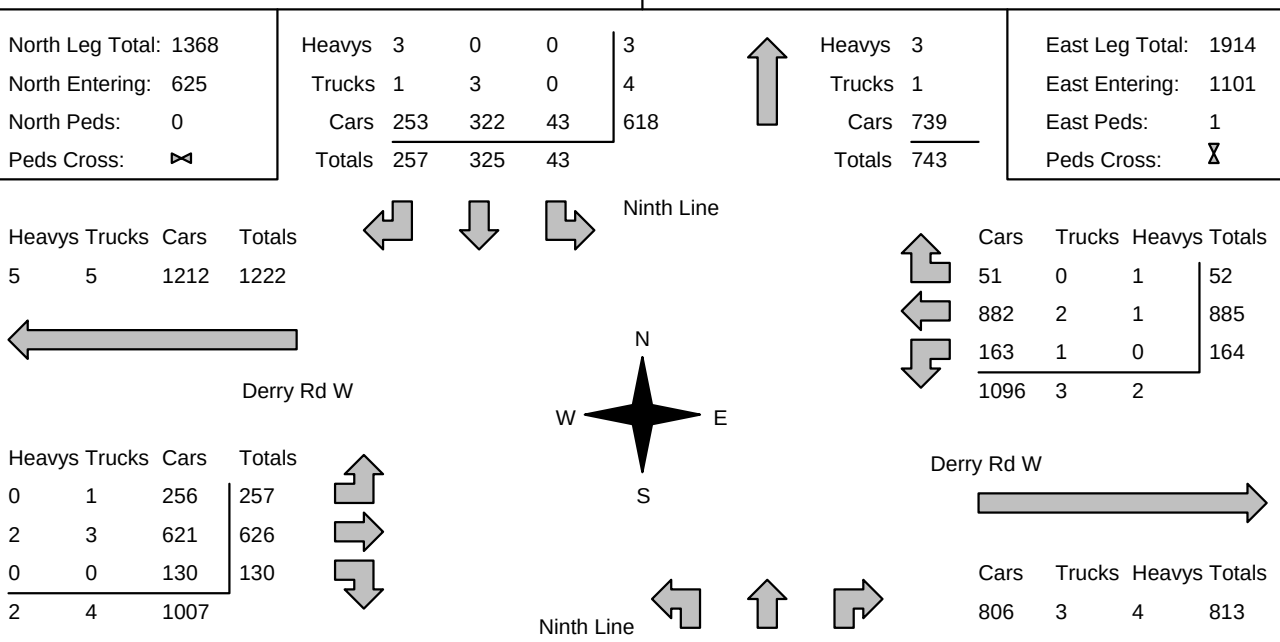
Municipality: Mississauga
Site #: 2512400008
Intersection: Derry Rd W & Ninth Line
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Derry Rd W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

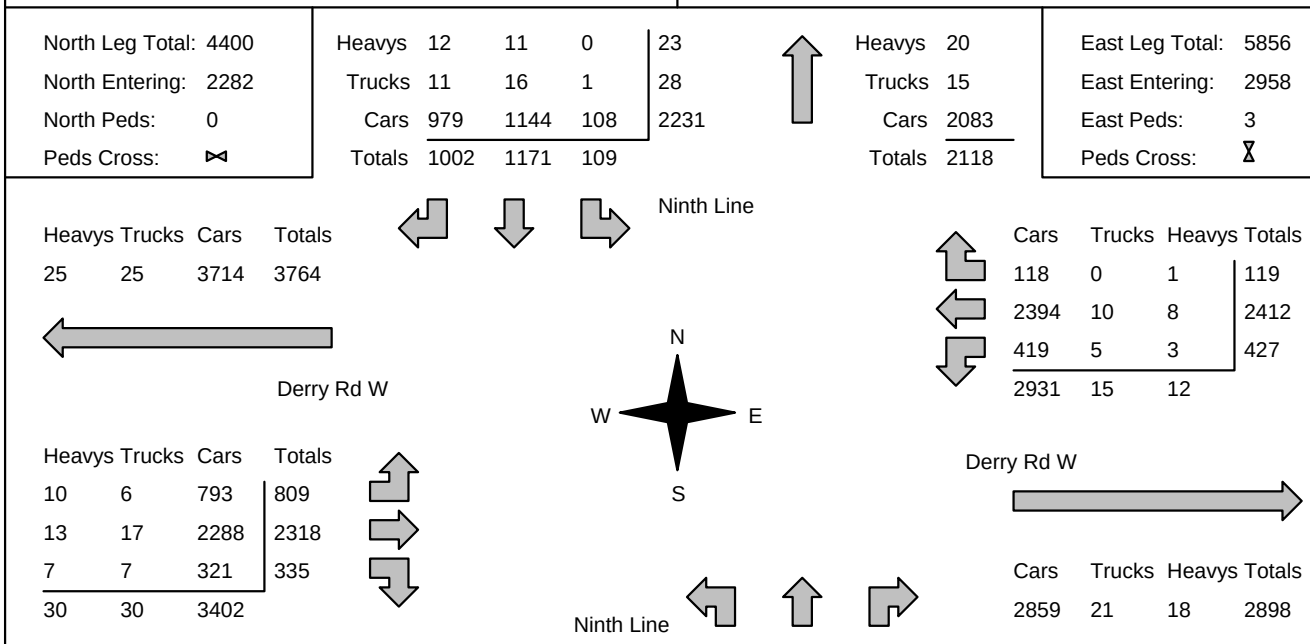
Municipality: Mississauga
Site #: 2512400008
Intersection: Derry Rd W & Ninth Line
TFR File #: 1
Count date: 6-Aug-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Derry Rd W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Derry Rd W & Ninth Line | **Count Date:** 6-Aug-25 | **Municipality:** Mississauga

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
7:00:00	*0*	*0*	*0*	*0*	*0*	*0*
8:00:00	*13*	*250*	*242*	*505*	*0*	*822*
9:00:00	*22*	*270*	*301*	*593*	*0*	*1044*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*38*	*313*	*215*	*566*	*0*	*1159*
18:00:00	*36*	*338*	*244*	*618*	*0*	*1268*
Totals:	109	1171	1002	2282	0	4293

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*86*	*164*	*67*	*317*	*0*
9:00:00	*109*	*212*	*130*	*451*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*80*	*381*	*132*	*593*	*0*
18:00:00	*75*	*433*	*142*	*650*	*1*
S Totals:	350	1190	471	2011	1

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
7:00:00	*0*	*0*	*0*	*0*	*0*	*0*
8:00:00	*63*	*395*	*13*	*471*	*2*	*1130*
9:00:00	*84*	*377*	*16*	*477*	*0*	*1375*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*114*	*809*	*37*	*960*	*0*	*1812*
18:00:00	*166*	*831*	*53*	*1050*	*1*	*2103*
Totals:	427	2412	119	2958	3	6420

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
7:00:00	*0*	*0*	*0*	*0*	*0*
8:00:00	*131*	*483*	*45*	*659*	*0*
9:00:00	*171*	*689*	*38*	*898*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*249*	*486*	*117*	*852*	*0*
18:00:00	*258*	*660*	*135*	*1053*	*0*
W Totals:	809	2318	335	3462	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*
Crossing Values:	*0*	*351*	*401*	*0*	*499*	*545*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400008

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	5	5	55	55	55	55	0	0	1	1	0	0	0	0	3	3	0	0	0	0
7:30:00	7	2	120	65	106	51	0	0	1	0	1	1	0	0	4	1	0	0	0	0
7:45:00	10	3	199	79	171	65	0	0	4	3	2	1	0	0	5	1	0	0	0	0
8:00:00	12	2	240	41	236	65	1	1	4	0	5	3	0	0	6	1	1	1	0	0
8:15:00	17	5	312	72	316	80	1	0	5	1	6	1	0	0	6	0	1	0	0	0
8:30:00	23	6	375	63	377	61	1	0	6	1	6	0	0	0	6	0	2	1	0	0
8:45:00	29	6	438	63	445	68	1	0	8	2	9	3	0	0	7	1	4	2	0	0
9:00:00	34	5	504	66	527	82	1	0	9	1	10	1	0	0	7	0	6	2	0	0
9:15:00	34	0	504	0	527	0	1	0	9	0	10	0	0	0	7	0	6	0	0	0
16:00:00	34	0	504	0	527	0	1	0	9	0	10	0	0	0	7	0	6	0	0	0
16:15:00	41	7	559	55	568	41	1	0	11	2	10	0	0	0	8	1	7	1	0	0
16:30:00	47	6	640	81	618	50	1	0	11	0	10	0	0	0	9	1	7	0	0	0
16:45:00	60	13	739	99	673	55	1	0	13	2	10	0	0	0	10	1	9	2	0	0
17:00:00	72	12	809	70	736	63	1	0	14	1	11	1	0	0	10	0	11	2	0	0
17:15:00	83	11	887	78	804	68	1	0	16	2	11	0	0	0	10	0	11	0	0	0
17:30:00	92	9	977	90	868	64	1	0	16	0	11	0	0	0	10	0	12	1	0	0
17:45:00	103	11	1061	84	926	58	1	0	16	0	11	0	0	0	10	0	12	0	0	0
18:00:00	108	5	1144	83	979	53	1	0	16	0	11	0	0	0	11	1	12	0	0	0
18:15:00	108	0	1144	0	979	0	1	0	16	0	11	0	0	0	11	0	12	0	0	0
18:15:15	108	0	1144	0	979	0	1	0	16	0	11	0	0	0	11	0	12	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400008

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	18	18	85	85	3	3	0	0	0	0	0	0	0	0	1	1	0	0	1	1
7:30:00	30	12	183	98	4	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0
7:45:00	44	14	278	95	8	4	0	0	0	0	0	0	1	1	2	1	0	0	1	0
8:00:00	62	18	391	113	13	5	0	0	1	1	0	0	1	0	3	1	0	0	2	1
8:15:00	82	20	485	94	20	7	1	1	2	1	0	0	2	1	3	0	0	0	2	0
8:30:00	102	20	586	101	24	4	1	0	2	0	0	0	2	0	4	1	0	0	2	0
8:45:00	121	19	680	94	26	2	3	2	2	0	0	0	2	0	4	0	0	0	2	0
9:00:00	141	20	765	85	29	3	4	1	2	0	0	0	2	0	5	1	0	0	2	0
9:15:00	141	0	765	0	29	0	4	0	2	0	0	0	2	0	5	0	0	0	2	0
16:00:00	141	0	765	0	29	0	4	0	2	0	0	0	2	0	5	0	0	0	2	0
16:15:00	166	25	903	138	41	12	4	0	2	0	0	0	3	1	6	1	0	0	2	0
16:30:00	194	28	1148	245	50	9	4	0	2	0	0	0	3	0	6	0	0	0	2	0
16:45:00	221	27	1342	194	60	10	4	0	5	3	0	0	3	0	7	1	0	0	2	0
17:00:00	253	32	1568	226	66	6	5	1	6	1	0	0	3	0	7	0	0	0	2	0
17:15:00	294	41	1769	201	79	13	5	0	6	0	0	0	3	0	7	0	0	0	2	0
17:30:00	339	45	1994	225	88	9	5	0	6	0	0	0	3	0	8	1	0	0	3	1
17:45:00	384	45	2224	230	111	23	5	0	7	1	0	0	3	0	8	0	1	1	3	0
18:00:00	419	35	2394	170	118	7	5	0	10	3	0	0	3	0	8	0	1	0	3	0
18:15:00	419	0	2394	0	118	0	5	0	10	0	0	0	3	0	8	0	1	0	3	0
18:15:15	419	0	2394	0	118	0	5	0	10	0	0	0	3	0	8	0	1	0	3	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400008

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	14	14	33	33	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	34	20	78	45	33	18	0	0	0	0	0	0	0	0	1	1	2	2	0	0
7:45:00	66	32	134	56	52	19	0	0	1	1	0	0	0	0	2	1	2	0	0	0
8:00:00	85	19	159	25	65	13	1	1	1	0	0	0	0	0	4	2	2	0	0	0
8:15:00	110	25	220	61	98	33	1	0	3	2	0	0	3	3	5	1	2	0	0	0
8:30:00	142	32	270	50	131	33	1	0	5	2	1	1	4	1	5	0	3	1	0	0
8:45:00	159	17	316	46	157	26	1	0	5	0	1	0	4	0	5	0	3	0	0	0
9:00:00	190	31	364	48	192	35	1	0	6	1	2	1	4	0	6	1	3	0	0	0
9:15:00	190	0	364	0	192	0	1	0	6	0	2	0	4	0	6	0	3	0	0	0
16:00:00	190	0	364	0	192	0	1	0	6	0	2	0	4	0	6	0	3	0	0	0
16:15:00	203	13	436	72	218	26	1	0	7	1	2	0	4	0	6	0	3	0	0	0
16:30:00	221	18	522	86	251	33	1	0	7	0	3	1	4	0	6	0	3	0	0	0
16:45:00	246	25	642	120	296	45	2	1	9	2	3	0	4	0	7	1	3	0	0	0
17:00:00	268	22	740	98	323	27	2	0	9	0	3	0	5	1	8	1	3	0	0	0
17:15:00	287	19	836	96	367	44	3	1	9	0	3	0	5	0	8	0	3	0	0	0
17:30:00	300	13	969	133	408	41	4	1	9	0	3	0	5	0	8	0	5	2	1	1
17:45:00	323	23	1074	105	438	30	4	0	9	0	3	0	5	0	9	1	5	0	1	0
18:00:00	341	18	1172	98	463	25	4	0	9	0	3	0	5	0	9	0	5	0	1	0
18:15:00	341	0	1172	0	463	0	4	0	9	0	3	0	5	0	9	0	5	0	1	0
18:15:15	341	0	1172	0	463	0	4	0	9	0	3	0	5	0	9	0	5	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 6-Aug-25 Site #: 2512400008

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	24	24	82	82	12	12	0	0	0	0	0	0	0	0	1	1	2	2	0	0
7:30:00	59	35	189	107	20	8	0	0	1	1	2	2	0	0	2	1	3	1	0	0
7:45:00	87	28	312	123	24	4	0	0	2	1	3	1	2	2	2	0	4	1	0	0
8:00:00	127	40	477	165	36	12	2	2	3	1	4	1	2	0	3	1	5	1	0	0
8:15:00	168	41	618	141	46	10	2	0	3	0	4	0	3	1	3	0	5	0	0	0
8:30:00	214	46	765	147	49	3	2	0	5	2	6	2	4	1	3	0	5	0	0	0
8:45:00	260	46	972	207	58	9	3	1	7	2	6	0	4	0	5	2	5	0	0	0
9:00:00	293	33	1159	187	72	14	3	0	8	1	6	0	6	2	5	0	5	0	0	0
9:15:00	293	0	1159	0	72	0	3	0	8	0	6	0	6	0	5	0	5	0	0	0
16:00:00	293	0	1159	0	72	0	3	0	8	0	6	0	6	0	5	0	5	0	0	0
16:15:00	350	57	1261	102	95	23	3	0	10	2	6	0	8	2	8	3	5	0	0	0
16:30:00	413	63	1389	128	126	31	4	1	12	2	7	1	9	1	8	0	6	1	0	0
16:45:00	472	59	1509	120	154	28	4	0	13	1	7	0	10	1	8	0	6	0	0	0
17:00:00	536	64	1637	128	187	33	5	1	13	0	7	0	10	0	8	0	6	0	0	0
17:15:00	606	70	1804	167	207	20	5	0	13	0	7	0	10	0	10	2	6	0	0	0
17:30:00	664	58	1949	145	237	30	5	0	15	2	7	0	10	0	10	0	6	0	0	0
17:45:00	728	64	2130	181	284	47	5	0	16	1	7	0	10	0	10	0	6	0	0	0
18:00:00	793	65	2288	158	321	37	6	1	17	1	7	0	10	0	13	3	7	1	0	0
18:15:00	793	0	2288	0	321	0	6	0	17	0	7	0	10	0	13	0	7	0	0	0
18:15:15	793	0	2288	0	321	0	6	0	17	0	7	0	10	0	13	0	7	0	0	0

Appendix D:
Signal Timing Plan

File: CA.13.SIG
Signal Timing Request
RT.07. 5401
RT.07. 5402
RT.07. 5403
RT.07. 5409
RT.07. 5512

August 14, 2025

To Baharak Hosseini:

Re: Traffic Signal Timing

WCB N @ Highway 401/ Off-Ramp- North Terminal
WCB N @ Highway 401/ Off-Ramp- South Terminal
WCB N @ Argentia Road
TENTH LINE N @ Argentia Road
NINTH LINE N @ Argentia

The side street phases (4,8) are actuated, unless noted in the timing plan, this means a vehicle or pedestrian must be present on the side street before the side street is given a green indication. Vehicle presence on the side street would result in a possible green time of between the minimum and maximum time noted, depending on demand. Also phases 1 and 5 are also actuated. Pedestrian "Walk" and flashing "Don't Walk" time on the side street, as noted, would be used in the event that the pedestrian push button is activated. During the side street pedestrian indications, the side street vehicle green is concurrently displayed. Should there be no demand on the actuated phase, the signals would result in a green indication on the major street (2,6).

Note: All times recorded in seconds, based on full demand.

The time of day plan is used for system control operation. In the event that the coordination pattern has a cycle length, offset and split value identified, the cycle length, split and offset values, as noted, would be used. However, when the time of day plan is programed using 'Action' 8, the mode is 'Free', meaning no cycle length, split and offset values are given and the intersection operates using the phase timings provided in the report.

The phases for each intersection are included in the "Phasing Info" tab of the attached spreadsheet. If the Leading Pedestrian Interval (LPI) is programmed at the intersection for phase 2 and/or 6, the pedestrian 'Walk' indication will be displayed 5 seconds in advance

of the green signal indication. However, in order for the Leading Pedestrian Interval to be displayed 5 seconds in advance of the green signal indication for phase 4 or 8, the pedestrian push button must be pressed, unless noted in the timing plan. Should an LPI be programmed at the intersection, it will be noted in the "Phasing Info" tab on the attached spreadsheet.

Should you require further information, please contact Amir Koda, at (905) 615-3200 ext. 3468.

Thank you,

Amir Koda
ITS Technologist
Traffic Systems and ITS
Transportation and Works Department
City of Mississauga
(905) 615-3200 ext. 3468
amir.koda@mississauga.ca

Location	WINSTON CHURCHILL BOULEVARD N @ Highway 401/ Off-
Phase 1	
Phase 2	WCB - SB
Phase 3	EBL/EBR Split Phase
Phase 4	401 N. Term (WB)
Phase 5	
Phase 6	WCB - NB
Phase 7	
Phase 8	Computer Phase

Controller Type: **Intelight** ID: **5401** Location: **WINSTON CHURCHILL BOULEVARD N @ Highway 401/ Off-**

Phase - Parameter 1-16	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Phase Description*	String								
Walk	Sec	0	10	0	10	0	10	0	10
Ped Clear	Sec	0	24	0	33	0	24	0	33
Min Green	Sec	7	20	10	10	0	20	0	10
Passage	Sec	2	9	3	3	0	9	0	3
Maximum 1	Sec	10	45	15	40	0	45	0	40
Maximum 2	Sec	10	45	15	40	0	45	0	40
Yellow Change	Sec	3	5	4.5	5	3	5	3	5
Red Clearance	Sec	1	2.5	2.8	2.6	0	2.5	0	2.6
Red Revert	Sec	0	0	0	0	0	0	0	0
Added Initial	Sec	0	0	0	0	0	0	0	0
Max Initial	Sec	0	0	0	0	0	0	0	0
Time Before Reduction	Sec	0	0	0	0	0	0	0	0
Cars Before Reduction	Veh	0	0	0	0	0	0	0	0
Time To Reduce	Sec	0	0	0	0	0	0	0	0
Reduce By	Sec	0	0	0	0	0	0	0	0
Min Gap	Sec	0	0	0	0	0	0	0	0
Dynamic Max Limit	Sec	0	0	0	0	0	0	0	0
Dynamic Max Step	Sec	0	0	0	0	0	0	0	0
[P2] Start Up	Enum	phaseNotOn	redClear	phaseNotOn	phaseNotOn	other	redClear	other	other
[P2] Options	Bit	0:Enabled Phase 5:Non Lock Detector Memory	0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 5:Non Lock Detector Memory 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase	0:Enabled Phase 5:Non Lock Detector Memory	0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase		0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 5:Non Lock Detector Memory 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase		10:Dual Entry Phase
[P2] Ring	Ring	1	1	1	1	0	2	0	0
[P2] Concurrency	Phase (,)	-6	-6	()	()	()	(1,2)	()	()

Coordination - Pattern 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Cycle Time	Sec	160	160	160	0	0	0	0	0
Offset	Sec	147	138	56	0	0	0	0	0
Split	Split	1	2	3	4	5	6	7	8
Sequence	Sequence	1	1	1	1	1	1	1	1
Phase Parameter Table*	Number	1	1	1	1	1	1	1	1
Coord Phase Reference Point*	Enum	green	green	green	green	green	green	green	green
Coord Mode*	Enum	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive

Coordination - Splits	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Split 1 - Mode	Enum	none	other	none	none	none	other	none	none
Split 1 - Time	Sec	11	77	21	51	0	88	0	0
Split 1 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 1 - Coord Phase Options*	Bit		0: Reference Point						
Split 2 - Mode	Enum	none	other	none	none	none	other	none	none
Split 2 - Time	Sec	11	65	18	66	0	76	0	0
Split 2 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 2 - Coord Phase Options*	Bit		0: Reference Point						
Split 3 - Mode	Enum	none	other	none	none	none	other	none	none
Split 3 - Time	Sec	11	77	18	54	0	88	0	0
Split 3 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 3 - Coord Phase Options*	Bit		0: Reference Point						

Time Base - Schedule 1-16	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	J----------	-F---------	---A--------	----M-------	-----J-----
Day of Week	Bit	-MTWTF-	S------	------S	----T--	-M-----	-----F-	-M-----	--T----
Day of Month	Bit	1.23457E+30	1.23457E+30	1.23457E+30	1----------	----------7----------	----------8----------	----------9----------	1----------
Day Plan	Number	1	3	2	3	3	3	3	3

Time Base - Schedule 1-16	**Units**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Month	Bit	-------A---	--------S---	---------O--	----------D	----------D	----------D	--------S---	----------
Day of Week	Bit	-M-----	-M-----	-M-----	----T--	-----F-	---W---	--T----	SMTWTFS
Day of Month	Bit	---4----------	1----------	----------3----------	----------5------	----------6-----	----------4-------	----------0-	----------
Day Plan	Number	3	3	3	3	3	3	3	0

Time Base - Day Plans	**Units**	**Evt 1**	**Evt 2**	**Evt 3**	**Evt 4**	**Evt 5**	**Evt 6**
Plan 1 Hour	Hour	0	6	9	15	19	3
Plan 1 Minute	Min	0	0	30	0	30	0
Plan 1 Action	Number	8	1	2	3	2	7
Plan 2 Hour	Hour	0	7	3	0	0	0
Plan 2 Minute	Min	0	0	0	0	0	0
Plan 2 Action	Number	8	2	7	0	0	0
Plan 3 Hour	Hour	0	8	23	3	0	0
Plan 3 Minute	Min	0	0	0	0	0	0
Plan 3 Action	Number	8	2	8	7	0	0

Time Base - Action 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Pattern	Enum	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 6	Free	Free
Aux. Functions	Bit								

Location	Winston Churchill Boulevard @ Highway 401_Off-Ramp- South Terminal
Phase 1	
Phase 2	Winston Churchill Boulevard (N/S)
Phase 3	
Phase 4	Highway 401/ Off-Ramp- South Terminal (EB)

Controller Type: **Intelight** ID: **5402** Location: **Winston Churchill Boulevard @ Highway 401_Off-Ramp- South Terminal**

Phase - Parameter 1-16	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Phase Description*	String								
Walk	Sec	0	7	0	0	0	0	0	0
Ped Clear	Sec	0	17	0	0	0	0	0	0
Min Green	Sec	0	20	0	10	0	0	0	0
Passage	Sec	0	4	0	2	0	0	0	0
Maximum 1	Sec	0	82	0	61	0	0	0	0
Maximum 2	Sec	0	0	0	0	0	0	0	0
Yellow Change	Sec	3	5	3	5	3	4	3	4
Red Clearance	Sec	0	2.5	0	3.5	0	0	0	0
Red Revert	Sec	0	0	0	0	0	0	0	0
Added Initial	Sec	0	0	0	0	0	0	0	0
Max Initial	Sec	0	0	0	0	0	0	0	0
Time Before Reduction	Sec	0	0	0	0	0	0	0	0
Cars Before Reduction	Veh	0	0	0	0	0	0	0	0
Time To Reduce	Sec	0	0	0	0	0	0	0	0
Reduce By	Sec	0	0	0	0	0	0	0	0
Min Gap	Sec	0	4	0	2	0	0	0	0
Dynamic Max Limit	Sec	0	0	0	20	0	0	0	0
Dynamic Max Step	Sec	0	0	0	0	0	0	0	0
[P2] Start Up	Enum	other	redClear	other	phaseNotOn	other	other	other	other
[P2] Options	Bit		0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 6:Min. Vehicle Recall		0:Enabled Phase 5:Non Lock Detector Memory				
[P2] Ring	Ring	0	1	0	1	0	0	0	0
[P2] Concurrency	Phase (,)	()	()	()	()	()	()	()	()

Coordination - Pattern 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Cycle Time	Sec	160	160	160	0	0	0	0	0
Offset	Sec	149	13	48	0	0	0	0	0
Split	Split	1	2	3	4	5	6	7	8
Sequence	Sequence	1	1	1	1	1	1	1	1
Phase Parameter Table*	Number	1	1	1	1	1	1	1	1
Coord Phase Reference Point*	Enum	green	green	green	green	green	green	green	green
Coord Mode*	Enum	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive

Coordination - Splits	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Split 1 - Mode	Enum	none	none	none	none	none	none	none	none
Split 1 - Time	Sec	0	92	0	68	0	0	0	0
Split 1 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
Split 1 - Coord Phase Options*	Bit		0: Reference Point						
Split 2 - Mode	Enum	none	none	none	none	none	none	none	none
Split 2 - Time	Sec	0	104	0	56	0	0	0	0
Split 2 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
Split 2 - Coord Phase Options*	Bit		0: Reference Point						
Split 3 - Mode	Enum	none	none	none	none	none	none	none	none
Split 3 - Time	Sec	0	115	0	45	0	0	0	0
Split 3 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
Split 3 - Coord Phase Options*	Bit		0: Reference Point						

Time Base - Schedule 1-16	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	J----------	-F---------	---A--------	----M-------	------J-----
Day of Week	Bit	SMTWTFS	-MTWTF-	S------	----T--	-M-----	-----F-	-M-----	--T----
Day of Month	Bit	----------3--------	1.23457E+30	1.23457E+30	1----------	----------7----------	----------8----------	----------9----------	1----------
Day Plan	Number	3	1	3	3	3	3	3	3

Time Base - Schedule 1-16	**Units**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Month	Bit	-------A----	--------S---	---------O--	----------D	----------D	----------D	--------S---	----------
Day of Week	Bit	-M-----	-M-----	-M-----	----T--	-----F-	---W---	--T----	SMTWTFS
Day of Month	Bit	---4----------	1----------	----------3----------	----------5------	----------6-----	----------4-------	----------0-	----------
Day Plan	Number	3	3	3	3	3	3	3	0

Time Base - Day Plans	**Units**	**Evt 1**	**Evt 2**	**Evt 3**	**Evt 4**	**Evt 5**	**Evt 6**
Plan 1 Hour	Hour	0	3	6	9	15	19
Plan 1 Minute	Min	0	0	0	30	0	30
Plan 1 Action	Number	8	2	1	7	3	2
Plan 2 Hour	Hour	0	3	7	0	0	0
Plan 2 Minute	Min	0	0	0	0	0	0
Plan 2 Action	Number	8	7	2	0	0	0
Plan 3 Hour	Hour	0	8	23	3	0	0
Plan 3 Minute	Min	0	0	0	0	0	0
Plan 3 Action	Number	8	2	8	7	0	0

Time Base - Action 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Pattern	Enum	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 6	Free	Free
Aux. Functions	Bit								

Location	WINSTON CHURCHILL BOULEVARD N @ Argentia Road	LPI	Bike Phase
Phase 1	WCB - NBL Protected + EBRT		
Phase 2	WCB - SB	**5 Sec**	
Phase 3	Argentia Road - EBL Protected + SBRT		
Phase 4	Argentia Road - WB	**5 Sec**	✓
Phase 5	WCB - SBL Protected + WBRT		
Phase 6	WCB - NB	**5 Sec**	✓
Phase 7	Argentia Road - WBL		
Phase 8	Argentia Road - EB	**5 Sec**	✓

Controller Type: **Intelight** ID: **5403** Location: **WINSTON CHURCHILL BOULEVARD N @ Argentia Road**

Phase - Parameter 1-16	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Phase Description*	String								
Walk	Sec	0	10	0	10	0	10	0	10
Ped Clear	Sec	0	34	0	37	0	34	0	37
Min Green	Sec	7	10	7	10	7	10	7	10
Passage	Sec	3	3	3	3	3	3	2	3
Maximum 1	Sec	15	23	15	25	15	23	15	25
Maximum 2	Sec	15	23	15	25	15	23	15	25
Yellow Change	Sec	3	4	3	4	3	4	3	4
Red Clearance	Sec	2	3.5	2	3.5	2	3.5	0	3.5
Red Revert	Sec	0	0	0	0	0	0	0	0
Added Initial	Sec	0	0	0	0	0	0	0	0
Max Initial	Sec	0	0	0	0	0	0	0	0
Time Before Reduction	Sec	0	0	0	0	0	0	0	0
Cars Before Reduction	Veh	0	0	0	0	0	0	0	0
Time To Reduce	Sec	0	0	0	0	0	0	0	0
Reduce By	Sec	0	0	0	0	0	0	0	0
Min Gap	Sec	0	0	0	0	0	0	0	0
Dynamic Max Limit	Sec	0	0	0	0	0	0	0	0
Dynamic Max Step	Sec	0	0	0	0	0	0	0	0
[P2] Start Up	Enum	phaseNotOn	redClear	phaseNotOn	phaseNotOn	phaseNotOn	redClear	phaseNotOn	phaseNotOn
[P2] Options	Bit	0:Enabled Phase 5:Non Lock Detector Memory	0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase 13:Actuated Rest In Walk	0:Enabled Phase 5:Non Lock Detector Memory	0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase	0:Enabled Phase 5:Non Lock Detector Memory	0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase 13:Actuated Rest In Walk	0:Enabled Phase 5:Non Lock Detector Memory	0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase
[P2] Ring	Ring	1	1	1	1	2	2	2	2
[P2] Concurrency	Phase (,)	(5,6,15,11)	(5,6,15,11)	(7,8,14,16,12)	(7,8,14,10,16,12)	(1,2,15)	(1,2,15,11)	(3,4,14,10,16)	(3,4,14,10,16,12)

Coordination - Pattern 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Cycle Time	Sec	160	160	160	0	160	0	0	0
Offset	Sec	16	40	65	0	40	0	0	0
Split	Split	1	2	3	4	5	6	7	8
Sequence	Sequence	1	1	1	1	1	1	1	1
Phase Parameter Table*	Number	1	1	1	1	1	1	1	1
Coord Phase Reference Point*	Enum	green	green	green	green	green	green	green	green
Coord Mode*	Enum	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive	singlePermissive

Coordination - Splits	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Split 1 - Mode	Enum	none	none	none	none	none	none	none	none
Split 1 - Time	Sec	20	57	28	55	25	52	16	67
Split 1 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 1 - Coord Phase Options*	Bit						0: Reference Point		
Split 2 - Mode	Enum	none	none	none	none	none	none	none	none
Split 2 - Time	Sec	21	55	26	58	21	55	18	66
Split 2 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 2 - Coord Phase Options*	Bit		0: Reference Point				0: Reference Point		
Split 3 - Mode	Enum	none	none	none	none	none	none	none	none
Split 3 - Time	Sec	22	56	27	55	22	56	21	61
Split 3 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 3 - Coord Phase Options*	Bit		0: Reference Point				0: Reference Point		
Split 5 - Mode	Enum	none	none	none	none	none	none	none	none
Split 5 - Time	Sec	23	53	28	56	23	53	18	66
Split 5 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 5 - Coord Phase Options*	Bit		0: Reference Point				0: Reference Point		

Time Base - Schedule 1-16	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	J----------	-F---------	---A-------	----M------	------J----
Day of Week	Bit	-MTWTF-	S------	------S	----T--	-M-----	-----F-	-M-----	--T----
Day of Month	Bit	1.23457E+30	1.23457E+30	1.23457E+30	1----------	----------7----------	----------8----------	----------9----------	1----------
Day Plan	Number	1	3	2	3	3	3	3	3

Time Base - Schedule 1-16	**Units**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Month	Bit	-------A----	--------S---	---------O--	----------D	----------D	----------D	--------S---	----------
Day of Week	Bit	-M-----	-M-----	-M-----	----T--	-----F-	---W---	--T----	SMTWTFS
Day of Month	Bit	---4----------	1----------	----------3----------	----------5------	----------6-----	----------4-------	----------0-	----------
Day Plan	Number	3	3	3	3	3	3	3	0

Time Base - Day Plans	**Units**	**Evt 1**	**Evt 2**	**Evt 3**	**Evt 4**	**Evt 5**	**Evt 6**
Plan 1 Hour	Hour	0	3	6	9	15	19
Plan 1 Minute	Min	0	0	0	30	0	30
Plan 1 Action	Number	8	7	1	2	3	2
Plan 2 Hour	Hour	0	7	3	0	0	0
Plan 2 Minute	Min	0	0	0	0	0	0

Time Base - Day Plans	**Units**	**Evt 1**	**Evt 2**	**Evt 3**	**Evt 4**	**Evt 5**	**Evt 6**
Plan 2 Action	Number	8	5	7	0	0	0
Plan 3 Hour	Hour	0	8	23	3	0	0
Plan 3 Minute	Min	0	0	0	0	0	0
Plan 3 Action	Number	8	5	8	7	0	0

Time Base - Action 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Pattern	Enum	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 6	Free	Free
Aux. Functions	Bit								

Location	TENTH LINE N @ Argentia Road	LPI	Bike Phase
Phase 1	WBLT - Argentia Rd		
Phase 2	EB - Argentia Rd	**5 Sec**	✓
Phase 3			
Phase 4	NB - Tenth Line	**5 Sec**	
Phase 5			
Phase 6	WB - Argentia Rd	**5 Sec**	✓
Phase 7	NBLT - Tenth Line		
Phase 8	SB - Tenth Line	**5 Sec**	

Controller Type: **Intelight** ID: **5509** Location: **TENTH LINE N @ Argentia Road**

Phase - Parameter 1-16	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Phase Description*	String	"P.P. WBL"	"EB"		"NB"		"WB"	"P.P. NBL"	"SB"
Walk	Sec	0	10	0	10	0	10	0	10
Ped Clear	Sec	0	18	0	23	0	18	0	23
Min Green	Sec	7	10	0	10	0	10	7	10
Passage	Sec	2	3	0	3	0	3	2	3
Maximum 1	Sec	20	30	0	30	0	30	10	30
Maximum 2	Sec	20	30	0	30	0	30	10	30
Yellow Change	Sec	3	4	3	3.5	3	4	3	3.5
Red Clearance	Sec	0	3.5	0	3	0	3.5	0	3
Red Revert	Sec	0	0	0	0	0	0	0	0
Added Initial	Sec	0	0	0	0	0	0	0	0
Max Initial	Sec	0	0	0	0	0	0	0	0
Time Before Reduction	Sec	0	0	0	0	0	0	0	0
Cars Before Reduction	Veh	0	0	0	0	0	0	0	0
Time To Reduce	Sec	0	0	0	0	0	0	0	0
Reduce By	Sec	0	0	0	0	0	0	0	0
Min Gap	Sec	0	0	0	0	0	0	0	0
Dynamic Max Limit	Sec	0	0	0	0	0	0	0	0
Dynamic Max Step	Sec	0	0	0	0	0	0	0	0
[P2] Start Up	Enum	phaseNotOn	redClear	other	phaseNotOn	other	redClear	phaseNotOn	phaseNotOn
[P2] Options	Bit	0:Enabled Phase 5:Non Lock Detector Memory	0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase 13:Actuated Rest In Walk	Non Lock Detector Memo	0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase	Non Lock Detector Memo	0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase 13:Actuated Rest In Walk	0:Enabled Phase 5:Non Lock Detector Memory	0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase
[P2] Ring	Ring	1	1	0	1	0	2	2	2
[P2] Concurrency	Phase (,)	(6,13,15,11)	(6,13,9,15,11)	()	(7,8)	()	(1,2,13,9,15,11)	-4	-4

Coordination - Pattern 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Cycle Time	Sec	100	125	100	0	0	0	0	0
Offset	Sec	0	0	0	0	0	0	0	0
Split	Split	1	2	3	0	0	0	0	0
Sequence	Sequence	1	1	1	0	0	0	0	0
Phase Parameter Table*	Number	1	1	1	1	1	1	1	1
Coord Phase Reference Point*	Enum	green	green	green	green	green	green	green	green
Coord Mode*	Enum	singlePermissive	singlePermissive	singlePermissive	standard	standard	standard	standard	standard

Coordination - Splits	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Split 1 - Mode	Enum	none	none	none	none	none	none	none	none
Split 1 - Time	Sec	17	36	0	47	0	53	15	32
Split 1 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 1 - Coord Phase Options*	Bit	0: Reference Point	0: Reference Point				0: Reference Point		
Split 2 - Mode	Enum	none	none	none	none	none	none	none	none
Split 2 - Time	Sec	14	36	0	75	0	50	0	75
Split 2 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 2 - Coord Phase Options*	Bit	0: Reference Point	0: Reference Point				0: Reference Point		
Split 3 - Mode	Enum	none	none	none	none	none	none	none	none
Split 3 - Time	Sec	33	36	0	31	0	69	0	31
Split 3 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 3 - Coord Phase Options*	Bit	0: Reference Point	0: Reference Point				0: Reference Point		

Time Base - Schedule 1-16	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	J----------	-F---------	---A--------	----M-------	------J-----
Day of Week	Bit	-MTWTF-	S------	------S	----T--	-M-----	-----F-	-M-----	--T----
Day of Month	Bit	1.23457E+30	1.23457E+30	1.23457E+30	1----------	----------7----------	----------8----------	----------9----------	1----------
Day Plan	Number	1	3	2	3	3	3	3	3

Time Base - Schedule 1-16	**Units**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Month	Bit	--------A---	--------S---	---------O--	----------D	----------D	----------D	--------S---	----------
Day of Week	Bit	-M-----	-M-----	-M-----	----T--	-----F-	---W---	--T----	SMTWTFS
Day of Month	Bit	---4----------	1----------	----------3----------	----------5------	----------6-----	----------4-------	----------0-	----------
Day Plan	Number	3	3	3	3	3	3	3	0

Time Base - Day Plans	**Units**	**Evt 1**	**Evt 2**	**Evt 3**	**Evt 4**	**Evt 5**	**Evt 6**
Plan 1 Hour	Hour	0	3	6	9	15	19
Plan 1 Minute	Min	0	0	0	30	0	30
Plan 1 Action	Number	8	7	1	8	3	8
Plan 2 Hour	Hour	0	3	0	0	0	0
Plan 2 Minute	Min	0	0	0	0	0	0
Plan 2 Action	Number	8	7	0	0	0	0
Plan 3 Hour	Hour	0	3	10	13	0	0
Plan 3 Minute	Min	0	0	0	30	0	0
Plan 3 Action	Number	8	7	2	8	0	0

Time Base - Action 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Pattern	Enum	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 6	Free	Free
Aux. Functions	Bit								

Location	NINTH LINE N @ Argentia Road	LPI
Phase 1		
Phase 2	Ninth Line - SB	**5 Sec**
Phase 3		
Phase 4	Argentia Road - WB	**5 Sec**
Phase 5		
Phase 6	Ninth Line - NB	**5 Sec**
Phase 7		
Phase 8	Computer Phase	**5 Sec**

Controller Type: **Intelight** ID: **5512** Location: **NINTH LINE N @ Argentia Road**

Phase - Parameter 1-16	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Phase Description*	String	" "	" SB"	" "	"WB"	" "	"NB"	" "	"dummy"
Walk	Sec	0	10	0	10	0	10	0	10
Ped Clear	Sec	0	27	0	14	0	27	0	14
Min Green	Sec	0	10	0	20	0	10	0	10
Passage	Sec	0	3	0	3	0	3	0	3
Maximum 1	Sec	0	20	0	25	0	20	0	25
Maximum 2	Sec	0	20	0	25	0	20	0	25
Yellow Change	Sec	3	4	3	4	3	4	3	4
Red Clearance	Sec	0	2.5	0	2	0	2.5	0	2
Red Revert	Sec	0	0	0	0	0	0	0	0
Added Initial	Sec	0	0	0	0	0	0	0	0
Max Initial	Sec	0	0	0	0	0	0	0	0
Time Before Reduction	Sec	0	0	0	0	0	0	0	0
Cars Before Reduction	Veh	0	0	0	0	0	0	0	0
Time To Reduce	Sec	0	0	0	0	0	0	0	0
Reduce By	Sec	0	0	0	0	0	0	0	0
Min Gap	Sec	0	0	0	0	0	0	0	0
Dynamic Max Limit	Sec	0	0	0	0	0	0	0	0
Dynamic Max Step	Sec	0	0	0	0	0	0	0	0
[P2] Start Up	Enum	other	redClear	other	phaseNotOn	other	redClear	other	phaseNotOn
[P2] Options	Bit		0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase 13:Actuated Rest In Walk		0:Enabled Phase 5:Non Lock Detector Memory 6:Min. Vehicle Recall 10:Dual Entry Phase		0:Enabled Phase 1:Automatic Flash Entry Phase 2:Automatic Flash Exit Phase 3:Non-Actuated 1 7:Max Vehicle Recall 8:Ped. Recall 10:Dual Entry Phase 13:Actuated Rest In Walk		0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase
[P2] Ring	Ring	0	1	0	1	0	2	0	2
[P2] Concurrency	Phase (,)	()	-6	()	-8	()	-2	()	-4

Coordination - Pattern 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Cycle Time	Sec	0	0	0	0	0	0	0	0
Offset	Sec	0	0	0	0	0	0	0	0
Split	Split	1	2	3	4	5	6	7	8
Sequence	Sequence	1	1	1	1	1	1	1	1
Phase Parameter Table*	Number	1	1	1	1	1	1	1	1
Coord Phase Reference Point*	Enum	green	green	green	green	green	green	green	green
Coord Mode*	Enum	standard	standard	standard	standard	standard	standard	standard	standard

Coordination - Splits	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**	**Phase 5**	**Phase 6**	**Phase 7**	**Phase 8**
Split 1 - Mode	Enum	none	none	none	none	none	none	none	none
Split 1 - Time	Sec	0	0	0	0	0	0	0	0
Split 1 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 1 - Coord Phase Options*	Bit						0: Reference Point		
Split 2 - Mode	Enum	none	none	none	none	none	none	none	none
Split 2 - Time	Sec	0	0	0	0	0	0	0	0
Split 2 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 2 - Coord Phase Options*	Bit						0: Reference Point		
Split 3 - Mode	Enum	none	none	none	none	none	none	none	none
Split 3 - Time	Sec	0	0	0	0	0	0	0	0
Split 3 - Coord	Enum	FALSE	TRUE	FALSE	FALSE	FALSE	TRUE	FALSE	FALSE
Split 3 - Coord Phase Options*	Bit		0: Reference Point						

Time Base - Schedule 1-16	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	J----------	-F---------	---A--------	----M-------	------J-----
Day of Week	Bit	-MTWTF-	S------	------S	----T--	-M-----	-----F-	-M-----	--T----
Day of Month	Bit	1.23457E+30	1.23457E+30	1.23457E+30	1----------	----------7----------	----------8----------	----------9----------	1----------
Day Plan	Number	1	3	2	3	3	3	3	3

Time Base - Schedule 1-16	**Units**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Month	Bit	--------A---	--------S---	---------O--	----------D	----------D	----------D	--------S---	----------
Day of Week	Bit	-M-----	-M-----	-M-----	----T--	-----F-	---W---	--T----	SMTWTFS
Day of Month	Bit	---4----------	1----------	----------3----------	----------5------	----------6-----	----------4-------	----------0-	----------
Day Plan	Number	3	3	3	3	3	3	3	0

Time Base - Day Plans	**Units**	**Evt 1**	**Evt 2**
Plan 1 Hour	Hour	0	3
Plan 1 Minute	Min	0	0
Plan 1 Action	Number	8	7
Plan 2 Hour	Hour	0	3
Plan 2 Minute	Min	0	0
Plan 2 Action	Number	8	7
Plan 3 Hour	Hour	0	3
Plan 3 Minute	Min	0	0
Plan 3 Action	Number	8	7

Time Base - Action 1-32	**Units**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Pattern	Enum	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 6	Free	Free
Aux. Functions	Bit								

REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**July 30, 2025**		**Prepared Date**	**July 30, 2025**
Database Rev	**iNet**		**Completed By**	**A.P**
Timing Card / Field rev	**N/A**		**Checked By**	**N.M**

Location — **Derry Road E. @ Ninth Line Road West**

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s)		
			WALK	FDWALK			AM SPLITS	OFF SPLITS	PM SPLITS
1	Derry Road E. - WB P.P. LT	7.0	0.0	0.0	3.0	0.0	13.0	13.0	15.0
2	Derry Road E. - EB	10.0	10.0	26.0	4.0	2.5	62.0	48.0	68.0
3	Not in Use	-	-	-	-	-	-	-	-
4	Ninth Line - NB	10.0	10.0	24.0	4.0	2.5	85.0	49.0	77.0
5	Derry Road E. - EB P.P. LT	7.0	0.0	0.0	3.0	0.0	13.0	13.0	16.0
6	Derry Road E. - WB	10.0	10.0	26.0	4.0	2.5	62.0	48.0	67.0
7	Ninth Line - NB P.P. LT	7.0	0.0	0.0	3.0	0.0	18.0	10.0	16.0
8	Ninth Line - SB	10.0	10.0	24.0	4.0	2.5	67.0	39.0	61.0

System Control
Yes

Semi-Actuated Mode
Yes

TIME (M-F)	PEAK	CYCLE LENGTH (s)	OFFSET (s)
06:00 - 09:30	AM	160	115
09:30 - 15:00 19:30 - 00:00	OFF	110	43
15:00 - 19:30	PM	160	154

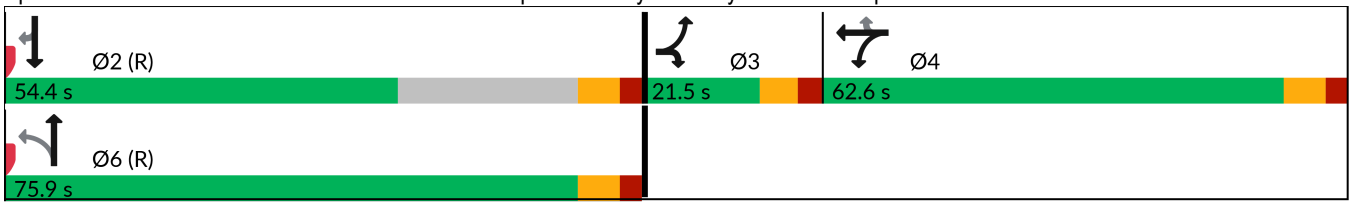
Appendix E:
Capacity and Queuing Reports

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	223	2	470	2	931	199	0	1219	386
Future Volume (vph)	0	0	0	223	2	470	2	931	199	0	1219	386
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	0.95	1.00	0.91	1.00
Ped Bike Factor						0.98						
Frt						0.850		0.974				0.850
Flt Protected				0.950	0.953		0.950					
Satd. Flow (prot)	1784	0	1784	1507	1514	2250	1729	3172	0	0	4558	1334
Flt Permitted				0.950	0.953		0.196					
Satd. Flow (perm)	1784	0	1784	1507	1514	2201	357	3172	0	0	4558	1334
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						404		20				373
Link Speed (k/h)		50			60			60			60	
Link Distance (m)		149.8			217.3			393.8			859.9	
Travel Time (s)		10.8			13.0			23.6			51.6	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	9%	0%	21%	0%	6%	7%	2%	9%	16%
Adj. Flow (vph)	0	0	0	235	2	495	2	980	209	0	1283	406
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	117	120	495	2	1189	0	0	1283	406
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)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2			2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5			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
Detector 1 Size(m)	6.1		6.1	6.1	1.8	6.1	6.1	1.8			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
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
Detector 1 Queue (s)	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
Detector 2 Position(m)					28.7			28.7			28.7	
Detector 2 Size(m)					1.8			1.8			1.8	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type	Prot		Prot	Split	NA	Perm	Perm	NA			NA	Perm
Protected Phases	3		3	4	4			6			2	
Permitted Phases						4	6					2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3		3	4	4	4	6	6			2	2
Switch Phase												
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0	20.0	20.0			20.0	20.0
Minimum Split (s)	17.3		17.3	50.6	50.6	50.6	41.5	41.5			41.5	41.5
Total Split (s)	21.5		21.5	62.6	62.6	62.6	75.9	75.9			54.4	54.4
Total Split (%)	13.4%		13.4%	39.1%	39.1%	39.1%	47.4%	47.4%			34.0%	34.0%
Maximum Green (s)	14.2		14.2	55.0	55.0	55.0	68.4	68.4			46.9	46.9
Yellow Time (s)	4.5		4.5	5.0	5.0	5.0	5.0	5.0			5.0	5.0
All-Red Time (s)	2.8		2.8	2.6	2.6	2.6	2.5	2.5			2.5	2.5
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)	7.3		7.3	7.6	7.6	7.6	7.5	7.5			7.5	7.5
Lead/Lag	Lead		Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode	None		None	None	None	None	C-Max	C-Max			C-Max	C-Max
Walk Time (s)				10.0	10.0	10.0	10.0	10.0			10.0	10.0
Flash Don't Walk (s)				33.0	33.0	33.0	24.0	24.0			24.0	24.0
Pedestrian Calls (#/hr)				0	0	0	0	0			0	0
Act Effct Green (s)				19.9	19.9	19.9	125.0	125.0			125.0	125.0
Actuated g/C Ratio				0.12	0.12	0.12	0.78	0.78			0.78	0.78
v/c Ratio				0.63	0.64	0.79	0.01	0.48			0.36	0.36
Control Delay (s/veh)				80.0	80.8	22.5	4.0	10.0			6.1	1.7
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)				80.0	80.8	22.5	4.0	10.0			6.1	1.7
LOS				E	F	C	A	B			A	A
Approach Delay (s/veh)					41.2			10.0			5.1	
Approach LOS					D			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 147 (92%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 14.0		Intersection LOS: B	
Intersection Capacity Utilization 70.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Winston Churchill Blvd & Carpool Lot Hwy 401/Hwy 401 WB Ramp Terminal





Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	117	120	495	2	1189	1283	406
v/c Ratio	0.63	0.64	0.79	0.01	0.48	0.36	0.36
Control Delay (s/veh)	80.0	80.8	22.5	4.0	10.0	6.1	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	80.0	80.8	22.5	4.0	10.0	6.1	1.7
Queue Length 50th (m)	40.5	38.8	17.8	0.1	55.7	43.1	2.3
Queue Length 95th (m)	61.1	58.5	43.0	m0.4	130.3	64.6	13.6
Internal Link Dist (m)		193.3			369.8	835.9	
Turn Bay Length (m)							
Base Capacity (vph)	518	520	1021	279	2483	3562	1124
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.23	0.48	0.01	0.48	0.36	0.36

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	223	2	470	2	931	199	0	1219	386
Future Volume (veh/h)	0	0	0	223	2	470	2	931	199	0	1219	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	0	1772	1674	1800	1505	1800	1716	1702	0	1674	1575
Adj Flow Rate, veh/h	0	0	0	236	0	495	2	980	209	0	1283	406
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	9	0	21	0	6	7	0	9	16
Cap, veh/h	0	0	0	741	0	592	198	1800	383	0	3076	899
Arrive On Green	0.00	0.00	0.00	0.23	0.00	0.23	0.67	0.67	0.67	0.00	0.67	0.67
Sat Flow, veh/h		0		3188	0	2546	281	2674	569	0	4720	1335
Grp Volume(v), veh/h		0.0		236	0	495	2	597	592	0	1283	406
Grp Sat Flow(s),veh/h/ln				1594	0	1273	281	1630	1613	0	1523	1335
Q Serve(g_s), s				9.8	0.0	29.6	0.5	30.2	30.3	0.0	20.4	22.9
Cycle Q Clear(g_c), s				9.8	0.0	29.6	20.9	30.2	30.3	0.0	20.4	22.9
Prop In Lane				1.00		1.00	1.00		0.35	0.00		1.00
Lane Grp Cap(c), veh/h				741	0	592	198	1097	1086	0	3076	899
V/C Ratio(X)				0.32	0.00	0.84	0.01	0.54	0.55	0.00	0.42	0.45
Avail Cap(c_a), veh/h				1096	0	875	198	1097	1086	0	3076	899
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				50.9	0.0	58.5	16.6	13.5	13.5	0.0	11.9	12.3
Incr Delay (d2), s/veh				0.2	0.0	4.7	0.1	1.9	2.0	0.0	0.4	1.6
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.9	0.0	7.4	0.0	3.6	3.6	0.0	2.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				51.1	0.0	63.2	16.7	15.4	15.5	0.0	12.3	13.9
LnGrp LOS				D		E	B	B	B		B	B
Approach Vol, veh/h					731			1191			1689	
Approach Delay, s/veh					59.3			15.4			12.7	
Approach LOS					E			B			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	115.2	44.8	115.2
Change Period (Y+Rc), s	7.5	7.6	7.5
Max Green Setting (Gmax), s	46.9	55.0	68.4
Max Q Clear Time (g_c+I1), s	24.9	31.6	32.3
Green Ext Time (p_c), s	19.0	5.4	25.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	23.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

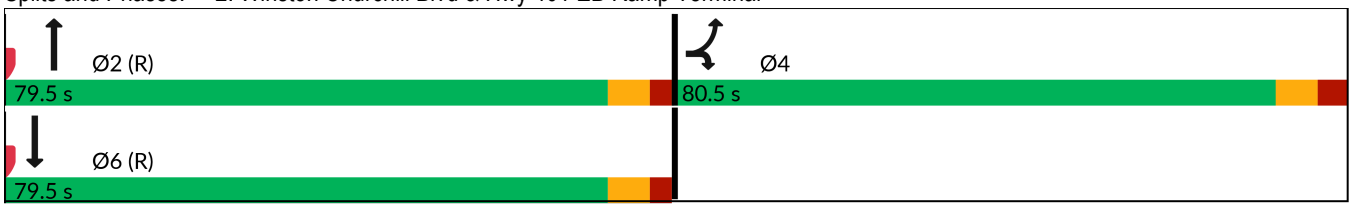


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	478	211	0	659	716	730
Future Volume (vph)	478	211	0	659	716	730
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	0.97	0.91	1.00	0.91	0.91	0.91
Frt	0.994	0.850			0.924	
Flt Protected	0.954					
Satd. Flow (prot)	3079	1367	0	4824	4211	0
Flt Permitted	0.954					
Satd. Flow (perm)	3079	1367	0	4824	4211	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	4	119			209	
Link Speed (k/h)	50			60	60	
Link Distance (m)	280.6			247.8	393.8	
Travel Time (s)	20.2			14.9	23.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	3%	2%	3%	7%	11%
Adj. Flow (vph)	503	222	0	694	754	768
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	525	200	0	694	1522	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	7.4			7.4	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24	14	24			14
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (m)	6.1	6.1		30.5	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	6.1		1.8	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(m)				28.7	28.7	
Detector 2 Size(m)				1.8	1.8	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Prot		NA	NA	
Protected Phases	4	4		2	6	
Permitted Phases						
Detector Phase	4	4		2	6	
Switch Phase						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	10.0	10.0		20.0	20.0	
Minimum Split (s)	22.5	22.5		31.5	31.5	
Total Split (s)	80.5	80.5		79.5	79.5	
Total Split (%)	50.3%	50.3%		49.7%	49.7%	
Maximum Green (s)	72.0	72.0		72.0	72.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	
All-Red Time (s)	3.5	3.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.5	8.5		7.5	7.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Max	C-Max	
Walk Time (s)				7.0	7.0	
Flash Don't Walk (s)				17.0	17.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	34.0	34.0		110.0	110.0	
Actuated g/C Ratio	0.21	0.21		0.69	0.69	
v/c Ratio	0.80	0.52		0.21	0.51	
Control Delay (s/veh)	68.5	26.1		9.3	10.7	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	68.5	26.1		9.3	10.7	
LOS	E	C		A	B	
Approach Delay (s/veh)	56.8			9.3	10.7	
Approach LOS	E			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 149 (93%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay (s/veh): 21.7		Intersection LOS: C	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 2: Winston Churchill Blvd & Hwy 401 EB Ramp Terminal



Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	525	200	694	1522
v/c Ratio	0.80	0.52	0.21	0.51
Control Delay (s/veh)	68.5	26.1	9.3	10.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.5	26.1	9.3	10.7
Queue Length 50th (m)	88.1	25.1	19.0	42.1
Queue Length 95th (m)	103.4	51.3	m43.8	44.4
Internal Link Dist (m)	256.6		223.8	369.8
Turn Bay Length (m)				
Base Capacity (vph)	1387	680	3315	2959
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.29	0.21	0.51

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	478	211	0	659	716	730
Future Volume (veh/h)	478	211	0	659	716	730
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1674	1758	0	1758	1702	1646
Adj Flow Rate, veh/h	503	222	0	694	754	768
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	3	0	3	7	11
Cap, veh/h	632	295	0	3367	2173	1012
Arrive On Green	0.20	0.20	0.00	0.70	0.70	0.70
Sat Flow, veh/h	3188	1490	0	5115	3250	1442
Grp Volume(v), veh/h	503	222	0	694	754	768
Grp Sat Flow(s),veh/h/ln	1594	1490	0	1600	1549	1442
Q Serve(g_s), s	24.0	22.5	0.0	8.1	15.4	54.4
Cycle Q Clear(g_c), s	24.0	22.5	0.0	8.1	15.4	54.4
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	632	295	0	3367	2173	1012
V/C Ratio(X)	0.80	0.75	0.00	0.21	0.35	0.76
Avail Cap(c_a), veh/h	1435	670	0	3367	2173	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.84	1.00	1.00
Uniform Delay (d), s/veh	61.0	60.4	0.0	8.3	9.4	15.2
Incr Delay (d2), s/veh	2.3	3.8	0.0	0.1	0.4	5.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	6.9	0.0	0.6	1.1	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	63.4	64.3	0.0	8.4	9.8	20.6
LnGrp LOS	E	E		A	A	C
Approach Vol, veh/h	725			694	1522	
Approach Delay, s/veh	63.7			8.4	15.3	
Approach LOS	E			A	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		119.8		40.2		119.8
Change Period (Y+Rc), s		7.5		8.5		7.5
Max Green Setting (Gmax), s		72.0		72.0		72.0
Max Q Clear Time (g_c+I1), s		10.1		26.0		56.4
Green Ext Time (p_c), s		16.8		5.7		14.3

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		25.6
HCM 6th LOS		C

Notes

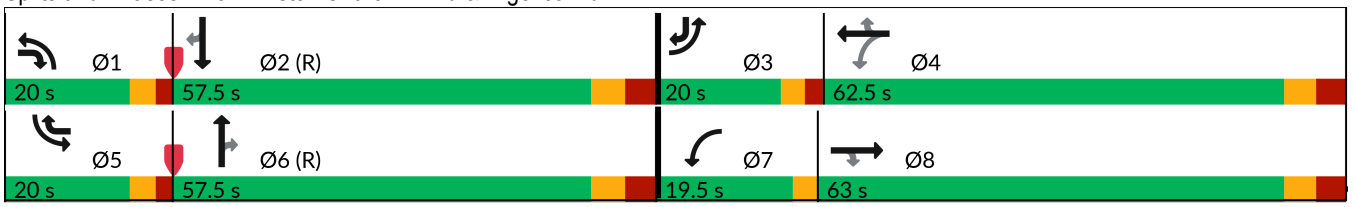
User approved volume balancing among the lanes for turning movement.

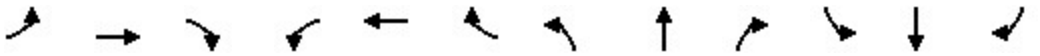
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	175	57	74	73	135	75	955	95	272	439	152
Future Volume (vph)	320	175	57	74	73	135	75	955	95	272	439	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	185.0		100.0	85.0		85.0	150.0		70.0	145.0		185.0
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (m)	7.6			2.5			7.6			7.6		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor	0.98		0.97	0.99		0.96	0.99		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3372	3614	1601	1722	3579	1512	3471	5142	1570	3437	4902	1484
Flt Permitted	0.950			0.636			0.950			0.950		
Satd. Flow (perm)	3301	3614	1553	1136	3579	1459	3453	5142	1540	3427	4902	1452
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			60			51			91			160
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		633.5			370.2			729.2			247.8	
Travel Time (s)		38.0			22.2			43.8			14.9	
Confl. Peds. (#/hr)	23		18	18		23	9		7	7		9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	1%	2%	6%	2%	8%	2%	2%	4%	3%	7%	10%
Adj. Flow (vph)	337	184	60	78	77	142	79	1005	100	286	462	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	337	184	60	78	77	142	79	1005	100	286	462	160
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)		7.4			7.4			7.4			7.4	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			1.6			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	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	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	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	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	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6		5	2	3
Permitted Phases			8	4		4			6			2
Detector Phase	3	8	1	7	4	5	1	6	6	5	2	3
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	10.0	10.0	7.0	10.0	7.0
Minimum Split (s)	12.0	54.5	12.0	11.5	54.5	12.0	12.0	51.5	51.5	12.0	51.5	12.0
Total Split (s)	20.0	63.0	20.0	19.5	62.5	20.0	20.0	57.5	57.5	20.0	57.5	20.0
Total Split (%)	12.5%	39.4%	12.5%	12.2%	39.1%	12.5%	12.5%	35.9%	35.9%	12.5%	35.9%	12.5%
Maximum Green (s)	15.0	55.5	15.0	16.5	55.0	15.0	15.0	50.0	50.0	15.0	50.0	15.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	2.0	3.5	2.0	0.0	3.5	2.0	2.0	3.5	3.5	2.0	3.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	5.0	3.0	7.5	5.0	5.0	7.5	7.5	5.0	7.5	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	None	None	Min	None	None	C-Max	C-Max	None	C-Max	None
Walk Time (s)		10.0			10.0			10.0	10.0		10.0	
Flash Don't Walk (s)		37.0			37.0			34.0	34.0		34.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	15.0	16.9	28.5	27.4	11.4	33.2	9.1	89.3	89.3	19.3	99.5	117.0
Actuated g/C Ratio	0.09	0.11	0.18	0.17	0.07	0.21	0.06	0.56	0.56	0.12	0.62	0.73
v/c Ratio	1.07	0.48	0.18	0.33	0.30	0.41	0.40	0.35	0.11	0.69	0.15	0.14
Control Delay (s/veh)	135.4	72.3	12.3	54.1	73.1	34.6	78.5	20.4	4.5	63.8	19.2	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	135.4	72.3	12.3	54.1	73.1	34.6	78.5	20.4	4.5	63.8	19.2	5.6
LOS	F	E	B	D	E	C	E	C	A	E	B	A
Approach Delay (s/veh)		102.7			49.7			22.9			30.8	
Approach LOS		F			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 65 (41%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.07			
Intersection Signal Delay (s/veh): 43.6		Intersection LOS: D	
Intersection Capacity Utilization 99.2%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3: Winston Churchill Blvd & Argentia Rd



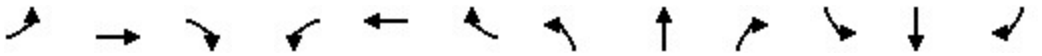


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	337	184	60	78	77	142	79	1005	100	286	462	160
v/c Ratio	1.07	0.48	0.18	0.33	0.30	0.41	0.40	0.35	0.11	0.69	0.15	0.14
Control Delay (s/veh)	135.4	72.3	12.3	54.1	73.1	34.6	78.5	20.4	4.5	63.8	19.2	5.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	135.4	72.3	12.3	54.1	73.1	34.6	78.5	20.4	4.5	63.8	19.2	5.6
Queue Length 50th (m)	~63.1	30.0	0.0	21.6	12.7	25.6	12.9	62.4	1.3	47.7	33.2	7.1
Queue Length 95th (m)	#96.7	43.1	12.5	35.9	21.2	44.4	21.8	82.9	11.5	62.2	44.6	27.5
Internal Link Dist (m)		609.5			346.2			705.2			223.8	
Turn Bay Length (m)	185.0		100.0	85.0		85.0	150.0		70.0	145.0		185.0
Base Capacity (vph)	316	1253	385	290	1230	349	325	2870	899	414	3048	1107
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.07	0.15	0.16	0.27	0.06	0.41	0.24	0.35	0.11	0.69	0.15	0.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



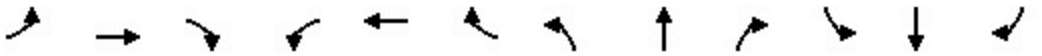
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	175	57	74	73	135	75	955	95	272	439	152
Future Volume (veh/h)	320	175	57	74	73	135	75	955	95	272	439	152
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.98		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1870	1811	1870	1781	1870	1870	1841	1856	1796	1752
Adj Flow Rate, veh/h	337	184	60	78	77	142	79	1005	0	286	462	160
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	1	2	6	2	8	2	2	4	3	7	10
Cap, veh/h	316	1021	508	368	801	471	147	2201		321	2365	851
Arrive On Green	0.09	0.28	0.28	0.05	0.23	0.23	0.04	0.43	0.00	0.19	0.96	0.96
Sat Flow, veh/h	3374	3582	1547	1725	3554	1463	3456	5106	1560	3428	4904	1476
Grp Volume(v), veh/h	337	184	60	78	77	142	79	1005	0	286	462	160
Grp Sat Flow(s),veh/h/ln	1687	1791	1547	1725	1777	1463	1728	1702	1560	1714	1635	1476
Q Serve(g_s), s	15.0	6.2	4.3	5.5	2.7	11.7	3.6	22.3	0.0	13.0	0.7	0.6
Cycle Q Clear(g_c), s	15.0	6.2	4.3	5.5	2.7	11.7	3.6	22.3	0.0	13.0	0.7	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	316	1021	508	368	801	471	147	2201		321	2365	851
V/C Ratio(X)	1.07	0.18	0.12	0.21	0.10	0.30	0.54	0.46		0.89	0.20	0.19
Avail Cap(c_a), veh/h	316	1242	604	465	1222	645	324	2201		321	2365	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	72.5	43.1	37.6	44.4	49.1	41.1	75.1	32.3	0.0	64.2	1.5	1.0
Incr Delay (d2), s/veh	69.0	0.1	0.1	0.3	0.1	0.4	3.1	0.7	0.0	22.0	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.1	2.0	1.2	1.7	0.9	3.0	1.3	6.0	0.0	5.0	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	141.5	43.2	37.7	44.7	49.1	41.4	78.1	32.9	0.0	86.2	1.6	1.4
LnGrp LOS	F	D	D	D	D	D	E	C		F	A	A
Approach Vol, veh/h		581			297			1084			908	
Approach Delay, s/veh		99.7			44.3			36.2			28.2	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	84.7	20.0	43.5	20.0	76.5	10.4	53.1
Change Period (Y+Rc), s	5.0	7.5	5.0	7.5	5.0	7.5	3.0	7.5
Max Green Setting (Gmax), s	15.0	50.0	15.0	55.0	15.0	50.0	16.5	55.5
Max Q Clear Time (g_c+I1), s	5.6	2.7	17.0	13.7	15.0	24.3	7.5	8.2
Green Ext Time (p_c), s	0.2	10.9	0.0	2.2	0.0	16.6	0.2	3.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	47.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

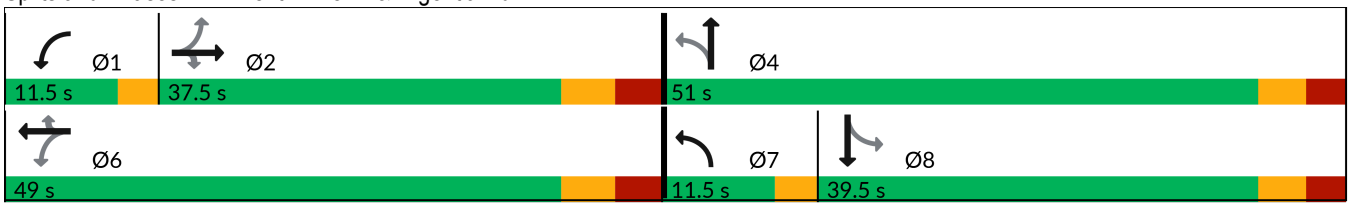


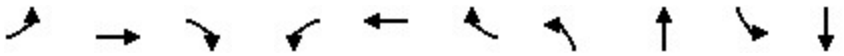
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	263	36	69	122	10	73	1	214	2	1	1
Future Volume (vph)	3	263	36	69	122	10	73	1	214	2	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		0.0	0.0		0.0	130.0		0.0	45.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. 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
Ped Bike Factor	1.00		0.97	0.99		0.97	1.00	0.99		1.00	0.99	
Frt			0.850			0.850		0.851			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1847	1633	1738	1830	1633	1825	1598	0	1217	1765	0
Flt Permitted	0.676			0.542			0.582			0.619		
Satd. Flow (perm)	1293	1847	1586	986	1830	1592	1116	1598	0	792	1765	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			71		223			1	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		1323.5			633.5			748.2			676.6	
Travel Time (s)		79.4			38.0			53.9			48.7	
Confl. Peds. (#/hr)	3		5	5		3	2		1	1		2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	0%	5%	5%	0%	0%	0%	1%	50%	0%	0%
Adj. Flow (vph)	3	274	38	72	127	10	76	1	223	2	1	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	274	38	72	127	10	76	224	0	2	2	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)		11.1			11.1			3.7			3.7	
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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	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		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	6.1	1.8	6.1	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		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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6		6	4			8		
Detector Phase	2	2	2	1	6	6	7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0		10.0	10.0	
Minimum Split (s)	35.5	35.5	35.5	11.5	35.5	35.5	11.5	39.5		39.5	39.5	
Total Split (s)	37.5	37.5	37.5	11.5	49.0	49.0	11.5	51.0		39.5	39.5	
Total Split (%)	37.5%	37.5%	37.5%	11.5%	49.0%	49.0%	11.5%	51.0%		39.5%	39.5%	
Maximum Green (s)	30.0	30.0	30.0	8.5	41.5	41.5	8.5	44.5		33.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	4.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	3.5	3.5	3.5	0.0	3.5	3.5	0.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	7.5	7.5	3.0	7.5	7.5	3.0	6.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max	Max	None	Max	Max	None	Min		Min	Min	
Walk Time (s)	10.0	10.0	10.0		10.0	10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	18.0	18.0	18.0		18.0	18.0		23.0		23.0	23.0	
Pedestrian Calls (#/hr)	0	0	0		0	0		0		0	0	
Act Effct Green (s)	33.6	33.6	33.6	46.2	41.7	41.7	22.2	18.7		10.0	10.0	
Actuated g/C Ratio	0.45	0.45	0.45	0.62	0.56	0.56	0.30	0.25		0.13	0.13	
v/c Ratio	0.01	0.33	0.05	0.11	0.12	0.01	0.19	0.40		0.02	0.01	
Control Delay (s/veh)	14.0	16.6	0.1	6.9	9.0	0.0	19.8	5.7		30.0	25.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	14.0	16.6	0.1	6.9	9.0	0.0	19.8	5.7		30.0	25.5	
LOS	B	B	A	A	A	A	B	A		C	C	
Approach Delay (s/veh)		14.6			7.9			9.3			27.8	
Approach LOS		B			A			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 74.4			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 11.0		Intersection LOS: B	
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			

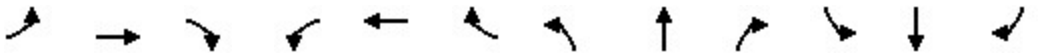
Splits and Phases: 4: Tenth Line W & Argentia Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	274	38	72	127	10	76	224	2	2
v/c Ratio	0.01	0.33	0.05	0.11	0.12	0.01	0.19	0.40	0.02	0.01
Control Delay (s/veh)	14.0	16.6	0.1	6.9	9.0	0.0	19.8	5.7	30.0	25.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	16.6	0.1	6.9	9.0	0.0	19.8	5.7	30.0	25.5
Queue Length 50th (m)	0.3	27.5	0.0	4.1	8.8	0.0	7.7	0.1	0.4	0.1
Queue Length 95th (m)	1.7	47.2	0.0	9.0	17.0	0.0	16.7	14.8	3.0	2.0
Internal Link Dist (m)		1299.5			609.5			724.2		652.6
Turn Bay Length (m)	20.0						130.0		45.0	
Base Capacity (vph)	584	835	773	698	1025	922	414	1048	352	786
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.33	0.05	0.10	0.12	0.01	0.18	0.21	0.01	0.00

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	263	36	69	122	10	73	1	214	2	1	1
Future Volume (veh/h)	3	263	36	69	122	10	73	1	214	2	1	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1826	1826	1900	1900	1900	1885	1159	1900	1900
Adj Flow Rate, veh/h	3	274	38	72	127	10	76	1	223	2	1	1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	4	0	5	5	0	0	0	1	50	0	0
Cap, veh/h	654	811	706	578	1010	887	438	2	416	196	127	127
Arrive On Green	0.44	0.44	0.44	0.07	0.55	0.55	0.07	0.26	0.26	0.15	0.15	0.15
Sat Flow, veh/h	1266	1841	1601	1739	1826	1603	1810	7	1600	715	870	870
Grp Volume(v), veh/h	3	274	38	72	127	10	76	0	224	2	0	2
Grp Sat Flow(s),veh/h/ln	1266	1841	1601	1739	1826	1603	1810	0	1608	715	0	1739
Q Serve(g_s), s	0.1	7.3	1.0	1.5	2.5	0.2	2.5	0.0	9.0	0.2	0.0	0.1
Cycle Q Clear(g_c), s	0.1	7.3	1.0	1.5	2.5	0.2	2.5	0.0	9.0	0.6	0.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	654	811	706	578	1010	887	438	0	418	196	0	254
V/C Ratio(X)	0.00	0.34	0.05	0.12	0.13	0.01	0.17	0.00	0.54	0.01	0.00	0.01
Avail Cap(c_a), veh/h	654	811	706	649	1010	887	509	0	954	406	0	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	13.8	12.0	8.9	8.0	7.5	22.2	0.0	23.9	27.8	0.0	27.4
Incr Delay (d2), s/veh	0.0	1.1	0.1	0.1	0.3	0.0	0.2	0.0	1.1	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.0	0.0	0.1	0.0	0.4	0.0	1.4	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	14.9	12.2	9.0	8.3	7.6	22.4	0.0	24.9	27.8	0.0	27.4
LnGrp LOS	B	B	B	A	A	A	C		C	C		C
Approach Vol, veh/h		315			209			300			4	
Approach Delay, s/veh		14.6			8.5			24.3			27.6	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	8.4	40.6		26.0		49.0	8.6	17.5				
Change Period (Y+Rc), s	3.0	7.5		6.5		7.5	3.0	6.5				
Max Green Setting (Gmax), s	8.5	30.0		44.5		41.5	8.5	33.0				
Max Q Clear Time (g_c+I1), s	3.5	9.3		11.0		4.5	4.5	2.6				
Green Ext Time (p_c), s	0.1	4.1		4.2		2.0	0.1	0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.6									
HCM 6th LOS			B									

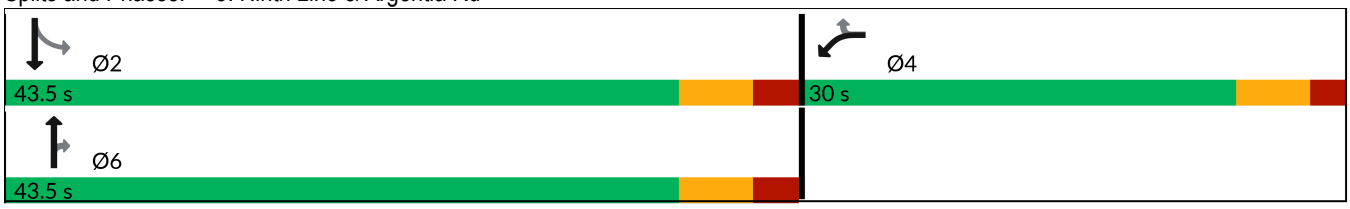


Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	43	29	0	262	204	92	475	0	0	0
Future Volume (vph)	43	29	0	262	204	92	475	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	0.0		100.0	45.0		0.0	0.0	0.0
Storage Lanes	1	1	0		1	1		0	0	0
Taper Length (m)	7.6		7.6			7.6			7.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.850					
Flt Protected	0.950					0.950				
Satd. Flow (prot)	1706	1526	0	1883	1601	1789	1865	0	0	0
Flt Permitted	0.950					0.587				
Satd. Flow (perm)	1706	1526	0	1883	1601	1106	1865	0	0	0
Right Turn on Red		Yes			Yes			Yes		
Satd. Flow (RTOR)		52			219					
Link Speed (k/h)	60			60			60		48	
Link Distance (m)	1323.5			1616.5			667.9		25.4	
Travel Time (s)	79.4			97.0			40.1		1.9	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	2%	2%	2%	2%	3%	2%	2%	2%
Adj. Flow (vph)	46	31	0	282	219	99	511	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	46	31	0	282	219	99	511	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(m)	7.4			3.7			3.7		0.0	
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	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24	14	24		14	24		14	24	14
Number of Detectors	1	1		2	1	1	2		1	
Detector Template	Left	Right		Thru	Right	Left	Thru		Left	
Leading Detector (m)	6.1	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	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0			
Detector 1 Size(m)	6.1	6.1		1.8	6.1	6.1	1.8			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(m)				28.7			28.7			
Detector 2 Size(m)				1.8			1.8			
Detector 2 Type				Cl+Ex			Cl+Ex			
Detector 2 Channel										
Detector 2 Extend (s)				0.0			0.0			
Turn Type	Prot	Perm		NA	Perm	Perm	NA			
Protected Phases	4			6			2			

Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Permitted Phases		4			6	2				
Detector Phase	4	4		6	6	2	2			
Switch Phase										
Minimum Initial (s)	20.0	20.0		10.0	10.0	10.0	10.0			
Minimum Split (s)	30.0	30.0		43.5	43.5	43.5	43.5			
Total Split (s)	30.0	30.0		43.5	43.5	43.5	43.5			
Total Split (%)	40.8%	40.8%		59.2%	59.2%	59.2%	59.2%			
Maximum Green (s)	24.0	24.0		37.0	37.0	37.0	37.0			
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.5			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0		6.5	6.5	6.5	6.5			
Lead/Lag										
Lead-Lag Optimize?										
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0			
Recall Mode	None	None		Max	Max	Max	Max			
Walk Time (s)	10.0	10.0		10.0	10.0	10.0	10.0			
Flash Don't Walk (s)	14.0	14.0		27.0	27.0	27.0	27.0			
Pedestrian Calls (#/hr)	0	0		0	0	0	0			
Act Effct Green (s)	20.4	20.4		51.1	51.1	51.1	51.1			
Actuated g/C Ratio	0.30	0.30		0.74	0.74	0.74	0.74			
v/c Ratio	0.09	0.06		0.20	0.18	0.12	0.37			
Control Delay (s/veh)	20.4	3.4		7.1	1.8	7.6	8.5			
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0			
Total Delay (s/veh)	20.4	3.4		7.1	1.8	7.6	8.5			
LOS	C	A		A	A	A	A			
Approach Delay (s/veh)	13.5			4.8			8.4			
Approach LOS	B			A			A			

Intersection Summary			
Area Type:	Other		
Cycle Length: 73.5			
Actuated Cycle Length: 68.9			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.37			
Intersection Signal Delay (s/veh): 7.2		Intersection LOS: A	
Intersection Capacity Utilization 54.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Ninth Line & Argentia Rd





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	46	31	282	219	99	511
v/c Ratio	0.09	0.06	0.20	0.18	0.12	0.37
Control Delay (s/veh)	20.4	3.4	7.1	1.8	7.6	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.4	3.4	7.1	1.8	7.6	8.5
Queue Length 50th (m)	6.2	0.0	18.9	0.0	6.2	40.4
Queue Length 95th (m)	11.8	3.5	32.0	8.5	13.5	64.3
Internal Link Dist (m)	1299.5		1592.5			643.9
Turn Bay Length (m)				100.0	45.0	
Base Capacity (vph)	606	575	1395	1243	819	1382
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.05	0.20	0.18	0.12	0.37

Intersection Summary



Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (veh/h)	43	29	0	262	204	92	475	0	0	0
Future Volume (veh/h)	43	29	0	262	204	92	475	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No			
Adj Sat Flow, veh/h/ln	1796	1796	0	1870	1870	1870	1856	0		
Adj Flow Rate, veh/h	46	31	0	282	219	99	511	0		
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Percent Heavy Veh, %	7	7	0	2	2	2	3	0		
Cap, veh/h	397	353	0	1074	910	559	1065	0		
Arrive On Green	0.23	0.23	0.00	0.57	0.57	0.57	0.57	0.00		
Sat Flow, veh/h	1711	1522	0	1870	1585	897	1856	0		
Grp Volume(v), veh/h	46	31	0	282	219	99	511	0		
Grp Sat Flow(s),veh/h/ln	1711	1522	0	1870	1585	897	1856	0		
Q Serve(g_s), s	1.4	1.0	0.0	4.9	4.4	4.0	10.4	0.0		
Cycle Q Clear(g_c), s	1.4	1.0	0.0	4.9	4.4	8.9	10.4	0.0		
Prop In Lane	1.00	1.00	0.00		1.00	1.00		0.00		
Lane Grp Cap(c), veh/h	397	353	0	1074	910	559	1065	0		
V/C Ratio(X)	0.12	0.09	0.00	0.26	0.24	0.18	0.48	0.00		
Avail Cap(c_a), veh/h	637	567	0	1074	910	559	1065	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	19.5	19.4	0.0	6.9	6.8	9.1	8.1	0.0		
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.6	0.6	0.7	1.5	0.0		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.0	0.2	0.2	0.1	0.5	0.0		
Unsig. Movement Delay, s/veh										
LnGrp Delay(d), s/veh	19.7	19.5	0.0	7.5	7.4	9.8	9.6	0.0		
LnGrp LOS	B	B		A	A	A	A			
Approach Vol, veh/h	77			501			610			
Approach Delay, s/veh	19.6			7.5			9.7			
Approach LOS	B			A			A			

Timer - Assigned Phs		2		4		6				
Phs Duration (G+Y+Rc), s		43.5		21.0		43.5				
Change Period (Y+Rc), s		6.5		6.0		6.5				
Max Green Setting (Gmax), s		37.0		24.0		37.0				
Max Q Clear Time (g_c+I1), s		12.4		3.4		6.9				
Green Ext Time (p_c), s		9.6		0.3		6.1				

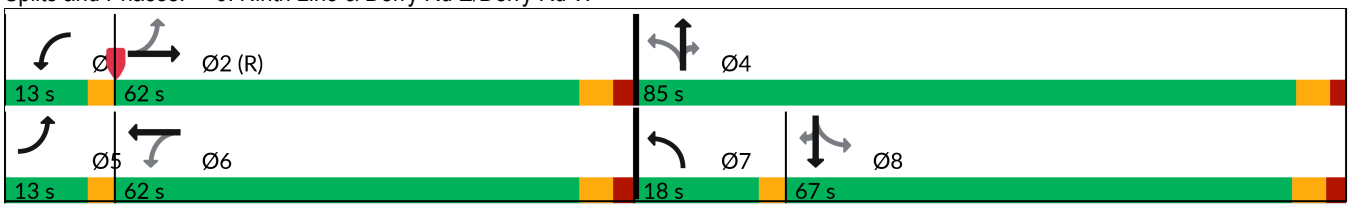
Intersection Summary										
HCM 6th Ctrl Delay, s/veh			9.4							
HCM 6th LOS			A							

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	689	38	84	377	16	105	205	127	22	270	301
Future Volume (vph)	171	689	38	84	377	16	105	205	127	22	270	301
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	90.0		0.0	100.0		0.0	185.0		135.0	105.0		95.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.994				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1772	3543	0	1722	3594	0	1755	1847	1585	1825	1865	1570
Flt Permitted	0.476			0.323			0.242			0.626		
Satd. Flow (perm)	888	3543	0	585	3594	0	447	1847	1585	1203	1865	1570
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			3				131			310
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		242.0			667.9			1508.4			1616.5	
Travel Time (s)		14.5			40.1			90.5			97.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	6%	6%	1%	0%	4%	4%	3%	0%	3%	4%
Adj. Flow (vph)	176	710	39	87	389	16	108	211	131	23	278	310
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	749	0	87	405	0	108	211	131	23	278	310
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)		3.7			3.7			3.7			3.7	
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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6		7	4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		7	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.5	42.5		11.5	42.5		11.5	40.0	40.0	40.5	40.5	40.5
Total Split (s)	13.0	62.0		13.0	62.0		18.0	85.0	85.0	67.0	67.0	67.0
Total Split (%)	8.1%	38.8%		8.1%	38.8%		11.3%	53.1%	53.1%	41.9%	41.9%	41.9%
Maximum Green (s)	10.0	55.5		10.0	55.5		15.0	79.0	79.0	60.5	60.5	60.5
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.5		0.0	2.5		0.0	2.0	2.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5		3.0	6.5		3.0	6.0	6.0	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?		Yes		Yes			Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	Max		None	Min	Min	Min	Min	Min
Walk Time (s)		10.0			10.0			10.0	10.0	10.0	10.0	10.0
Flash Don't Walk (s)		26.0			26.0			24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0			0	0	0	0	0
Act Effct Green (s)	103.2	88.4		97.5	85.1		50.3	47.3	47.3	30.6	30.6	30.6
Actuated g/C Ratio	0.65	0.55		0.61	0.53		0.31	0.30	0.30	0.19	0.19	0.19
v/c Ratio	0.28	0.38		0.21	0.21		0.44	0.39	0.23	0.10	0.78	0.56
Control Delay (s/veh)	14.0	21.1		13.6	21.9		43.5	45.4	6.2	50.7	75.9	8.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	21.1		13.6	21.9		43.5	45.4	6.2	50.7	75.9	8.9
LOS	B	C		B	C		D	D	A	D	E	A
Approach Delay (s/veh)		19.8			20.4			33.5			41.0	
Approach LOS		B			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 115 (72%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 27.6		Intersection LOS: C	
Intersection Capacity Utilization 64.4%		ICU Level of Service C	
Analysis Period (min) 15			

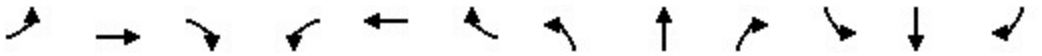
Splits and Phases: 6: Ninth Line & Derry Rd E/Derry Rd W





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	176	749	87	405	108	211	131	23	278	310
v/c Ratio	0.28	0.38	0.21	0.21	0.44	0.39	0.23	0.10	0.78	0.56
Control Delay (s/veh)	14.0	21.1	13.6	21.9	43.5	45.4	6.2	50.7	75.9	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.0	21.1	13.6	21.9	43.5	45.4	6.2	50.7	75.9	8.9
Queue Length 50th (m)	23.8	67.8	10.5	35.4	25.7	54.7	0.0	6.1	87.1	0.0
Queue Length 95th (m)	42.6	94.2	21.5	55.9	37.8	71.9	14.4	13.6	112.3	25.3
Internal Link Dist (m)		218.0		643.9		1484.4			1592.5	
Turn Bay Length (m)	90.0		100.0		185.0		135.0	105.0		95.0
Base Capacity (vph)	644	1958	435	1913	263	911	848	454	705	786
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.38	0.20	0.21	0.41	0.23	0.15	0.05	0.39	0.39

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	689	38	84	377	16	105	205	127	22	270	301
Future Volume (veh/h)	171	689	38	84	377	16	105	205	127	22	270	301
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1811	1811	1885	1900	1841	1841	1856	1900	1856	1841
Adj Flow Rate, veh/h	176	710	39	87	389	16	108	211	131	23	278	310
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	2	6	6	1	0	4	4	3	0	3	4
Cap, veh/h	598	1839	101	477	1821	75	237	590	504	290	451	380
Arrive On Green	0.12	1.00	1.00	0.04	0.52	0.52	0.06	0.32	0.32	0.24	0.24	0.24
Sat Flow, veh/h	1767	3425	188	1725	3506	144	1753	1841	1572	1055	1856	1560
Grp Volume(v), veh/h	176	368	381	87	198	207	108	211	131	23	278	310
Grp Sat Flow(s),veh/h/ln	1767	1777	1837	1725	1791	1859	1753	1841	1572	1055	1856	1560
Q Serve(g_s), s	7.6	0.0	0.0	3.7	9.6	9.6	7.2	14.1	9.9	2.7	21.3	30.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0	3.7	9.6	9.6	7.2	14.1	9.9	4.5	21.3	30.0
Prop In Lane	1.00		0.10	1.00		0.08	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	598	954	986	477	930	966	237	590	504	290	451	380
V/C Ratio(X)	0.29	0.39	0.39	0.18	0.21	0.21	0.46	0.36	0.26	0.08	0.62	0.82
Avail Cap(c_a), veh/h	602	954	986	511	930	966	299	909	776	432	702	590
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	0.0	0.0	16.1	20.8	20.8	42.1	41.7	40.3	48.2	53.9	57.2
Incr Delay (d2), s/veh	0.2	1.1	1.1	0.2	0.5	0.5	1.4	0.4	0.3	0.1	1.4	5.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	0.3	0.8	2.4	2.5	2.3	4.6	2.7	0.5	7.5	9.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.7	1.1	1.1	16.3	21.3	21.3	43.4	42.1	40.6	48.3	55.3	62.3
LnGrp LOS	B	A	A	B	C	C	D	D	D	D	E	E
Approach Vol, veh/h		925			492			450			611	
Approach Delay, s/veh		3.7			20.4			42.0			58.6	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	92.4		57.7	12.6	89.6	12.3	45.4				
Change Period (Y+Rc), s	3.0	6.5		* 6.5	3.0	6.5	3.0	6.5				
Max Green Setting (Gmax), s	10.0	55.5		* 79	10.0	55.5	15.0	60.5				
Max Q Clear Time (g_c+I1), s	5.7	2.0		16.1	9.6	11.6	9.2	32.0				
Green Ext Time (p_c), s	0.1	17.2		4.7	0.0	7.6	0.2	6.9				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		27.5	
HCM 6th LOS		C	

Notes

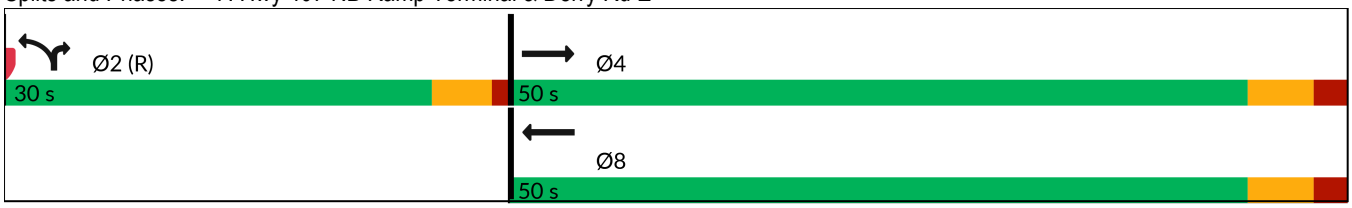
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	801	200	0	644	9	109
Future Volume (vph)	801	200	0	644	9	109
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.970					0.850
Flt Protected					0.950	
Satd. Flow (prot)	3288	0	0	3357	2727	1502
Flt Permitted					0.950	
Satd. Flow (perm)	3288	0	0	3357	2727	1502
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	61					112
Link Speed (k/h)	80			60	60	
Link Distance (m)	358.0			242.0	515.1	
Travel Time (s)	16.1			14.5	30.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	3%	23%	3%
Adj. Flow (vph)	826	206	0	664	9	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1032	0	0	664	9	112
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (m)	30.5			30.5	6.1	6.1
Trailing Detector (m)	0.0			0.0	0.0	0.0
Detector 1 Position(m)	0.0			0.0	0.0	0.0
Detector 1 Size(m)	1.8			1.8	6.1	6.1
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA			NA	Prot	Prot
Protected Phases	4			8	2	2
Permitted Phases						
Detector Phase	4			8	2	2
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	8.0			8.0	5.0	5.0
Minimum Split (s)	26.0			26.0	24.5	24.5
Total Split (s)	50.0			50.0	30.0	30.0
Total Split (%)	62.5%			62.5%	37.5%	37.5%
Maximum Green (s)	44.0			44.0	25.5	25.5
Yellow Time (s)	4.0			4.0	3.5	3.5
All-Red Time (s)	2.0			2.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	Max			Max	C-Min	C-Min
Walk Time (s)	8.0			8.0	8.0	8.0
Flash Don't Walk (s)	12.0			12.0	12.0	12.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	62.5			62.5	7.0	7.0
Actuated g/C Ratio	0.78			0.78	0.09	0.09
v/c Ratio	0.40			0.25	0.04	0.48
Control Delay (s/veh)	2.8			2.0	32.2	14.4
Queue Delay	0.0			0.0	0.0	0.0
Total Delay (s/veh)	2.8			2.0	32.2	14.4
LOS	A			A	C	B
Approach Delay (s/veh)	2.8			2.0	15.8	
Approach LOS	A			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 3.4		Intersection LOS: A	
Intersection Capacity Utilization 46.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Hwy 407 NB Ramp Terminal & Derry Rd E





Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	1032	664	9	112
v/c Ratio	0.40	0.25	0.04	0.48
Control Delay (s/veh)	2.8	2.0	32.2	14.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.8	2.0	32.2	14.4
Queue Length 50th (m)	15.2	8.1	0.7	0.0
Queue Length 95th (m)	23.0	12.5	3.1	13.8
Internal Link Dist (m)	334.0	218.0	491.1	
Turn Bay Length (m)				
Base Capacity (vph)	2583	2624	869	555
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.25	0.01	0.20

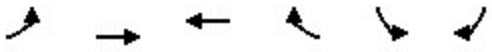
Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	801	200	0	644	9	109
Future Volume (veh/h)	801	200	0	644	9	109
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1772	1772	0	1758	1477	1758
Adj Flow Rate, veh/h	826	206	0	664	9	112
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	0	3	23	3
Cap, veh/h	1468	366	0	1837	870	475
Arrive On Green	0.55	0.55	0.00	0.55	0.32	0.32
Sat Flow, veh/h	2758	666	0	3516	2729	1490
Grp Volume(v), veh/h	521	511	0	664	9	112
Grp Sat Flow(s),veh/h/ln	1683	1652	0	1670	1365	1490
Q Serve(g_s), s	16.1	16.1	0.0	8.9	0.2	4.4
Cycle Q Clear(g_c), s	16.1	16.1	0.0	8.9	0.2	4.4
Prop In Lane		0.40	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	926	909	0	1837	870	475
V/C Ratio(X)	0.56	0.56	0.00	0.36	0.01	0.24
Avail Cap(c_a), veh/h	926	909	0	1837	870	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.94	1.00	1.00
Uniform Delay (d), s/veh	11.7	11.7	0.0	10.1	18.6	20.1
Incr Delay (d2), s/veh	2.5	2.5	0.0	0.5	0.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.6	0.0	0.1	0.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.2	14.2	0.0	10.6	18.6	21.2
LnGrp LOS	B	B		B	B	C
Approach Vol, veh/h	1032			664	121	
Approach Delay, s/veh	14.2			10.6	21.0	
Approach LOS	B			B	C	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	30.0	50.0	50.0
Change Period (Y+Rc), s	4.5	6.0	6.0
Max Green Setting (Gmax), s	25.5	44.0	44.0
Max Q Clear Time (g_c+I1), s	6.4	18.1	10.9
Green Ext Time (p_c), s	0.6	17.2	13.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	13.4
HCM 6th LOS	B

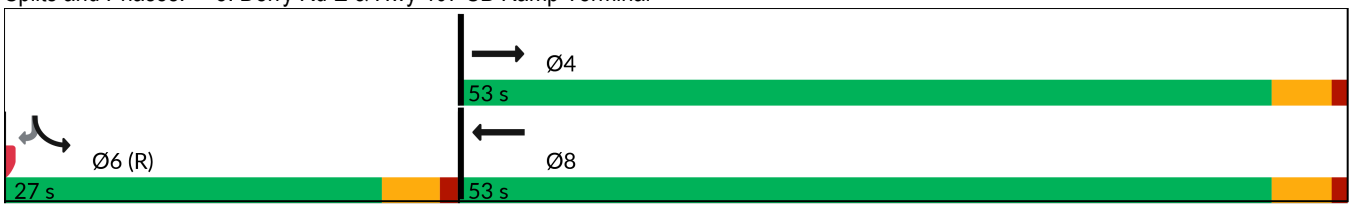


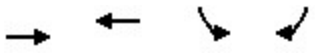
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	975	509	145	26	52
Future Volume (vph)	0	975	509	145	26	52
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.967			0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3390	3246	0	3106	1334
Flt Permitted					0.950	
Satd. Flow (perm)	0	3390	3246	0	3106	1334
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			83			55
Link Speed (k/h)		80	80		60	
Link Distance (m)		1052.5	358.0		426.8	
Travel Time (s)		47.4	16.1		25.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	3%	3%	8%	16%
Adj. Flow (vph)	0	1026	536	153	27	55
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1026	689	0	27	55
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		7.4	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.9	4.9		4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24			14	24	14
Number of Detectors		2	2		1	1
Detector Template		Thru	Thru		Left	Right
Leading Detector (m)		30.5	30.5		6.1	6.1
Trailing Detector (m)		0.0	0.0		0.0	0.0
Detector 1 Position(m)		0.0	0.0		0.0	0.0
Detector 1 Size(m)		1.8	1.8		6.1	6.1
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Detector 2 Position(m)		28.7	28.7			
Detector 2 Size(m)		1.8	1.8			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases						6
Detector Phase		4	8		6	6
Switch Phase						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)		5.0	5.0		5.0	5.0
Minimum Split (s)		22.5	22.5		22.5	22.5
Total Split (s)		53.0	53.0		27.0	27.0
Total Split (%)		66.3%	66.3%		33.8%	33.8%
Maximum Green (s)		48.5	48.5		22.5	22.5
Yellow Time (s)		3.5	3.5		3.5	3.5
All-Red Time (s)		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Recall Mode		Max	Max		C-Min	C-Min
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		64.3	64.3		6.7	6.7
Actuated g/C Ratio		0.80	0.80		0.08	0.08
v/c Ratio		0.38	0.26		0.10	0.34
Control Delay (s/veh)		2.8	1.3		33.8	16.1
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		2.8	1.3		33.8	16.1
LOS		A	A		C	B
Approach Delay (s/veh)		2.8	1.3		22.0	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 3.1		Intersection LOS: A	
Intersection Capacity Utilization 40.1%		ICU Level of Service A	
Analysis Period (min) 15			

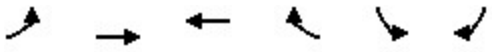
Splits and Phases: 8: Derry Rd E & Hwy 407 SB Ramp Terminal





Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1026	689	27	55
v/c Ratio	0.38	0.26	0.10	0.34
Control Delay (s/veh)	2.8	1.3	33.8	16.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.8	1.3	33.8	16.1
Queue Length 50th (m)	15.1	5.9	2.1	0.0
Queue Length 95th (m)	27.2	6.3	5.8	11.0
Internal Link Dist (m)	1028.5	334.0	402.8	
Turn Bay Length (m)				
Base Capacity (vph)	2724	2624	873	414
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.26	0.03	0.13

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	975	509	145	26	52
Future Volume (veh/h)	0	975	509	145	26	52
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1772	1758	1758	1688	1575
Adj Flow Rate, veh/h	0	1026	536	153	27	55
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	3	3	8	16
Cap, veh/h	0	2041	1556	442	877	375
Arrive On Green	0.00	0.61	0.61	0.61	0.28	0.28
Sat Flow, veh/h	0	3544	2655	730	3118	1335
Grp Volume(v), veh/h	0	1026	348	341	27	55
Grp Sat Flow(s),veh/h/ln	0	1683	1670	1627	1559	1335
Q Serve(g_s), s	0.0	13.8	8.3	8.4	0.5	2.5
Cycle Q Clear(g_c), s	0.0	13.8	8.3	8.4	0.5	2.5
Prop In Lane	0.00			0.45	1.00	1.00
Lane Grp Cap(c), veh/h	0	2041	1012	986	877	375
V/C Ratio(X)	0.00	0.50	0.34	0.35	0.03	0.15
Avail Cap(c_a), veh/h	0	2041	1012	986	877	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	8.9	7.8	7.8	20.8	21.6
Incr Delay (d2), s/veh	0.0	0.9	0.9	1.0	0.1	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.3	0.3	0.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	9.8	8.8	8.8	20.9	22.4
LnGrp LOS		A	A	A	C	C
Approach Vol, veh/h		1026	689		82	
Approach Delay, s/veh		9.8	8.8		21.9	
Approach LOS		A	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			53.0		27.0	53.0
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			48.5		22.5	48.5
Max Q Clear Time (g_c+I1), s			15.8		4.5	10.4
Green Ext Time (p_c), s			20.5		0.3	13.9

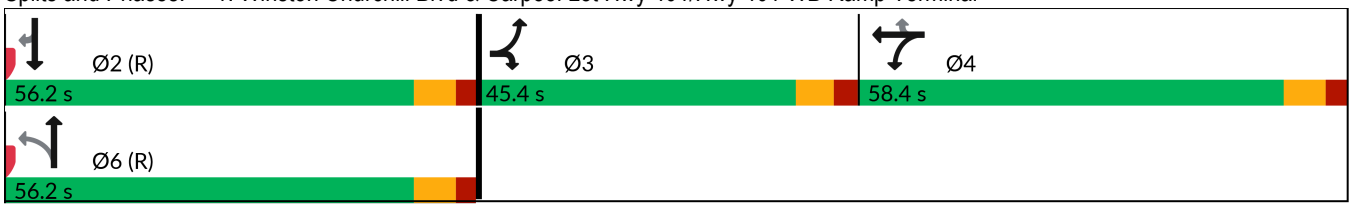
Intersection Summary		
HCM 6th Ctrl Delay, s/veh		10.0
HCM 6th LOS		A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	18	802	10	755	5	902	219	0	1161	434
Future Volume (vph)	7	0	18	802	10	755	5	902	219	0	1161	434
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	0.95	1.00	0.91	1.00
Frt			0.850			0.850		0.971				0.850
Flt Protected	0.950			0.950	0.953		0.950					
Satd. Flow (prot)	1729	0	1547	1626	1632	2475	1729	3167	0	0	4644	1432
Flt Permitted	0.950			0.950	0.953		0.164					
Satd. Flow (perm)	1729	0	1547	1626	1632	2475	298	3167	0	0	4644	1432
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			680		19				363
Link Speed (k/h)		50			60			60			60	
Link Distance (m)		149.8			217.3			393.8			859.9	
Travel Time (s)		10.8			13.0			23.6			51.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	2%	0%	1%	0%	10%	0%	7%	2%	2%	7%	8%
Adj. Flow (vph)	7	0	19	835	10	786	5	940	228	0	1209	452
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	7	0	19	426	419	786	5	1168	0	0	1209	452
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)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	97		97	24		14	97		14	24		97
Number of Detectors	1	2	1	1	2	1	1	2			2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5			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
Detector 1 Size(m)	6.1		6.1	6.1	1.8	6.1	6.1	1.8			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
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
Detector 1 Queue (s)	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
Detector 2 Position(m)					28.7			28.7			28.7	
Detector 2 Size(m)					1.8			1.8			1.8	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type	Prot		Prot	Split	NA	Perm	Perm	NA			NA	Perm
Protected Phases	3		3	4	4			6			2	
Permitted Phases						4	6					2
Detector Phase	3		3	4	4	4	6	6			2	2
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0	20.0	20.0			20.0	20.0
Minimum Split (s)	17.3		17.3	50.6	50.6	50.6	41.5	41.5			41.5	41.5
Total Split (s)	45.4		45.4	58.4	58.4	58.4	56.2	56.2			56.2	56.2
Total Split (%)	28.4%		28.4%	36.5%	36.5%	36.5%	35.1%	35.1%			35.1%	35.1%
Maximum Green (s)	38.1		38.1	50.8	50.8	50.8	48.7	48.7			48.7	48.7
Yellow Time (s)	4.5		4.5	5.0	5.0	5.0	5.0	5.0			5.0	5.0
All-Red Time (s)	2.8		2.8	2.6	2.6	2.6	2.5	2.5			2.5	2.5
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)	7.3		7.3	7.6	7.6	7.6	7.5	7.5			7.5	7.5
Lead/Lag	Lead		Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode	None		None	None	None	None	C-Max	C-Max			C-Max	C-Max
Walk Time (s)				10.0	10.0	10.0	10.0	10.0			10.0	10.0
Flash Don't Walk (s)				33.0	33.0	33.0	24.0	24.0			24.0	24.0
Pedestrian Calls (#/hr)				0	0	0	0	0			0	0
Act Effct Green (s)	10.0		10.0	55.0	55.0	55.0	79.5	79.5			79.5	79.5
Actuated g/C Ratio	0.06		0.06	0.34	0.34	0.34	0.50	0.50			0.50	0.50
v/c Ratio	0.06		0.11	0.76	0.75	0.61	0.03	0.74			0.52	0.51
Control Delay (s/veh)	72.1		1.3	55.1	54.1	7.1	30.2	37.6			31.5	9.2
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	72.1		1.3	55.1	54.1	7.1	30.2	37.6			31.5	9.2
LOS	E		A	E	D	A	C	D			C	A
Approach Delay (s/veh)		20.4			31.7			37.6			25.5	
Approach LOS		C			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 56 (35%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 30.9		Intersection LOS: C	
Intersection Capacity Utilization 87.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: Winston Churchill Blvd & Carpool Lot Hwy 401/Hwy 401 WB Ramp Terminal





Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	7	19	426	419	786	5	1168	1209	452
v/c Ratio	0.06	0.11	0.76	0.75	0.61	0.03	0.74	0.52	0.51
Control Delay (s/veh)	72.1	1.3	55.1	54.1	7.1	30.2	37.6	31.5	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.1	1.3	55.1	54.1	7.1	30.2	37.6	31.5	9.2
Queue Length 50th (m)	2.1	0.0	128.0	124.1	14.2	0.8	181.1	108.6	17.4
Queue Length 95th (m)	7.7	0.0	148.1	143.8	30.5	m3.2	#238.3	146.1	59.9
Internal Link Dist (m)				193.3			369.8	835.9	
Turn Bay Length (m)									
Base Capacity (vph)	411	430	583	585	1323	148	1584	2308	894
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.04	0.73	0.72	0.59	0.03	0.74	0.52	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	18	802	10	755	5	902	219	0	1161	434
Future Volume (veh/h)	7	0	18	802	10	755	5	902	219	0	1161	434
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	0	1800	1786	1800	1660	1800	1702	1772	0	1702	1688
Adj Flow Rate, veh/h	7	0	19	842	0	786	5	940	228	0	1209	452
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	10	0	7	2	0	7	8
Cap, veh/h	0	0	0	1051	0	869	247	1540	373	0	2773	854
Arrive On Green	0.00	0.00	0.00	0.31	0.00	0.31	0.60	0.60	0.60	0.00	0.60	0.60
Sat Flow, veh/h		0		3402	0	2813	445	2581	625	0	4799	1430
Grp Volume(v), veh/h		0.0		842	0	786	5	588	580	0	1209	452
Grp Sat Flow(s),veh/h/ln				1701	0	1406	445	1617	1589	0	1549	1430
Q Serve(g_s), s				36.4	0.0	42.9	1.0	36.9	37.1	0.0	22.7	29.8
Cycle Q Clear(g_c), s				36.4	0.0	42.9	23.7	36.9	37.1	0.0	22.7	29.8
Prop In Lane				1.00		1.00	1.00		0.39	0.00		1.00
Lane Grp Cap(c), veh/h				1051	0	869	247	965	948	0	2773	854
V/C Ratio(X)				0.80	0.00	0.90	0.02	0.61	0.61	0.00	0.44	0.53
Avail Cap(c_a), veh/h				1080	0	893	247	965	948	0	2773	854
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				50.8	0.0	53.0	24.0	20.4	20.5	0.0	17.6	19.0
Incr Delay (d2), s/veh				4.3	0.0	12.4	0.2	2.9	2.9	0.0	0.5	2.3
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.5	0.0	12.1	0.1	6.9	6.8	0.0	3.7	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				55.1	0.0	65.4	24.2	23.3	23.4	0.0	18.1	21.4
LnGrp LOS				E		E	C	C	C		B	C
Approach Vol, veh/h					1628			1173			1661	
Approach Delay, s/veh					60.1			23.4			19.0	
Approach LOS					E			C			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	103.0	57.0	103.0
Change Period (Y+Rc), s	7.5	7.6	7.5
Max Green Setting (Gmax), s	48.7	50.8	48.7
Max Q Clear Time (g_c+I1), s	31.8	44.9	39.1
Green Ext Time (p_c), s	14.7	4.5	8.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	35.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

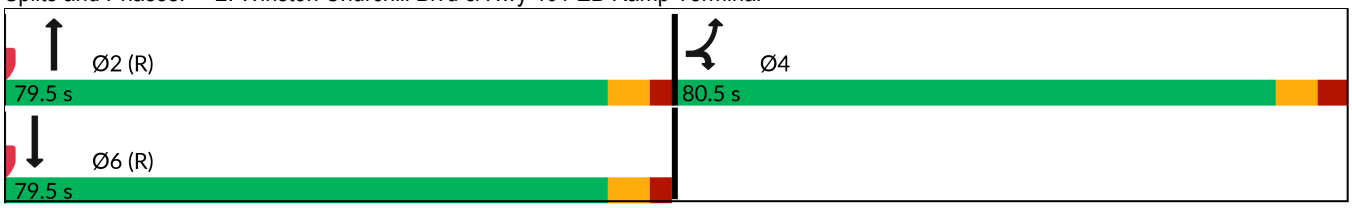


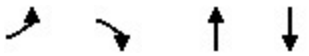
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	340	329	0	763	1417	572
Future Volume (vph)	340	329	0	763	1417	572
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	0.97	0.91	1.00	0.91	0.91	0.91
Frt	0.961	0.850			0.957	
Flt Protected	0.964					
Satd. Flow (prot)	2955	1354	0	4778	4509	0
Flt Permitted	0.964					
Satd. Flow (perm)	2955	1354	0	4778	4509	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	11	11			83	
Link Speed (k/h)	50			60	60	
Link Distance (m)	280.6			247.8	393.8	
Travel Time (s)	20.2			14.9	23.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	13%	4%	2%	4%	2%	14%
Adj. Flow (vph)	362	350	0	812	1507	609
Shared Lane Traffic (%)		36%				
Lane Group Flow (vph)	488	224	0	812	2116	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	7.4			7.4	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24	14	24			14
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (m)	6.1	6.1		30.5	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	6.1		1.8	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(m)				28.7	28.7	
Detector 2 Size(m)				1.8	1.8	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Prot		NA	NA	
Protected Phases	4	4		2	6	
Permitted Phases						
Detector Phase	4	4		2	6	
Switch Phase						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	10.0	10.0		20.0	20.0	
Minimum Split (s)	22.5	22.5		31.5	31.5	
Total Split (s)	80.5	80.5		79.5	79.5	
Total Split (%)	50.3%	50.3%		49.7%	49.7%	
Maximum Green (s)	72.0	72.0		72.0	72.0	
Yellow Time (s)	5.0	5.0		5.0	5.0	
All-Red Time (s)	3.5	3.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.5	8.5		7.5	7.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Max	C-Max	
Walk Time (s)				7.0	7.0	
Flash Don't Walk (s)				17.0	17.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	33.6	33.6		110.4	110.4	
Actuated g/C Ratio	0.21	0.21		0.69	0.69	
v/c Ratio	0.78	0.77		0.25	0.67	
Control Delay (s/veh)	66.6	72.9		9.2	10.4	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	66.6	72.9		9.2	10.4	
LOS	E	E		A	B	
Approach Delay (s/veh)	68.5			9.2	10.4	
Approach LOS	E			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 48 (30%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 21.5		Intersection LOS: C	
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Winston Churchill Blvd & Hwy 401 EB Ramp Terminal





Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	488	224	812	2116
v/c Ratio	0.78	0.77	0.25	0.67
Control Delay (s/veh)	66.6	72.9	9.2	10.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	66.6	72.9	9.2	10.4
Queue Length 50th (m)	83.4	74.0	39.0	102.9
Queue Length 95th (m)	96.0	100.3	m50.9	107.8
Internal Link Dist (m)	256.6		223.8	369.8
Turn Bay Length (m)				
Base Capacity (vph)	1335	615	3296	3136
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.37	0.36	0.25	0.67

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	340	329	0	763	1417	572
Future Volume (veh/h)	340	329	0	763	1417	572
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1617	1744	0	1744	1772	1603
Adj Flow Rate, veh/h	467	237	0	812	1507	609
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	13	4	0	4	2	14
Cap, veh/h	616	296	0	3333	2389	940
Arrive On Green	0.20	0.20	0.00	0.70	0.70	0.70
Sat Flow, veh/h	3081	1478	0	5075	3572	1343
Grp Volume(v), veh/h	467	237	0	812	1422	694
Grp Sat Flow(s),veh/h/ln	1540	1478	0	1587	1612	1530
Q Serve(g_s), s	22.9	24.4	0.0	9.9	37.9	39.8
Cycle Q Clear(g_c), s	22.9	24.4	0.0	9.9	37.9	39.8
Prop In Lane	1.00	1.00	0.00			0.88
Lane Grp Cap(c), veh/h	616	296	0	3333	2257	1071
V/C Ratio(X)	0.76	0.80	0.00	0.24	0.63	0.65
Avail Cap(c_a), veh/h	1386	665	0	3333	2257	1071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.82	1.00	1.00
Uniform Delay (d), s/veh	60.4	61.0	0.0	8.7	12.9	13.2
Incr Delay (d2), s/veh	1.9	5.0	0.0	0.1	1.3	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	7.5	0.0	0.7	3.0	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	62.3	66.0	0.0	8.8	14.2	16.2
LnGrp LOS	E	E		A	B	B
Approach Vol, veh/h	704			812	2116	
Approach Delay, s/veh	63.5			8.8	14.9	
Approach LOS	E			A	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		119.5		40.5		119.5
Change Period (Y+Rc), s		7.5		8.5		7.5
Max Green Setting (Gmax), s		72.0		72.0		72.0
Max Q Clear Time (g_c+I1), s		11.9		26.4		41.8
Green Ext Time (p_c), s		20.6		5.5		29.0

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		23.0
HCM 6th LOS		C

Notes

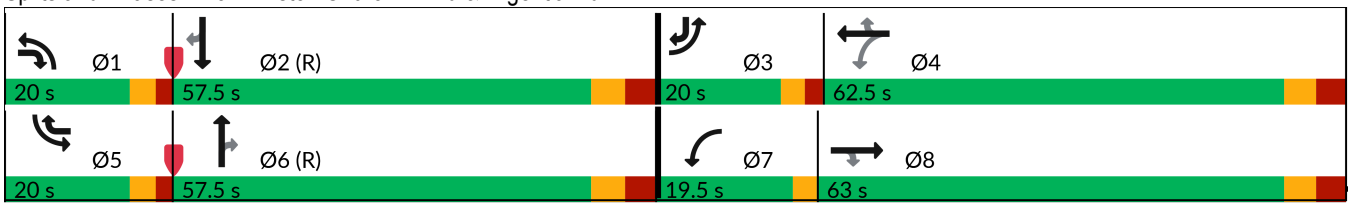
User approved volume balancing among the lanes for turning movement.

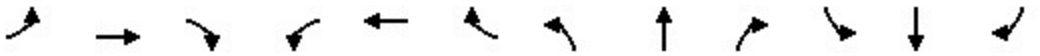
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	328	240	199	268	424	284	220	613	94	229	1003	346
Future Volume (vph)	328	240	199	268	424	284	220	613	94	229	1003	346
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	185.0		100.0	85.0		85.0	150.0		70.0	145.0		185.0
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (m)	7.6			2.5			7.6			7.6		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor	0.98		0.96	0.98		0.95	1.00		0.99	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3404	3579	1617	1807	3579	1585	3506	4995	1601	3404	5142	1585
Flt Permitted	0.950			0.547			0.950			0.950		
Satd. Flow (perm)	3328	3579	1546	1016	3579	1503	3500	4995	1578	3399	5142	1556
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			97			60			95			133
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		633.5			370.2			729.2			247.8	
Travel Time (s)		38.0			22.2			43.8			14.9	
Confl. Peds. (#/hr)	40		32	32		40	6		2	2		6
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	4%	2%	1%	1%	2%	3%	1%	5%	2%	4%	2%	3%
Adj. Flow (vph)	331	242	201	271	428	287	222	619	95	231	1013	349
Shared Lane Traffic (%)												
Lane Group Flow (vph)	331	242	201	271	428	287	222	619	95	231	1013	349
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)		7.4			7.4			7.4			7.4	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			1.6			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	97		97	24		97	97		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	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	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	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	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	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6		5	2	3
Permitted Phases			8	4		4			6			2
Detector Phase	3	8	1	7	4	5	1	6	6	5	2	3
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	10.0	10.0	7.0	10.0	7.0
Minimum Split (s)	12.0	54.5	12.0	11.5	54.5	12.0	12.0	51.5	51.5	12.0	51.5	12.0
Total Split (s)	20.0	63.0	20.0	19.5	62.5	20.0	20.0	57.5	57.5	20.0	57.5	20.0
Total Split (%)	12.5%	39.4%	12.5%	12.2%	39.1%	12.5%	12.5%	35.9%	35.9%	12.5%	35.9%	12.5%
Maximum Green (s)	15.0	55.5	15.0	16.5	55.0	15.0	15.0	50.0	50.0	15.0	50.0	15.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	2.0	3.5	2.0	0.0	3.5	2.0	2.0	3.5	3.5	2.0	3.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	5.0	3.0	7.5	5.0	5.0	7.5	7.5	5.0	7.5	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Walk Time (s)		10.0			10.0			10.0	10.0		10.0	
Flash Don't Walk (s)		37.0			37.0			34.0	34.0		34.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	15.0	25.5	43.3	46.0	25.0	43.6	15.4	78.9	78.9	16.1	79.7	97.2
Actuated g/C Ratio	0.09	0.16	0.27	0.29	0.16	0.27	0.10	0.49	0.49	0.10	0.50	0.61
v/c Ratio	1.04	0.43	0.41	0.73	0.77	0.62	0.66	0.25	0.12	0.67	0.40	0.35
Control Delay (s/veh)	128.5	62.3	23.2	57.6	74.0	41.9	79.2	24.8	4.8	71.4	29.6	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	128.5	62.3	23.2	57.6	74.0	41.9	79.2	24.8	4.8	71.4	29.6	11.1
LOS	F	E	C	E	E	D	E	C	A	E	C	B
Approach Delay (s/veh)		80.5			60.1			35.6			31.6	
Approach LOS		F			E			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay (s/veh): 47.9		Intersection LOS: D	
Intersection Capacity Utilization 106.6%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 3: Winston Churchill Blvd & Argentia Rd



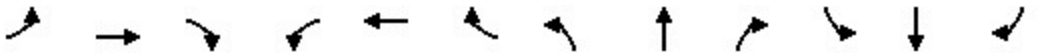


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	331	242	201	271	428	287	222	619	95	231	1013	349
v/c Ratio	1.04	0.43	0.41	0.73	0.77	0.62	0.66	0.25	0.12	0.67	0.40	0.35
Control Delay (s/veh)	128.5	62.3	23.2	57.6	74.0	41.9	79.2	24.8	4.8	71.4	29.6	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	128.5	62.3	23.2	57.6	74.0	41.9	79.2	24.8	4.8	71.4	29.6	11.1
Queue Length 50th (m)	~60.1	37.7	25.4	71.1	70.8	62.3	36.0	42.6	0.0	39.8	66.0	35.6
Queue Length 95th (m)	#93.4	49.5	43.7	93.6	86.1	84.2	49.1	59.1	11.3	52.3	110.1	58.4
Internal Link Dist (m)		609.5			346.2			705.2			223.8	
Turn Bay Length (m)	185.0		100.0	85.0		85.0	150.0		70.0	145.0		185.0
Base Capacity (vph)	319	1241	505	373	1230	468	358	2463	826	359	2560	1000
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.04	0.20	0.40	0.73	0.35	0.61	0.62	0.25	0.12	0.64	0.40	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



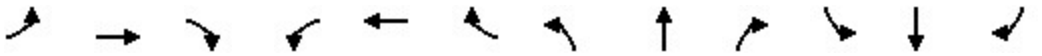
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	240	199	268	424	284	220	613	94	229	1003	346
Future Volume (veh/h)	328	240	199	268	424	284	220	613	94	229	1003	346
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.97		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1885	1885	1870	1856	1885	1826	1870	1841	1870	1856
Adj Flow Rate, veh/h	331	242	201	271	428	287	222	619	0	231	1013	349
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	4	2	1	1	2	3	1	5	2	4	2	3
Cap, veh/h	319	1014	560	490	1003	551	269	1932		273	1994	759
Arrive On Green	0.09	0.29	0.29	0.10	0.28	0.28	0.08	0.39	0.00	0.16	0.78	0.78
Sat Flow, veh/h	3401	3554	1530	1795	3554	1506	3483	4985	1585	3401	5106	1565
Grp Volume(v), veh/h	331	242	201	271	428	287	222	619	0	231	1013	349
Grp Sat Flow(s),veh/h/ln	1700	1777	1530	1795	1777	1506	1742	1662	1585	1700	1702	1565
Q Serve(g_s), s	15.0	8.4	15.4	16.5	15.7	24.0	10.0	13.9	0.0	10.6	11.5	11.9
Cycle Q Clear(g_c), s	15.0	8.4	15.4	16.5	15.7	24.0	10.0	13.9	0.0	10.6	11.5	11.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	1014	560	490	1003	551	269	1932		273	1994	759
V/C Ratio(X)	1.04	0.24	0.36	0.55	0.43	0.52	0.82	0.32		0.85	0.51	0.46
Avail Cap(c_a), veh/h	319	1233	654	490	1222	644	327	1932		319	1994	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.67	0.67	0.67
Uniform Delay (d), s/veh	72.5	43.8	37.4	36.2	46.9	40.2	72.7	34.3	0.0	66.2	11.9	8.8
Incr Delay (d2), s/veh	60.6	0.1	0.4	1.4	0.3	0.8	13.3	0.4	0.0	11.8	0.6	1.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	2.7	4.0	5.3	5.1	6.2	4.0	3.8	0.0	3.8	2.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	133.1	44.0	37.8	37.6	47.2	40.9	86.1	34.7	0.0	78.0	12.6	10.1
LnGrp LOS	F	D	D	D	D	D	F	C		E	B	B
Approach Vol, veh/h		774			986			841			1593	
Approach Delay, s/veh		80.5			42.7			48.3			21.5	
Approach LOS		F			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	70.0	20.0	52.6	17.8	69.5	19.5	53.1
Change Period (Y+Rc), s	5.0	7.5	5.0	7.5	5.0	7.5	3.0	7.5
Max Green Setting (Gmax), s	15.0	50.0	15.0	55.0	15.0	50.0	16.5	55.5
Max Q Clear Time (g_c+I1), s	12.0	13.9	17.0	26.0	12.6	15.9	18.5	17.4
Green Ext Time (p_c), s	0.3	23.8	0.0	9.6	0.3	12.1	0.0	5.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	42.7
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

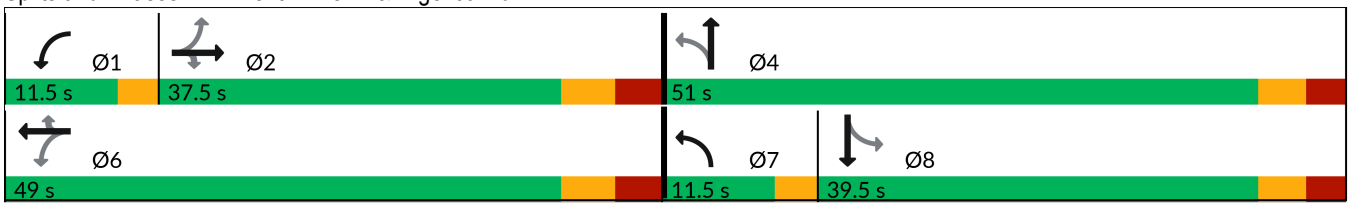


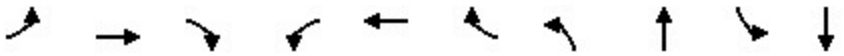
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	250	96	451	383	5	61	0	281	2	2	2
Future Volume (vph)	1	250	96	451	383	5	61	0	281	2	2	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		0.0	0.0		0.0	130.0		0.0	45.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. 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
Ped Bike Factor	0.99		0.96	0.99		0.97	0.99	0.98		1.00	0.99	
Frt			0.850			0.850		0.850			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	913	1830	1601	1825	1865	1361	1825	1603	0	1825	1760	0
Flt Permitted	0.521			0.534			0.581			0.576		
Satd. Flow (perm)	496	1830	1535	1013	1865	1315	1108	1603	0	1102	1760	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			71		480			2	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		1323.5			633.5			748.2			676.6	
Travel Time (s)		79.4			38.0			53.9			48.7	
Confl. Peds. (#/hr)	8		12	12		8	8		7	7		8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	100%	5%	2%	0%	3%	20%	0%	2%	0%	0%	0%	0%
Adj. Flow (vph)	1	269	103	485	412	5	66	0	302	2	2	2
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	269	103	485	412	5	66	302	0	2	4	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)		11.1			11.1			3.7			3.7	
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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	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		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	6.1	1.8	6.1	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		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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6		6	4			8		
Detector Phase	2	2	2	1	6	6	7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0		10.0	10.0	
Minimum Split (s)	35.5	35.5	35.5	11.5	35.5	35.5	11.5	39.5		39.5	39.5	
Total Split (s)	37.5	37.5	37.5	11.5	49.0	49.0	11.5	51.0		39.5	39.5	
Total Split (%)	37.5%	37.5%	37.5%	11.5%	49.0%	49.0%	11.5%	51.0%		39.5%	39.5%	
Maximum Green (s)	30.0	30.0	30.0	8.5	41.5	41.5	8.5	44.5		33.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	4.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	3.5	3.5	3.5	0.0	3.5	3.5	0.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	7.5	7.5	3.0	7.5	7.5	3.0	6.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max	Max	None	Max	Max	None	Min		Min	Min	
Walk Time (s)	10.0	10.0	10.0		10.0	10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	18.0	18.0	18.0		18.0	18.0		23.0		23.0	23.0	
Pedestrian Calls (#/hr)	0	0	0		0	0		0		0	0	
Act Effct Green (s)	30.1	30.1	30.1	46.2	41.7	41.7	22.1	18.6		10.0	10.0	
Actuated g/C Ratio	0.41	0.41	0.41	0.62	0.56	0.56	0.30	0.25		0.13	0.13	
v/c Ratio	0.00	0.36	0.15	0.67	0.39	0.01	0.16	0.40		0.01	0.02	
Control Delay (s/veh)	15.0	18.0	4.1	14.1	11.3	0.0	19.5	1.6		29.5	24.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	15.0	18.0	4.1	14.1	11.3	0.0	19.5	1.6		29.5	24.8	
LOS	B	B	A	B	B	A	B	A		C	C	
Approach Delay (s/veh)		14.2			12.7			4.8			26.3	
Approach LOS		B			B			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 74.3			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay (s/veh): 11.3		Intersection LOS: B	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			

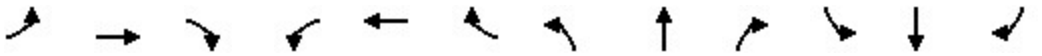
Splits and Phases: 4: Tenth Line W & Argentia Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	1	269	103	485	412	5	66	302	2	4
v/c Ratio	0.00	0.36	0.15	0.67	0.39	0.01	0.16	0.40	0.01	0.02
Control Delay (s/veh)	15.0	18.0	4.1	14.1	11.3	0.0	19.5	1.6	29.5	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	18.0	4.1	14.1	11.3	0.0	19.5	1.6	29.5	24.8
Queue Length 50th (m)	0.2	27.9	0.0	33.9	32.9	0.0	6.7	0.0	0.3	0.3
Queue Length 95th (m)	1.8	47.3	8.5	54.6	53.2	0.0	14.9	0.0	2.1	2.8
Internal Link Dist (m)		1299.5			609.5			724.2		652.6
Turn Bay Length (m)	20.0						130.0		45.0	
Base Capacity (vph)	201	742	684	723	1046	768	411	1155	491	786
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.36	0.15	0.67	0.39	0.01	0.16	0.26	0.00	0.01

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	250	96	451	383	5	61	0	281	2	2	2
Future Volume (veh/h)	1	250	96	451	383	5	61	0	281	2	2	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	418	1826	1870	1900	1856	1604	1900	1870	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	269	103	485	412	5	66	0	302	2	2	2
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	100	5	2	0	3	20	0	2	0	0	0	0
Cap, veh/h	174	699	597	570	982	711	476	0	459	226	161	161
Arrive On Green	0.38	0.38	0.38	0.11	0.53	0.53	0.07	0.00	0.29	0.19	0.19	0.19
Sat Flow, veh/h	215	1826	1560	1810	1856	1344	1810	0	1572	1087	865	865
Grp Volume(v), veh/h	1	269	103	485	412	5	66	0	302	2	0	4
Grp Sat Flow(s),veh/h/ln	215	1826	1560	1810	1856	1344	1810	0	1572	1087	0	1731
Q Serve(g_s), s	0.2	8.4	3.4	8.5	10.5	0.1	2.1	0.0	13.2	0.1	0.0	0.1
Cycle Q Clear(g_c), s	0.2	8.4	3.4	8.5	10.5	0.1	2.1	0.0	13.2	5.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	174	699	597	570	982	711	476	0	459	226	0	321
V/C Ratio(X)	0.01	0.38	0.17	0.85	0.42	0.01	0.14	0.00	0.66	0.01	0.00	0.01
Avail Cap(c_a), veh/h	174	699	597	570	982	711	549	0	892	482	0	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	17.5	16.0	18.2	11.2	8.7	21.2	0.0	24.3	30.2	0.0	26.1
Incr Delay (d2), s/veh	0.1	1.6	0.6	11.8	1.3	0.0	0.1	0.0	1.6	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.3	1.9	0.4	0.0	0.4	0.0	2.0	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.1	19.1	16.6	30.1	12.5	8.7	21.3	0.0	25.9	30.2	0.0	26.1
LnGrp LOS	B	B	B	C	B	A	C		C	C		C
Approach Vol, veh/h		373			902			368			6	
Approach Delay, s/veh		18.4			21.9			25.1			27.4	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	11.5	37.5		29.4		49.0	8.3	21.0				
Change Period (Y+Rc), s	3.0	7.5		6.5		7.5	3.0	6.5				
Max Green Setting (Gmax), s	8.5	30.0		44.5		41.5	8.5	33.0				
Max Q Clear Time (g_c+I1), s	10.5	10.4		15.2		12.5	4.1	7.0				
Green Ext Time (p_c), s	0.0	4.3		5.7		7.3	0.1	0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			21.9									
HCM 6th LOS			C									

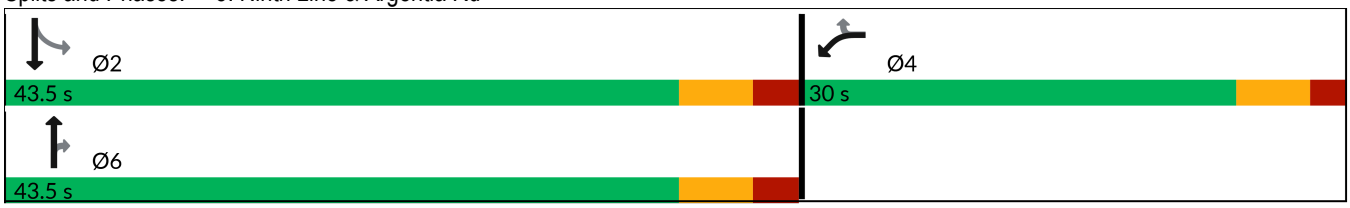


Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (vph)	250	198	0	611	126	73	453	0	0	0
Future Volume (vph)	250	198	0	611	126	73	453	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	0.0		100.0	45.0		0.0	0.0	0.0
Storage Lanes	1	1	0		1	1		0	0	0
Taper Length (m)	7.6		7.6			7.6			7.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.850					
Flt Protected	0.950					0.950				
Satd. Flow (prot)	1807	1617	0	1902	1585	1722	1883	0	0	0
Flt Permitted	0.950					0.293				
Satd. Flow (perm)	1807	1617	0	1902	1585	531	1883	0	0	0
Right Turn on Red		Yes			Yes			Yes		
Satd. Flow (RTOR)		206			131					
Link Speed (k/h)	60			60			60		48	
Link Distance (m)	1323.5			1616.5			667.9		25.4	
Travel Time (s)	79.4			97.0			40.1		1.9	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	2%	1%	3%	6%	2%	2%	2%	2%
Adj. Flow (vph)	260	206	0	636	131	76	472	0	0	0
Shared Lane Traffic (%)										
Lane Group Flow (vph)	260	206	0	636	131	76	472	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Right	Left	Left	Right	Left	Right
Median Width(m)	7.4			3.7			3.7		0.0	
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	0.99	0.99	0.99	0.99
Turning Speed (k/h)	97	14	24		14	24		14	24	97
Number of Detectors	1	1		2	1	1	2		1	
Detector Template	Left	Right		Thru	Right	Left	Thru		Left	
Leading Detector (m)	6.1	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	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0			
Detector 1 Size(m)	6.1	6.1		1.8	6.1	6.1	1.8			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(m)				28.7			28.7			
Detector 2 Size(m)				1.8			1.8			
Detector 2 Type				Cl+Ex			Cl+Ex			
Detector 2 Channel										
Detector 2 Extend (s)				0.0			0.0			
Turn Type	Prot	Perm		NA	Perm	Perm	NA			
Protected Phases	4			6			2			

Lane Group	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Permitted Phases		4			6	2				
Detector Phase	4	4		6	6	2	2			
Switch Phase										
Minimum Initial (s)	20.0	20.0		10.0	10.0	10.0	10.0			
Minimum Split (s)	30.0	30.0		43.5	43.5	43.5	43.5			
Total Split (s)	30.0	30.0		43.5	43.5	43.5	43.5			
Total Split (%)	40.8%	40.8%		59.2%	59.2%	59.2%	59.2%			
Maximum Green (s)	24.0	24.0		37.0	37.0	37.0	37.0			
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0			
All-Red Time (s)	2.0	2.0		2.5	2.5	2.5	2.5			
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	6.0		6.5	6.5	6.5	6.5			
Lead/Lag										
Lead-Lag Optimize?										
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0			
Recall Mode	None	None		Max	Max	Max	Max			
Walk Time (s)	10.0	10.0		10.0	10.0	10.0	10.0			
Flash Don't Walk (s)	14.0	14.0		27.0	27.0	27.0	27.0			
Pedestrian Calls (#/hr)	0	0		0	0	0	0			
Act Effct Green (s)	20.3	20.3		37.0	37.0	37.0	37.0			
Actuated g/C Ratio	0.29	0.29		0.53	0.53	0.53	0.53			
v/c Ratio	0.50	0.33		0.63	0.15	0.27	0.47			
Control Delay (s/veh)	24.3	4.8		15.2	2.2	12.4	12.4			
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0			
Total Delay (s/veh)	24.3	4.8		15.2	2.2	12.4	12.4			
LOS	C	A		B	A	B	B			
Approach Delay (s/veh)	15.7			13.0			12.4			
Approach LOS	B			B			B			

Intersection Summary			
Area Type:	Other		
Cycle Length: 73.5			
Actuated Cycle Length: 69.8			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 13.5		Intersection LOS: B	
Intersection Capacity Utilization 73.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Ninth Line & Argentia Rd





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	260	206	636	131	76	472
v/c Ratio	0.50	0.33	0.63	0.15	0.27	0.47
Control Delay (s/veh)	24.3	4.8	15.2	2.2	12.4	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.3	4.8	15.2	2.2	12.4	12.4
Queue Length 50th (m)	28.1	0.0	53.9	0.0	5.2	35.8
Queue Length 95th (m)	48.2	13.2	89.4	7.0	14.2	60.0
Internal Link Dist (m)	1299.5		1592.5			643.9
Turn Bay Length (m)				100.0	45.0	
Base Capacity (vph)	621	691	1008	902	281	998
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.30	0.63	0.15	0.27	0.47

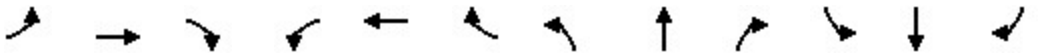
Intersection Summary



Movement	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations										
Traffic Volume (veh/h)	250	198	0	611	126	73	453	0	0	0
Future Volume (veh/h)	250	198	0	611	126	73	453	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach	No			No			No			
Adj Sat Flow, veh/h/ln	1885	1885	0	1885	1856	1811	1870	0		
Adj Flow Rate, veh/h	260	206	0	636	131	76	472	0		
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96		
Percent Heavy Veh, %	1	1	0	1	3	6	2	0		
Cap, veh/h	517	460	0	1004	837	303	996	0		
Arrive On Green	0.29	0.29	0.00	0.53	0.53	0.53	0.53	0.00		
Sat Flow, veh/h	1795	1598	0	1885	1572	679	1870	0		
Grp Volume(v), veh/h	260	206	0	636	131	76	472	0		
Grp Sat Flow(s),veh/h/ln	1795	1598	0	1885	1572	679	1870	0		
Q Serve(g_s), s	8.4	7.3	0.0	16.5	3.0	6.2	11.0	0.0		
Cycle Q Clear(g_c), s	8.4	7.3	0.0	16.5	3.0	22.7	11.0	0.0		
Prop In Lane	1.00	1.00	0.00		1.00	1.00		0.00		
Lane Grp Cap(c), veh/h	517	460	0	1004	837	303	996	0		
V/C Ratio(X)	0.50	0.45	0.00	0.63	0.16	0.25	0.47	0.00		
Avail Cap(c_a), veh/h	620	552	0	1004	837	303	996	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00		
Uniform Delay (d), s/veh	20.6	20.2	0.0	11.5	8.3	19.5	10.2	0.0		
Incr Delay (d2), s/veh	0.8	0.7	0.0	3.0	0.4	2.0	1.6	0.0		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.9	0.7	0.0	0.8	0.1	0.4	0.4	0.0		
Unsig. Movement Delay, s/veh										
LnGrp Delay(d), s/veh	21.4	20.9	0.0	14.5	8.7	21.5	11.8	0.0		
LnGrp LOS	C	C		B	A	C	B			
Approach Vol, veh/h	466			767			548			
Approach Delay, s/veh	21.2			13.5			13.1			
Approach LOS	C			B			B			

Timer - Assigned Phs		2		4		6				
Phs Duration (G+Y+Rc), s		43.5		26.0		43.5				
Change Period (Y+Rc), s		6.5		6.0		6.5				
Max Green Setting (Gmax), s		37.0		24.0		37.0				
Max Q Clear Time (g_c+I1), s		24.7		10.4		18.5				
Green Ext Time (p_c), s		5.7		2.3		10.0				

Intersection Summary										
HCM 6th Ctrl Delay, s/veh			15.4							
HCM 6th LOS			B							



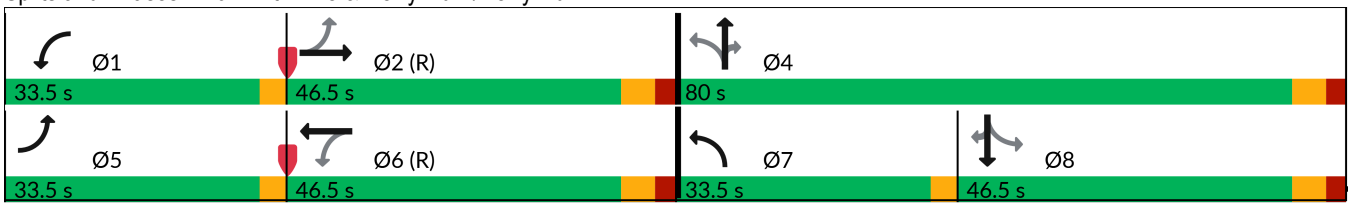
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	257	626	130	164	885	52	80	434	144	43	325	257
Future Volume (vph)	257	626	130	164	885	52	80	434	144	43	325	257
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	90.0		0.0	100.0		0.0	185.0		135.0	105.0		95.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00					0.99	1.00		
Frt		0.974			0.992				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1807	3513	0	1807	3583	0	1755	1902	1601	1825	1902	1601
Flt Permitted	0.169			0.281			0.174			0.248		
Satd. Flow (perm)	321	3513	0	534	3583	0	321	1902	1579	476	1902	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			4				153			273
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		242.0			667.9			1508.4			1616.5	
Travel Time (s)		14.5			40.1			90.5			97.0	
Confl. Peds. (#/hr)			1	1					1	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	0%	1%	1%	2%	4%	1%	2%	0%	1%	2%
Adj. Flow (vph)	273	666	138	174	941	55	85	462	153	46	346	273
Shared Lane Traffic (%)												
Lane Group Flow (vph)	273	804	0	174	996	0	85	462	153	46	346	273
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)		3.7			3.7			3.7			3.7	
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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6		7	4			8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		7	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.5	42.5		11.5	42.5		11.5	40.5	40.5	40.5	40.5	40.5
Total Split (s)	33.5	46.5		33.5	46.5		33.5	80.0	80.0	46.5	46.5	46.5
Total Split (%)	20.9%	29.1%		20.9%	29.1%		20.9%	50.0%	50.0%	29.1%	29.1%	29.1%
Maximum Green (s)	30.5	40.0		30.5	40.0		30.5	73.5	73.5	40.0	40.0	40.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.5		0.0	2.5		0.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5		3.0	6.5		3.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		10.0			10.0			10.0	10.0	10.0	10.0	10.0
Flash Don't Walk (s)		26.0			26.0			24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0			0	0	0	0	0
Act Effct Green (s)	100.7	78.5		93.9	74.2		52.8	49.3	49.3	35.2	35.2	35.2
Actuated g/C Ratio	0.63	0.49		0.59	0.46		0.33	0.31	0.31	0.22	0.22	0.22
v/c Ratio	0.70	0.46		0.39	0.60		0.41	0.79	0.26	0.44	0.83	0.48
Control Delay (s/veh)	25.9	29.9		16.7	36.7		41.4	59.9	5.5	65.3	75.6	7.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.9	29.9		16.7	36.7		41.4	59.9	5.5	65.3	75.6	7.6
LOS	C	C		B	D		D	E	A	E	E	A
Approach Delay (s/veh)		28.9			33.7			45.8			47.0	
Approach LOS		C			C			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 154 (96%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay (s/veh): 37.1 Intersection LOS: D
Intersection Capacity Utilization 91.3% ICU Level of Service F
Analysis Period (min) 15

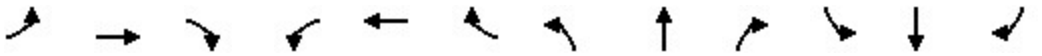
Splits and Phases: 6: Ninth Line & Derry Rd E/Derry Rd W





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	273	804	174	996	85	462	153	46	346	273
v/c Ratio	0.70	0.46	0.39	0.60	0.41	0.79	0.26	0.44	0.83	0.48
Control Delay (s/veh)	25.9	29.9	16.7	36.7	41.4	59.9	5.5	65.3	75.6	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.9	29.9	16.7	36.7	41.4	59.9	5.5	65.3	75.6	7.6
Queue Length 50th (m)	36.2	86.3	21.7	122.2	19.7	136.0	0.0	12.8	107.0	0.0
Queue Length 95th (m)	69.8	132.0	40.7	188.6	29.4	157.2	14.8	25.2	133.4	22.4
Internal Link Dist (m)		218.0		643.9		1484.4			1592.5	
Turn Bay Length (m)	90.0		100.0		185.0		135.0	105.0		95.0
Base Capacity (vph)	487	1731	577	1664	379	873	808	122	487	613
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.46	0.30	0.60	0.22	0.53	0.19	0.38	0.71	0.45

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	626	130	164	885	52	80	434	144	43	325	257
Future Volume (veh/h)	257	626	130	164	885	52	80	434	144	43	325	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1900	1885	1885	1870	1841	1885	1870	1900	1885	1870
Adj Flow Rate, veh/h	273	666	138	174	941	55	85	462	153	46	346	273
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	0	1	1	2	4	1	2	0	1	2
Cap, veh/h	389	1565	324	428	1728	101	184	577	485	111	449	377
Arrive On Green	0.09	0.53	0.53	0.06	0.50	0.50	0.05	0.31	0.31	0.24	0.24	0.24
Sat Flow, veh/h	1795	2954	611	1795	3439	201	1753	1885	1583	820	1885	1583
Grp Volume(v), veh/h	273	404	400	174	490	506	85	462	153	46	346	273
Grp Sat Flow(s),veh/h/ln	1795	1791	1774	1795	1791	1849	1753	1885	1583	820	1885	1583
Q Serve(g_s), s	11.3	21.9	21.9	7.4	30.0	30.0	5.7	36.0	11.9	8.7	27.4	25.4
Cycle Q Clear(g_c), s	11.3	21.9	21.9	7.4	30.0	30.0	5.7	36.0	11.9	33.9	27.4	25.4
Prop In Lane	1.00		0.34	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	389	949	940	428	900	929	184	577	485	111	449	377
V/C Ratio(X)	0.70	0.43	0.43	0.41	0.54	0.54	0.46	0.80	0.32	0.41	0.77	0.72
Avail Cap(c_a), veh/h	567	949	940	655	900	929	432	866	727	121	471	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	22.8	22.9	17.9	27.3	27.3	44.2	51.0	42.6	71.6	56.9	56.1
Incr Delay (d2), s/veh	2.1	1.2	1.3	0.6	2.4	2.3	1.8	3.2	0.4	2.4	7.3	6.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	5.3	5.3	1.6	7.9	8.2	1.9	12.5	3.4	1.5	10.5	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.8	24.1	24.1	18.6	29.6	29.6	46.0	54.3	43.0	74.0	64.2	62.2
LnGrp LOS	C	C	C	B	C	C	D	D	D	E	E	E
Approach Vol, veh/h		1077			1170			700			665	
Approach Delay, s/veh		23.8			28.0			50.8			64.1	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	91.3		55.5	17.6	86.9	10.9	44.6				
Change Period (Y+Rc), s	3.0	6.5		6.5	3.0	6.5	3.0	6.5				
Max Green Setting (Gmax), s	30.5	40.0		73.5	30.5	40.0	30.5	40.0				
Max Q Clear Time (g_c+I1), s	9.4	23.9		38.0	13.3	32.0	7.7	35.9				
Green Ext Time (p_c), s	0.8	9.7		10.0	1.3	6.3	0.3	2.2				

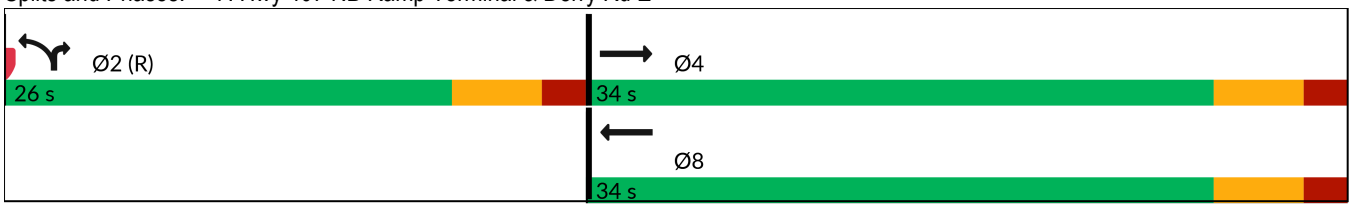
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			37.8									
HCM 6th LOS			D									

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	891	70	0	1159	40	145
Future Volume (vph)	891	70	0	1159	40	145
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	0.95	0.95	1.00	0.95	0.97	1.00
Frt	0.989					0.850
Flt Protected					0.950	
Satd. Flow (prot)	3369	0	0	3424	3106	1517
Flt Permitted					0.950	
Satd. Flow (perm)	3369	0	0	3424	3106	1517
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	18					82
Link Speed (k/h)	80			48	60	
Link Distance (m)	358.0			242.0	515.1	
Travel Time (s)	16.1			18.2	30.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	8%	2%	1%	8%	2%
Adj. Flow (vph)	909	71	0	1183	41	148
Shared Lane Traffic (%)						
Lane Group Flow (vph)	980	0	0	1183	41	148
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (m)	30.5			30.5	6.1	6.1
Trailing Detector (m)	0.0			0.0	0.0	0.0
Detector 1 Position(m)	0.0			0.0	0.0	0.0
Detector 1 Size(m)	1.8			1.8	6.1	6.1
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA			NA	Prot	Prot
Protected Phases	4			8	2	2
Permitted Phases						
Detector Phase	4			8	2	2
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	8.0			8.0	8.0	8.0
Minimum Split (s)	26.0			26.0	26.0	26.0
Total Split (s)	34.0			34.0	26.0	26.0
Total Split (%)	56.7%			56.7%	43.3%	43.3%
Maximum Green (s)	28.0			28.0	20.0	20.0
Yellow Time (s)	4.0			4.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Recall Mode	Max			Max	C-Min	C-Min
Walk Time (s)	8.0			8.0	8.0	8.0
Flash Don't Walk (s)	12.0			12.0	12.0	12.0
Pedestrian Calls (#/hr)	0			0	0	0
Act Effct Green (s)	38.6			38.6	9.4	9.4
Actuated g/C Ratio	0.64			0.64	0.16	0.16
v/c Ratio	0.45			0.54	0.08	0.48
Control Delay (s/veh)	4.8			7.3	20.9	16.8
Queue Delay	0.0			0.0	0.0	0.0
Total Delay (s/veh)	4.8			7.3	20.9	16.8
LOS	A			A	C	B
Approach Delay (s/veh)	4.8			7.3	17.7	
Approach LOS	A			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 7.1		Intersection LOS: A	
Intersection Capacity Utilization 50.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Hwy 407 NB Ramp Terminal & Derry Rd E





Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	980	1183	41	148
v/c Ratio	0.45	0.54	0.08	0.48
Control Delay (s/veh)	4.8	7.3	20.9	16.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	4.8	7.3	20.9	16.8
Queue Length 50th (m)	13.6	28.5	2.2	6.8
Queue Length 95th (m)	30.8	54.1	5.4	19.2
Internal Link Dist (m)	334.0	218.0	491.1	
Turn Bay Length (m)				
Base Capacity (vph)	2171	2200	1035	560
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.45	0.54	0.04	0.26

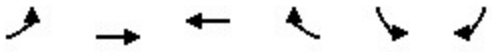
Intersection Summary



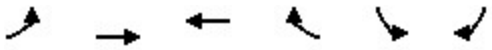
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	891	70	0	1159	40	145
Future Volume (veh/h)	891	70	0	1159	40	145
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1786	1688	0	1786	1688	1772
Adj Flow Rate, veh/h	909	71	0	1183	41	148
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	8	0	1	8	2
Cap, veh/h	1488	116	0	1584	1039	501
Arrive On Green	0.47	0.47	0.00	0.47	0.33	0.33
Sat Flow, veh/h	3278	249	0	3572	3118	1502
Grp Volume(v), veh/h	484	496	0	1183	41	148
Grp Sat Flow(s),veh/h/ln	1697	1741	0	1697	1559	1502
Q Serve(g_s), s	12.8	12.8	0.0	17.1	0.5	4.4
Cycle Q Clear(g_c), s	12.8	12.8	0.0	17.1	0.5	4.4
Prop In Lane		0.14	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	792	813	0	1584	1039	501
V/C Ratio(X)	0.61	0.61	0.00	0.75	0.04	0.30
Avail Cap(c_a), veh/h	792	813	0	1584	1039	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.80	1.00	1.00
Uniform Delay (d), s/veh	11.9	11.9	0.0	13.1	13.5	14.8
Incr Delay (d2), s/veh	3.5	3.4	0.0	2.6	0.1	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.8	0.0	0.6	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.4	15.3	0.0	15.7	13.6	16.3
LnGrp LOS	B	B		B	B	B
Approach Vol, veh/h	980			1183	189	
Approach Delay, s/veh	15.4			15.7	15.7	
Approach LOS	B			B	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	26.0	34.0	34.0
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	28.0	28.0
Max Q Clear Time (g_c+I1), s	6.4	14.8	19.1
Green Ext Time (p_c), s	0.8	9.7	7.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	15.6
HCM 6th LOS	B



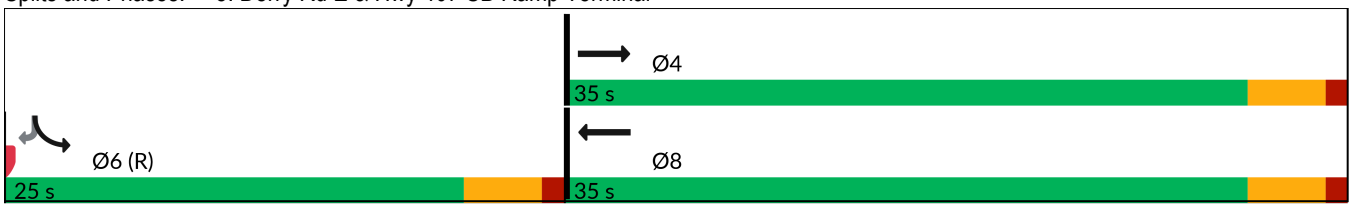
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	811	1038	147	166	235
Future Volume (vph)	0	811	1038	147	166	235
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.981			0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3390	3355	0	3288	1532
Flt Permitted					0.950	
Satd. Flow (perm)	0	3390	3355	0	3288	1532
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			38			68
Link Speed (k/h)		80	80		60	
Link Distance (m)		1052.5	358.0		426.8	
Travel Time (s)		47.4	16.1		25.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	2%	2%	1%	2%	2%	1%
Adj. Flow (vph)	0	828	1059	150	169	240
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	828	1209	0	169	240
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		7.4	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.9	4.9		4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24			14	24	14
Number of Detectors		2	2		1	1
Detector Template		Thru	Thru		Left	Right
Leading Detector (m)		30.5	30.5		6.1	6.1
Trailing Detector (m)		0.0	0.0		0.0	0.0
Detector 1 Position(m)		0.0	0.0		0.0	0.0
Detector 1 Size(m)		1.8	1.8		6.1	6.1
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Detector 2 Position(m)		28.7	28.7			
Detector 2 Size(m)		1.8	1.8			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases						6
Detector Phase		4	8		6	6
Switch Phase						

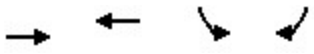


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)		5.0	5.0		5.0	5.0
Minimum Split (s)		22.5	22.5		22.5	22.5
Total Split (s)		35.0	35.0		25.0	25.0
Total Split (%)		58.3%	58.3%		41.7%	41.7%
Maximum Green (s)		30.5	30.5		20.5	20.5
Yellow Time (s)		3.5	3.5		3.5	3.5
All-Red Time (s)		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Recall Mode		Max	Max		C-Min	C-Min
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		38.7	38.7		12.3	12.3
Actuated g/C Ratio		0.65	0.65		0.21	0.21
v/c Ratio		0.38	0.56		0.25	0.65
Control Delay (s/veh)		6.4	5.1		19.4	23.3
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		6.4	5.1		19.4	23.3
LOS		A	A		B	C
Approach Delay (s/veh)		6.4	5.1		21.7	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay (s/veh): 8.3		Intersection LOS: A	
Intersection Capacity Utilization 58.1%		ICU Level of Service B	
Analysis Period (min) 15			

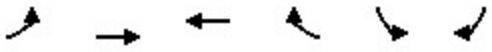
Splits and Phases: 8: Derry Rd E & Hwy 407 SB Ramp Terminal





Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	828	1209	169	240
v/c Ratio	0.38	0.56	0.25	0.65
Control Delay (s/veh)	6.4	5.1	19.4	23.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.4	5.1	19.4	23.3
Queue Length 50th (m)	18.9	16.5	8.1	17.2
Queue Length 95th (m)	37.8	25.4	13.1	32.1
Internal Link Dist (m)	1028.5	334.0	402.8	
Turn Bay Length (m)				
Base Capacity (vph)	2187	2178	1123	568
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.38	0.56	0.15	0.42

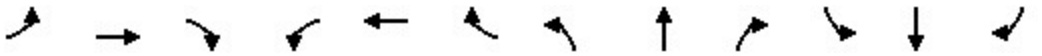
Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	811	1038	147	166	235
Future Volume (veh/h)	0	811	1038	147	166	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1772	1786	1772	1772	1786
Adj Flow Rate, veh/h	0	828	1059	150	169	240
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	1	2	2	1
Cap, veh/h	0	1711	1517	215	1119	517
Arrive On Green	0.00	0.51	0.51	0.51	0.34	0.34
Sat Flow, veh/h	0	3544	3074	422	3274	1514
Grp Volume(v), veh/h	0	828	601	608	169	240
Grp Sat Flow(s),veh/h/ln	0	1683	1697	1710	1637	1514
Q Serve(g_s), s	0.0	9.6	16.2	16.3	2.2	7.4
Cycle Q Clear(g_c), s	0.0	9.6	16.2	16.3	2.2	7.4
Prop In Lane	0.00			0.25	1.00	1.00
Lane Grp Cap(c), veh/h	0	1711	862	869	1119	517
V/C Ratio(X)	0.00	0.48	0.70	0.70	0.15	0.46
Avail Cap(c_a), veh/h	0	1711	862	869	1119	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.6	11.2	11.2	13.7	15.5
Incr Delay (d2), s/veh	0.0	1.0	4.6	4.6	0.3	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.2	1.1	1.1	0.0	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	10.6	15.9	15.9	14.0	18.4
LnGrp LOS		B	B	B	B	B
Approach Vol, veh/h		828	1209		409	
Approach Delay, s/veh		10.6	15.9		16.6	
Approach LOS		B	B		B	

Timer - Assigned Phs		4		6	8
Phs Duration (G+Y+Rc), s		35.0		25.0	35.0
Change Period (Y+Rc), s		4.5		4.5	4.5
Max Green Setting (Gmax), s		30.5		20.5	30.5
Max Q Clear Time (g_c+I1), s		11.6		9.4	18.3
Green Ext Time (p_c), s		11.5		1.8	10.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	14.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	257	3	537	2	1124	201	0	1472	386
Future Volume (veh/h)	0	0	0	257	3	537	2	1124	201	0	1472	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	0	1772	1674	1800	1505	1800	1716	1702	0	1674	1575
Adj Flow Rate, veh/h	0	0	0	273	0	565	2	1183	212	0	1549	406
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	9	0	21	0	6	7	0	9	16
Cap, veh/h	0	0	0	830	0	663	145	1784	318	0	2948	862
Arrive On Green	0.00	0.00	0.00	0.26	0.00	0.26	0.65	0.65	0.65	0.00	0.65	0.65
Sat Flow, veh/h		0		3188	0	2546	217	2764	493	0	4720	1335
Grp Volume(v), veh/h		0.0		273	0	565	2	695	700	0	1549	406
Grp Sat Flow(s),veh/h/ln				1594	0	1273	217	1630	1627	0	1523	1335
Q Serve(g_s), s				11.1	0.0	33.8	0.8	42.2	42.9	0.0	29.1	24.8
Cycle Q Clear(g_c), s				11.1	0.0	33.8	29.9	42.2	42.9	0.0	29.1	24.8
Prop In Lane				1.00		1.00	1.00		0.30	0.00		1.00
Lane Grp Cap(c), veh/h				830	0	663	145	1052	1050	0	2948	862
V/C Ratio(X)				0.33	0.00	0.85	0.01	0.66	0.67	0.00	0.53	0.47
Avail Cap(c_a), veh/h				1096	0	875	145	1052	1050	0	2948	862
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				47.9	0.0	56.3	23.3	17.5	17.7	0.0	15.2	14.5
Incr Delay (d2), s/veh				0.2	0.0	6.4	0.2	3.3	3.4	0.0	0.7	1.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.2	0.0	8.4	0.0	6.4	6.5	0.0	3.7	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				48.1	0.0	62.6	23.4	20.8	21.0	0.0	15.9	16.3
LnGrp LOS				D		E	C	C	C		B	B
Approach Vol, veh/h					838			1397			1955	
Approach Delay, s/veh					57.9			20.9			16.0	
Approach LOS					E			C			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	110.7	49.3	110.7
Change Period (Y+Rc), s	7.5	7.6	7.5
Max Green Setting (Gmax), s	46.9	55.0	68.4
Max Q Clear Time (g_c+I1), s	31.1	35.8	44.9
Green Ext Time (p_c), s	14.8	5.9	20.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	26.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



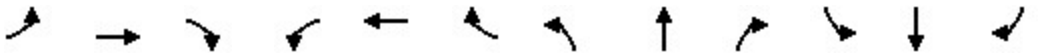
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	547	243	0	797	867	730
Future Volume (veh/h)	547	243	0	797	867	730
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1674	1758	0	1758	1702	1646
Adj Flow Rate, veh/h	576	256	0	839	913	768
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	3	0	3	7	11
Cap, veh/h	719	336	0	3237	2089	973
Arrive On Green	0.23	0.23	0.00	0.67	0.67	0.67
Sat Flow, veh/h	3188	1490	0	5115	3250	1442
Grp Volume(v), veh/h	576	256	0	839	913	768
Grp Sat Flow(s),veh/h/ln	1594	1490	0	1600	1549	1442
Q Serve(g_s), s	27.3	25.7	0.0	11.0	21.8	59.3
Cycle Q Clear(g_c), s	27.3	25.7	0.0	11.0	21.8	59.3
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	719	336	0	3237	2089	973
V/C Ratio(X)	0.80	0.76	0.00	0.26	0.44	0.79
Avail Cap(c_a), veh/h	1435	670	0	3237	2089	973
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.85	1.00	1.00
Uniform Delay (d), s/veh	58.6	58.0	0.0	10.3	12.0	18.1
Incr Delay (d2), s/veh	2.1	3.6	0.0	0.2	0.7	6.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	7.7	0.0	1.1	2.3	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	60.7	61.6	0.0	10.4	12.7	24.6
LnGrp LOS	E	E		B	B	C
Approach Vol, veh/h	832			839	1681	
Approach Delay, s/veh	61.0			10.4	18.1	
Approach LOS	E			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		115.4		44.6		115.4
Change Period (Y+Rc), s		7.5		8.5		7.5
Max Green Setting (Gmax), s		72.0		72.0		72.0
Max Q Clear Time (g_c+I1), s		13.0		29.3		61.3
Green Ext Time (p_c), s		21.3		6.7		10.2

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		26.8
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



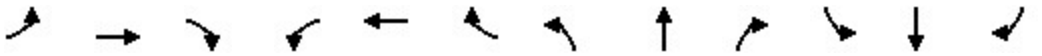
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	210	57	74	89	135	76	1153	95	272	531	156
Future Volume (veh/h)	322	210	57	74	89	135	76	1153	95	272	531	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.98		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1870	1811	1870	1781	1870	1870	1841	1856	1796	1752
Adj Flow Rate, veh/h	339	221	60	78	94	142	80	1214	0	286	559	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	1	2	6	2	8	2	2	4	3	7	10
Cap, veh/h	391	1105	545	359	802	478	147	2063		337	2254	851
Arrive On Green	0.12	0.31	0.31	0.05	0.23	0.23	0.04	0.40	0.00	0.10	0.46	0.46
Sat Flow, veh/h	3374	3582	1550	1725	3554	1464	3456	5106	1560	3428	4904	1476
Grp Volume(v), veh/h	339	221	60	78	94	142	80	1214	0	286	559	164
Grp Sat Flow(s),veh/h/ln	1687	1791	1550	1725	1777	1464	1728	1702	1560	1714	1635	1476
Q Serve(g_s), s	15.8	7.3	4.2	5.5	3.4	11.6	3.6	29.7	0.0	13.1	11.1	8.5
Cycle Q Clear(g_c), s	15.8	7.3	4.2	5.5	3.4	11.6	3.6	29.7	0.0	13.1	11.1	8.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	1105	545	359	802	478	147	2063		337	2254	851
V/C Ratio(X)	0.87	0.20	0.11	0.22	0.12	0.30	0.54	0.59		0.85	0.25	0.19
Avail Cap(c_a), veh/h	464	1397	672	373	1044	578	173	2063		407	2254	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.78	0.78	0.78
Uniform Delay (d), s/veh	69.5	40.8	35.1	44.5	49.3	40.5	75.1	37.3	0.0	71.0	26.4	16.2
Incr Delay (d2), s/veh	13.9	0.1	0.1	0.3	0.1	0.3	3.1	1.2	0.0	10.8	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	2.3	1.1	1.8	1.1	3.0	1.3	8.3	0.0	5.0	2.7	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.4	40.9	35.2	44.8	49.4	40.9	78.2	38.5	0.0	81.8	26.6	16.6
LnGrp LOS	F	D	D	D	D	D	E	D		F	C	B
Approach Vol, veh/h		620			314			1294			1009	
Approach Delay, s/veh		63.6			44.4			41.0			40.6	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	81.0	23.6	43.6	20.7	72.1	10.3	56.8
Change Period (Y+Rc), s	5.0	7.5	5.0	7.5	5.0	7.5	3.0	7.5
Max Green Setting (Gmax), s	8.0	58.0	22.0	47.0	19.0	47.0	8.6	62.4
Max Q Clear Time (g_c+I1), s	5.6	13.1	17.8	13.6	15.1	31.7	7.5	9.3
Green Ext Time (p_c), s	0.1	13.3	0.8	2.4	0.6	12.4	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	45.5
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	313	36	69	146	16	73	7	214	5	4	3
Future Volume (veh/h)	8	313	36	69	146	16	73	7	214	5	4	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1826	1826	1900	1900	1900	1885	1159	1900	1900
Adj Flow Rate, veh/h	8	326	38	72	152	17	76	7	223	5	4	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	4	0	5	5	0	0	0	1	50	0	0
Cap, veh/h	638	811	706	540	1010	887	434	13	407	194	147	110
Arrive On Green	0.44	0.44	0.44	0.07	0.55	0.55	0.07	0.26	0.26	0.15	0.15	0.15
Sat Flow, veh/h	1230	1841	1601	1739	1826	1603	1810	49	1565	711	1006	755
Grp Volume(v), veh/h	8	326	38	72	152	17	76	0	230	5	0	7
Grp Sat Flow(s),veh/h/ln	1230	1841	1601	1739	1826	1603	1810	0	1614	711	0	1761
Q Serve(g_s), s	0.3	9.0	1.0	1.5	3.0	0.4	2.5	0.0	9.2	0.5	0.0	0.3
Cycle Q Clear(g_c), s	0.3	9.0	1.0	1.5	3.0	0.4	2.5	0.0	9.2	1.1	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.43
Lane Grp Cap(c), veh/h	638	811	706	540	1010	887	434	0	420	194	0	257
V/C Ratio(X)	0.01	0.40	0.05	0.13	0.15	0.02	0.18	0.00	0.55	0.03	0.00	0.03
Avail Cap(c_a), veh/h	638	811	706	611	1010	887	504	0	957	402	0	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	14.3	12.0	9.2	8.2	7.6	22.2	0.0	23.9	28.1	0.0	27.5
Incr Delay (d2), s/veh	0.0	1.5	0.1	0.1	0.3	0.0	0.2	0.0	1.1	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.5	0.0	0.0	0.1	0.0	0.4	0.0	1.4	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	15.7	12.2	9.3	8.5	7.6	22.4	0.0	25.1	28.2	0.0	27.5
LnGrp LOS	B	B	B	A	A	A	C		C	C		C
Approach Vol, veh/h		372			241			306			12	
Approach Delay, s/veh		15.3			8.7			24.4			27.8	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	8.4	40.6		26.0		49.0	8.6	17.5				
Change Period (Y+Rc), s	3.0	7.5		6.5		7.5	3.0	6.5				
Max Green Setting (Gmax), s	8.5	30.0		44.5		41.5	8.5	33.0				
Max Q Clear Time (g_c+I1), s	3.5	11.0		11.2		5.0	4.5	3.1				
Green Ext Time (p_c), s	0.1	4.8		4.3		2.5	0.1	0.1				

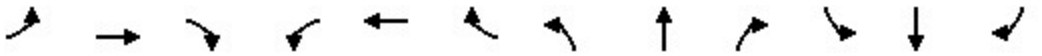
Intersection Summary			
HCM 6th Ctrl Delay, s/veh		16.7	
HCM 6th LOS		B	



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	45	29	324	208	93	587
Future Volume (veh/h)	45	29	324	208	93	587
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1796	1870	1870	1870	1856
Adj Flow Rate, veh/h	48	31	348	224	100	631
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	2	2	2	3
Cap, veh/h	113	100	1347	1141	691	1336
Arrive On Green	0.07	0.07	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1711	1522	1870	1585	840	1856
Grp Volume(v), veh/h	48	31	348	224	100	631
Grp Sat Flow(s),veh/h/ln	1711	1522	1870	1585	840	1856
Q Serve(g_s), s	1.4	1.0	3.3	2.4	2.4	7.4
Cycle Q Clear(g_c), s	1.4	1.0	3.3	2.4	5.7	7.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	113	100	1347	1141	691	1336
V/C Ratio(X)	0.43	0.31	0.26	0.20	0.14	0.47
Avail Cap(c_a), veh/h	599	533	1347	1141	691	1336
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	22.9	2.5	2.3	3.4	3.0
Incr Delay (d2), s/veh	2.5	1.7	0.5	0.4	0.4	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.2	0.1	0.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.6	24.6	2.9	2.7	3.9	4.2
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	79		572			731
Approach Delay, s/veh	25.2		2.9			4.2
Approach LOS	C		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		43.5			43.5	7.9
Change Period (Y+Rc), s		6.5			6.5	4.5
Max Green Setting (Gmax), s		37.0			37.0	18.0
Max Q Clear Time (g_c+I1), s		9.4			5.3	3.4
Green Ext Time (p_c), s		13.0			7.6	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	4.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	714	38	84	391	19	105	255	127	23	335	302
Future Volume (veh/h)	171	714	38	84	391	19	105	255	127	23	335	302
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1811	1811	1885	1900	1841	1841	1856	1900	1856	1841
Adj Flow Rate, veh/h	176	736	39	87	403	20	108	263	131	24	345	311
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	2	6	6	1	0	4	4	3	0	3	4
Cap, veh/h	581	1819	96	464	1778	88	207	602	515	261	465	391
Arrive On Green	0.12	1.00	1.00	0.04	0.51	0.51	0.06	0.33	0.33	0.25	0.25	0.25
Sat Flow, veh/h	1767	3433	182	1725	3473	172	1753	1841	1572	1006	1856	1560
Grp Volume(v), veh/h	176	381	394	87	207	216	108	263	131	24	345	311
Grp Sat Flow(s),veh/h/ln	1767	1777	1838	1725	1791	1854	1753	1841	1572	1006	1856	1560
Q Serve(g_s), s	7.7	0.0	0.0	3.8	10.2	10.3	7.1	17.9	9.8	3.1	27.4	29.9
Cycle Q Clear(g_c), s	7.7	0.0	0.0	3.8	10.2	10.3	7.1	17.9	9.8	8.8	27.4	29.9
Prop In Lane	1.00		0.10	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	581	942	974	464	917	949	207	602	515	261	465	391
V/C Ratio(X)	0.30	0.40	0.40	0.19	0.23	0.23	0.52	0.44	0.25	0.09	0.74	0.80
Avail Cap(c_a), veh/h	583	942	974	498	917	949	270	909	776	390	702	590
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.9	0.0	0.0	16.7	21.6	21.6	42.4	42.2	39.5	50.5	55.2	56.1
Incr Delay (d2), s/veh	0.3	1.2	1.1	0.2	0.6	0.6	2.0	0.5	0.3	0.2	2.4	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.3	0.3	0.8	2.6	2.7	2.3	5.8	2.7	0.6	9.6	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.2	1.2	1.1	16.9	22.1	22.1	44.5	42.7	39.8	50.6	57.5	60.5
LnGrp LOS	B	A	A	B	C	C	D	D	D	D	E	E
Approach Vol, veh/h		951			510			502			680	
Approach Delay, s/veh		3.8			21.2			42.3			58.6	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	91.3		58.9	12.8	88.4	12.2	46.6				
Change Period (Y+Rc), s	3.0	6.5		* 6.5	3.0	6.5	3.0	6.5				
Max Green Setting (Gmax), s	10.0	55.5		* 79	10.0	55.5	15.0	60.5				
Max Q Clear Time (g_c+I1), s	5.8	2.0		19.9	9.7	12.3	9.1	31.9				
Green Ext Time (p_c), s	0.1	18.1		5.9	0.0	7.9	0.2	8.3				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			28.6									
HCM 6th LOS			C									

Notes

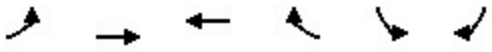
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	831	200	0	669	11	125
Future Volume (veh/h)	831	200	0	669	11	125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1772	1772	0	1758	1477	1758
Adj Flow Rate, veh/h	857	206	0	690	11	129
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	0	3	23	3
Cap, veh/h	1481	356	0	1837	870	475
Arrive On Green	0.55	0.55	0.00	0.55	0.32	0.32
Sat Flow, veh/h	2781	647	0	3516	2729	1490
Grp Volume(v), veh/h	536	527	0	690	11	129
Grp Sat Flow(s),veh/h/ln	1683	1655	0	1670	1365	1490
Q Serve(g_s), s	16.8	16.8	0.0	9.4	0.2	5.2
Cycle Q Clear(g_c), s	16.8	16.8	0.0	9.4	0.2	5.2
Prop In Lane		0.39	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	926	911	0	1837	870	475
V/C Ratio(X)	0.58	0.58	0.00	0.38	0.01	0.27
Avail Cap(c_a), veh/h	926	911	0	1837	870	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.94	1.00	1.00
Uniform Delay (d), s/veh	11.9	11.9	0.0	10.2	18.6	20.3
Incr Delay (d2), s/veh	2.6	2.7	0.0	0.6	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.0	0.1	0.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.5	14.6	0.0	10.8	18.7	21.7
LnGrp LOS	B	B		B	B	C
Approach Vol, veh/h	1063			690	140	
Approach Delay, s/veh	14.5			10.8	21.5	
Approach LOS	B			B	C	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	30.0	50.0	50.0
Change Period (Y+Rc), s	4.5	6.0	6.0
Max Green Setting (Gmax), s	25.5	44.0	44.0
Max Q Clear Time (g_c+I1), s	7.2	18.8	11.4
Green Ext Time (p_c), s	0.7	17.3	13.5

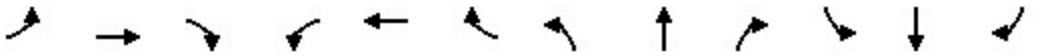
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	13.7
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	1011	528	146	30	60
Future Volume (veh/h)	0	1011	528	146	30	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1772	1758	1758	1688	1575
Adj Flow Rate, veh/h	0	1064	556	154	32	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	3	3	8	16
Cap, veh/h	0	2041	1568	433	877	375
Arrive On Green	0.00	0.61	0.61	0.61	0.28	0.28
Sat Flow, veh/h	0	3544	2674	714	3118	1335
Grp Volume(v), veh/h	0	1064	358	352	32	63
Grp Sat Flow(s),veh/h/ln	0	1683	1670	1629	1559	1335
Q Serve(g_s), s	0.0	14.6	8.6	8.7	0.6	2.8
Cycle Q Clear(g_c), s	0.0	14.6	8.6	8.7	0.6	2.8
Prop In Lane	0.00			0.44	1.00	1.00
Lane Grp Cap(c), veh/h	0	2041	1012	988	877	375
V/C Ratio(X)	0.00	0.52	0.35	0.36	0.04	0.17
Avail Cap(c_a), veh/h	0	2041	1012	988	877	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.1	7.9	7.9	20.9	21.7
Incr Delay (d2), s/veh	0.0	1.0	1.0	1.0	0.1	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.3	0.3	0.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	10.0	8.9	8.9	21.0	22.7
LnGrp LOS		B	A	A	C	C
Approach Vol, veh/h		1064	710		95	
Approach Delay, s/veh		10.0	8.9		22.1	
Approach LOS		B	A		C	

Timer - Assigned Phs		4		6	8
Phs Duration (G+Y+Rc), s		53.0		27.0	53.0
Change Period (Y+Rc), s		4.5		4.5	4.5
Max Green Setting (Gmax), s		48.5		22.5	48.5
Max Q Clear Time (g_c+I1), s		16.6		4.8	10.7
Green Ext Time (p_c), s		20.9		0.4	14.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	10.2
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	21	917	12	863	5	1085	220	0	1395	434
Future Volume (veh/h)	8	0	21	917	12	863	5	1085	220	0	1395	434
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1688	0	1800	1800	1786	1800	1786	1800	1702	0	1702	1702
Adj Flow Rate, veh/h	8	0	22	964	0	899	5	1130	229	0	1453	452
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	8	0	0	0	1	0	1	0	7	0	7	7
Cap, veh/h	0	0	0	1157	0	1030	175	1611	325	0	2639	819
Arrive On Green	0.00	0.00	0.00	0.34	0.00	0.34	0.57	0.57	0.57	0.00	0.57	0.57
Sat Flow, veh/h		0		3429	0	3051	350	2836	572	0	4799	1442
Grp Volume(v), veh/h		0.0		964	0	899	5	679	680	0	1453	452
Grp Sat Flow(s),veh/h/ln				1714	0	1525	350	1710	1697	0	1549	1442
Q Serve(g_s), s				41.5	0.0	44.3	1.5	45.5	46.2	0.0	31.5	31.6
Cycle Q Clear(g_c), s				41.5	0.0	44.3	32.9	45.5	46.2	0.0	31.5	31.6
Prop In Lane				1.00		1.00	1.00		0.34	0.00		1.00
Lane Grp Cap(c), veh/h				1157	0	1030	175	971	964	0	2639	819
V/C Ratio(X)				0.83	0.00	0.87	0.03	0.70	0.71	0.00	0.55	0.55
Avail Cap(c_a), veh/h				1209	0	1075	175	971	964	0	2639	819
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				48.8	0.0	49.8	32.1	24.8	24.9	0.0	21.7	21.7
Incr Delay (d2), s/veh				5.0	0.0	7.8	0.3	4.2	4.3	0.0	0.8	2.7
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				13.0	0.0	12.7	0.1	10.1	10.2	0.0	5.8	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				53.8	0.0	57.6	32.4	28.9	29.2	0.0	22.6	24.4
LnGrp LOS				D		E	C	C	C		C	C
Approach Vol, veh/h					1863			1364			1905	
Approach Delay, s/veh					55.6			29.1			23.0	
Approach LOS					E			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	98.4	61.6	98.4
Change Period (Y+Rc), s	7.5	7.6	7.5
Max Green Setting (Gmax), s	71.2	56.4	71.2
Max Q Clear Time (g_c+I1), s	33.6	46.3	48.2
Green Ext Time (p_c), s	32.4	7.7	19.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	36.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



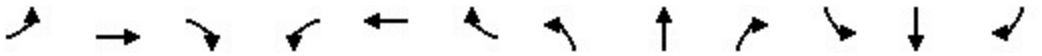
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	389	376	1	919	1702	572
Future Volume (veh/h)	389	376	1	919	1702	572
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1603	1744	1772	1744	1772	1772
Adj Flow Rate, veh/h	534	271	1	978	1811	609
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	14	4	2	4	2	2
Cap, veh/h	693	335	23	3113	2439	783
Arrive On Green	0.23	0.23	0.67	0.67	0.67	0.67
Sat Flow, veh/h	3054	1478	0	4768	3784	1163
Grp Volume(v), veh/h	534	271	368	611	1602	818
Grp Sat Flow(s),veh/h/ln	1527	1478	1738	1444	1612	1563
Q Serve(g_s), s	26.2	27.8	0.0	14.0	51.6	57.5
Cycle Q Clear(g_c), s	26.2	27.8	14.0	14.0	51.6	57.5
Prop In Lane	1.00	1.00	0.00			0.74
Lane Grp Cap(c), veh/h	693	335	1192	1944	2171	1052
V/C Ratio(X)	0.77	0.81	0.31	0.31	0.74	0.78
Avail Cap(c_a), veh/h	1374	665	1192	1944	2171	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.87	0.87	1.00	1.00
Uniform Delay (d), s/veh	57.9	58.6	10.8	10.8	17.0	17.9
Incr Delay (d2), s/veh	1.9	4.6	0.6	0.4	2.3	5.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	8.3	1.7	1.4	5.9	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	59.8	63.2	11.4	11.2	19.3	23.6
LnGrp LOS	E	E	B	B	B	C
Approach Vol, veh/h	805			979	2420	
Approach Delay, s/veh	60.9			11.3	20.7	
Approach LOS	E			B	C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		115.2		44.8		115.2
Change Period (Y+Rc), s		7.5		8.5		7.5
Max Green Setting (Gmax), s		72.0		72.0		72.0
Max Q Clear Time (g_c+I1), s		16.0		29.8		59.5
Green Ext Time (p_c), s		25.0		6.5		12.4

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		26.2
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



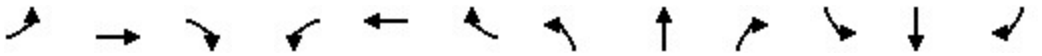
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	287	199	268	505	284	220	736	94	229	1204	347
Future Volume (veh/h)	331	287	199	268	505	284	220	736	94	229	1204	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.97		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1885	1885	1870	1856	1885	1826	1870	1841	1870
Adj Flow Rate, veh/h	334	290	201	271	510	287	222	743	0	231	1216	351
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	4	2	1	1	2	3	1	5	2	4	2
Cap, veh/h	391	1066	588	490	1010	555	268	1891		278	1857	764
Arrive On Green	0.11	0.30	0.30	0.10	0.28	0.28	0.08	0.37	0.00	0.16	0.74	0.74
Sat Flow, veh/h	3428	3497	1523	1795	3582	1518	3428	5147	1547	3456	5025	1577
Grp Volume(v), veh/h	334	290	201	271	510	287	222	743	0	231	1216	351
Grp Sat Flow(s),veh/h/ln	1714	1749	1523	1795	1791	1518	1714	1716	1547	1728	1675	1577
Q Serve(g_s), s	15.3	10.1	15.0	16.6	19.1	23.8	10.2	17.1	0.0	10.4	19.6	13.7
Cycle Q Clear(g_c), s	15.3	10.1	15.0	16.6	19.1	23.8	10.2	17.1	0.0	10.4	19.6	13.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	1066	588	490	1010	555	268	1891		278	1857	764
V/C Ratio(X)	0.85	0.27	0.34	0.55	0.51	0.52	0.83	0.39		0.83	0.65	0.46
Avail Cap(c_a), veh/h	493	1211	651	490	1052	573	321	1891		367	1857	764
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	69.6	42.2	35.1	36.0	48.1	40.1	72.7	37.4	0.0	66.1	15.7	10.3
Incr Delay (d2), s/veh	11.4	0.1	0.3	1.4	0.4	0.8	14.0	0.6	0.0	6.6	1.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	3.1	3.8	5.3	6.2	6.2	4.0	5.0	0.0	3.6	3.3	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.9	42.3	35.4	37.4	48.5	40.9	86.7	38.0	0.0	72.7	16.7	11.4
LnGrp LOS	F	D	D	D	D	D	F	D		E	B	B
Approach Vol, veh/h		825			1068			965			1798	
Approach Delay, s/veh		56.3			43.6			49.2			22.9	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	66.6	23.3	52.6	17.9	66.3	19.6	56.3
Change Period (Y+Rc), s	5.0	7.5	5.0	7.5	5.0	7.5	3.0	7.5
Max Green Setting (Gmax), s	15.0	50.0	23.0	47.0	17.0	48.0	16.6	55.4
Max Q Clear Time (g_c+I1), s	12.2	21.6	17.3	25.8	12.4	19.1	18.6	17.0
Green Ext Time (p_c), s	0.3	22.6	1.0	9.5	0.5	13.4	0.0	6.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	39.0
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	298	96	451	457	6	61	1	281	6	6	5
Future Volume (veh/h)	1	298	96	451	457	6	61	1	281	6	6	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1856	1826	1870	1900	1856	1841	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	320	103	485	491	6	66	1	302	6	6	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	3	5	2	0	3	4	0	0	0	0	0
Cap, veh/h	425	712	584	530	1008	825	456	2	463	227	175	146
Arrive On Green	0.38	0.38	0.38	0.11	0.53	0.53	0.07	0.29	0.29	0.18	0.18	0.18
Sat Flow, veh/h	908	1856	1523	1781	1900	1555	1753	5	1592	1086	952	793
Grp Volume(v), veh/h	1	320	103	485	491	6	66	0	303	6	0	11
Grp Sat Flow(s),veh/h/ln	908	1856	1523	1781	1900	1555	1753	0	1598	1086	0	1745
Q Serve(g_s), s	0.1	10.0	3.5	8.5	12.8	0.1	2.2	0.0	13.0	0.4	0.0	0.4
Cycle Q Clear(g_c), s	1.4	10.0	3.5	8.5	12.8	0.1	2.2	0.0	13.0	5.0	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	425	712	584	530	1008	825	456	0	464	227	0	321
V/C Ratio(X)	0.00	0.45	0.18	0.91	0.49	0.01	0.14	0.00	0.65	0.03	0.00	0.03
Avail Cap(c_a), veh/h	425	712	584	530	1008	825	527	0	909	485	0	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.7	18.0	15.9	19.6	11.6	8.7	21.2	0.0	24.3	30.2	0.0	26.2
Incr Delay (d2), s/veh	0.0	2.0	0.7	20.6	1.7	0.0	0.1	0.0	1.6	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.2	0.3	3.0	0.5	0.0	0.4	0.0	2.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.7	20.0	16.6	40.2	13.3	8.7	21.4	0.0	25.9	30.2	0.0	26.3
LnGrp LOS	B	C	B	D	B	A	C		C	C		C
Approach Vol, veh/h		424			982			369			17	
Approach Delay, s/veh		19.2			26.6			25.1			27.6	
Approach LOS		B			C			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	11.5	37.5		29.2		49.0	8.3	20.9				
Change Period (Y+Rc), s	3.0	7.5		6.5		7.5	3.0	6.5				
Max Green Setting (Gmax), s	8.5	30.0		44.5		41.5	8.5	33.0				
Max Q Clear Time (g_c+I1), s	10.5	12.0		15.0		14.8	4.2	7.0				
Green Ext Time (p_c), s	0.0	4.9		5.7		8.7	0.1	0.1				

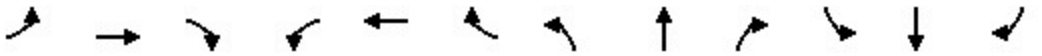
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			24.5									
HCM 6th LOS			C									



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	252	199	734	126	73	545
Future Volume (veh/h)	252	199	734	126	73	545
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1856	1811
Adj Flow Rate, veh/h	262	207	765	131	76	568
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	3	6
Cap, veh/h	356	316	1165	988	341	1120
Arrive On Green	0.20	0.20	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1795	1598	1885	1598	616	1811
Grp Volume(v), veh/h	262	207	765	131	76	568
Grp Sat Flow(s),veh/h/ln	1795	1598	1885	1598	616	1811
Q Serve(g_s), s	8.2	7.1	15.6	2.0	5.4	10.4
Cycle Q Clear(g_c), s	8.2	7.1	15.6	2.0	21.0	10.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	356	316	1165	988	341	1120
V/C Ratio(X)	0.74	0.65	0.66	0.13	0.22	0.51
Avail Cap(c_a), veh/h	540	480	1165	988	341	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	22.1	7.3	4.8	14.1	6.4
Incr Delay (d2), s/veh	3.0	2.3	2.9	0.3	1.5	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.7	0.9	0.1	0.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.5	24.4	10.2	5.0	15.6	8.0
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	469		896			644
Approach Delay, s/veh	25.0		9.5			8.9
Approach LOS	C		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		43.5			43.5	16.4
Change Period (Y+Rc), s		6.5			6.5	4.5
Max Green Setting (Gmax), s		37.0			37.0	18.0
Max Q Clear Time (g_c+I1), s		23.0			17.6	10.2
Green Ext Time (p_c), s		7.5			12.4	1.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	12.9
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	650	130	164	917	52	80	521	144	45	391	257
Future Volume (veh/h)	257	650	130	164	917	52	80	521	144	45	391	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1885	1900	1885	1885	1811	1841	1885	1870	1900	1885
Adj Flow Rate, veh/h	273	691	138	174	976	55	85	554	153	48	416	273
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	1	1	0	1	1	6	4	1	2	0	1
Cap, veh/h	345	1405	280	381	1519	86	195	659	572	106	555	466
Arrive On Green	0.10	0.47	0.47	0.07	0.44	0.44	0.05	0.36	0.36	0.29	0.29	0.29
Sat Flow, veh/h	1781	2975	594	1810	3447	194	1725	1841	1596	741	1900	1596
Grp Volume(v), veh/h	273	416	413	174	507	524	85	554	153	48	416	273
Grp Sat Flow(s),veh/h/ln	1781	1791	1778	1810	1791	1850	1725	1841	1596	741	1900	1596
Q Serve(g_s), s	12.9	25.5	25.6	8.3	35.3	35.4	5.4	44.2	10.9	10.2	31.7	23.4
Cycle Q Clear(g_c), s	12.9	25.5	25.6	8.3	35.3	35.4	5.4	44.2	10.9	43.8	31.7	23.4
Prop In Lane	1.00		0.33	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	846	839	381	789	815	195	659	572	106	555	466
V/C Ratio(X)	0.79	0.49	0.49	0.46	0.64	0.64	0.44	0.84	0.27	0.45	0.75	0.59
Avail Cap(c_a), veh/h	505	846	839	600	789	815	442	846	733	106	555	466
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.5	29.0	29.0	23.0	34.9	34.9	39.4	47.1	36.5	72.1	51.3	48.3
Incr Delay (d2), s/veh	4.6	1.8	1.8	0.9	4.0	3.9	1.5	6.1	0.2	3.0	5.6	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	7.0	7.0	2.1	10.5	10.8	1.6	14.8	3.0	1.6	11.6	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	32.0	30.8	30.8	23.9	38.9	38.8	40.9	53.2	36.7	75.1	56.9	50.2
LnGrp LOS	C	C	C	C	D	D	D	D	D	E	E	D
Approach Vol, veh/h		1102			1205			792			737	
Approach Delay, s/veh		31.1			36.7			48.7			55.6	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	82.1		63.8	19.2	77.0	10.6	53.3				
Change Period (Y+Rc), s	3.0	6.5		6.5	3.0	6.5	3.0	6.5				
Max Green Setting (Gmax), s	30.5	40.0		73.5	30.5	40.0	30.5	40.0				
Max Q Clear Time (g_c+I1), s	10.3	27.6		46.2	14.9	37.4	7.4	45.8				
Green Ext Time (p_c), s	0.8	8.2		11.1	1.3	2.3	0.4	0.0				

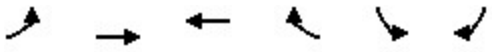
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			41.2									
HCM 6th LOS			D									



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	924	70	0	1201	46	166
Future Volume (veh/h)	924	70	0	1201	46	166
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1786	1786	0	1786	1702	1772
Adj Flow Rate, veh/h	943	71	0	1226	47	169
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	0	1	7	2
Cap, veh/h	1493	112	0	1584	1048	501
Arrive On Green	0.47	0.47	0.00	0.47	0.33	0.33
Sat Flow, veh/h	3288	241	0	3572	3144	1502
Grp Volume(v), veh/h	500	514	0	1226	47	169
Grp Sat Flow(s),veh/h/ln	1697	1743	0	1697	1572	1502
Q Serve(g_s), s	13.4	13.4	0.0	18.1	0.6	5.1
Cycle Q Clear(g_c), s	13.4	13.4	0.0	18.1	0.6	5.1
Prop In Lane		0.14	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	792	813	0	1584	1048	501
V/C Ratio(X)	0.63	0.63	0.00	0.77	0.04	0.34
Avail Cap(c_a), veh/h	792	813	0	1584	1048	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.75	1.00	1.00
Uniform Delay (d), s/veh	12.1	12.1	0.0	13.4	13.5	15.0
Incr Delay (d2), s/veh	3.8	3.7	0.0	2.8	0.1	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.8	0.0	0.6	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.9	15.8	0.0	16.2	13.6	16.8
LnGrp LOS	B	B		B	B	B
Approach Vol, veh/h	1014			1226	216	
Approach Delay, s/veh	15.9			16.2	16.1	
Approach LOS	B			B	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	26.0	34.0	34.0
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	28.0	28.0
Max Q Clear Time (g_c+I1), s	7.1	15.4	20.1
Green Ext Time (p_c), s	0.9	9.5	7.1

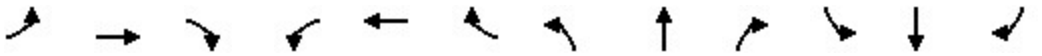
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	16.1
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	841	1076	147	190	269
Future Volume (veh/h)	0	841	1076	147	190	269
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1772	1786	1786	1772	1786
Adj Flow Rate, veh/h	0	858	1098	150	194	274
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	1	1	2	1
Cap, veh/h	0	1711	1525	208	1119	517
Arrive On Green	0.00	0.51	0.51	0.51	0.34	0.34
Sat Flow, veh/h	0	3544	3089	409	3274	1514
Grp Volume(v), veh/h	0	858	620	628	194	274
Grp Sat Flow(s),veh/h/ln	0	1683	1697	1712	1637	1514
Q Serve(g_s), s	0.0	10.1	17.0	17.1	2.5	8.7
Cycle Q Clear(g_c), s	0.0	10.1	17.0	17.1	2.5	8.7
Prop In Lane	0.00			0.24	1.00	1.00
Lane Grp Cap(c), veh/h	0	1711	862	870	1119	517
V/C Ratio(X)	0.00	0.50	0.72	0.72	0.17	0.53
Avail Cap(c_a), veh/h	0	1711	862	870	1119	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	11.4	11.5	13.8	15.9
Incr Delay (d2), s/veh	0.0	1.1	5.1	5.1	0.3	3.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.2	1.2	0.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	10.8	16.6	16.6	14.2	19.7
LnGrp LOS		B	B	B	B	B
Approach Vol, veh/h		858	1248		468	
Approach Delay, s/veh		10.8	16.6		17.4	
Approach LOS		B	B		B	

Timer - Assigned Phs		4		6	8
Phs Duration (G+Y+Rc), s		35.0		25.0	35.0
Change Period (Y+Rc), s		4.5		4.5	4.5
Max Green Setting (Gmax), s		30.5		20.5	30.5
Max Q Clear Time (g_c+I1), s		12.1		10.7	19.1
Green Ext Time (p_c), s		11.6		2.0	9.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	14.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	283	3	591	2	1182	201	0	1548	386
Future Volume (veh/h)	0	0	0	283	3	591	2	1182	201	0	1548	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	0	1772	1674	1800	1505	1800	1716	1702	0	1674	1575
Adj Flow Rate, veh/h	0	0	0	300	0	622	2	1244	212	0	1629	406
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	9	0	21	0	6	7	0	9	16
Cap, veh/h	0	0	0	898	0	718	128	1740	294	0	2850	833
Arrive On Green	0.00	0.00	0.00	0.28	0.00	0.28	0.62	0.62	0.62	0.00	0.62	0.62
Sat Flow, veh/h		0		3188	0	2547	200	2789	472	0	4720	1335
Grp Volume(v), veh/h		0.0		300	0	622	2	723	733	0	1629	406
Grp Sat Flow(s),veh/h/ln				1594	0	1273	200	1630	1631	0	1523	1335
Q Serve(g_s), s				11.9	0.0	37.1	0.9	48.0	49.1	0.0	33.3	26.3
Cycle Q Clear(g_c), s				11.9	0.0	37.1	34.3	48.0	49.1	0.0	33.3	26.3
Prop In Lane				1.00		1.00	1.00		0.29	0.00		1.00
Lane Grp Cap(c), veh/h				898	0	718	128	1017	1017	0	2850	833
V/C Ratio(X)				0.33	0.00	0.87	0.02	0.71	0.72	0.00	0.57	0.49
Avail Cap(c_a), veh/h				1096	0	875	128	1017	1017	0	2850	833
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				45.6	0.0	54.6	27.6	20.3	20.6	0.0	17.6	16.3
Incr Delay (d2), s/veh				0.2	0.0	7.9	0.2	4.2	4.4	0.0	0.8	2.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.4	0.0	9.3	0.0	8.2	8.4	0.0	4.8	4.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				45.8	0.0	62.5	27.8	24.6	25.0	0.0	18.4	18.3
LnGrp LOS				D		E	C	C	C		B	B
Approach Vol, veh/h					922			1458			2035	
Approach Delay, s/veh					57.0			24.8			18.4	
Approach LOS					E			C			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	107.3	52.7	107.3
Change Period (Y+Rc), s	7.5	7.6	7.5
Max Green Setting (Gmax), s	46.9	55.0	68.4
Max Q Clear Time (g_c+I1), s	35.3	39.1	51.1
Green Ext Time (p_c), s	11.1	5.9	15.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	28.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



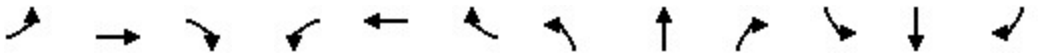
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	601	267	0	838	912	730
Future Volume (veh/h)	601	267	0	838	912	730
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1674	1758	0	1758	1702	1646
Adj Flow Rate, veh/h	633	281	0	882	960	768
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	3	0	3	7	11
Cap, veh/h	785	367	0	3137	2024	943
Arrive On Green	0.25	0.25	0.00	0.65	0.65	0.65
Sat Flow, veh/h	3188	1490	0	5115	3250	1442
Grp Volume(v), veh/h	633	281	0	882	960	768
Grp Sat Flow(s),veh/h/ln	1594	1490	0	1600	1549	1442
Q Serve(g_s), s	29.9	28.0	0.0	12.5	24.9	63.1
Cycle Q Clear(g_c), s	29.9	28.0	0.0	12.5	24.9	63.1
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	785	367	0	3137	2024	943
V/C Ratio(X)	0.81	0.77	0.00	0.28	0.47	0.81
Avail Cap(c_a), veh/h	1435	670	0	3137	2024	943
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.84	1.00	1.00
Uniform Delay (d), s/veh	56.7	56.0	0.0	11.8	13.9	20.5
Incr Delay (d2), s/veh	2.0	3.4	0.0	0.2	0.8	7.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	8.3	0.0	1.5	3.1	8.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	58.7	59.4	0.0	11.9	14.7	28.2
LnGrp LOS	E	E		B	B	C
Approach Vol, veh/h	914			882	1728	
Approach Delay, s/veh	58.9			11.9	20.7	
Approach LOS	E			B	C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	112.1	47.9	112.1
Change Period (Y+Rc), s	7.5	8.5	7.5
Max Green Setting (Gmax), s	72.0	72.0	72.0
Max Q Clear Time (g_c+I1), s	14.5	31.9	65.1
Green Ext Time (p_c), s	22.6	7.5	6.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	28.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



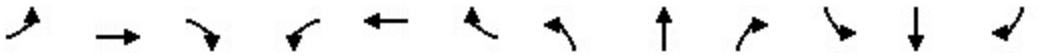
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	322	238	57	74	101	135	76	1212	95	272	559	156
Future Volume (veh/h)	322	238	57	74	101	135	76	1212	95	272	559	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.98		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1870	1811	1870	1781	1870	1870	1841	1856	1796	1752
Adj Flow Rate, veh/h	339	251	60	78	106	142	80	1276	0	286	588	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	1	2	6	2	8	2	2	4	3	7	10
Cap, veh/h	391	1106	546	353	803	477	147	2066		332	2252	850
Arrive On Green	0.12	0.31	0.31	0.05	0.23	0.23	0.04	0.40	0.00	0.19	0.92	0.92
Sat Flow, veh/h	3374	3582	1550	1725	3554	1464	3456	5106	1560	3428	4904	1476
Grp Volume(v), veh/h	339	251	60	78	106	142	80	1276	0	286	588	164
Grp Sat Flow(s),veh/h/ln	1687	1791	1550	1725	1777	1464	1728	1702	1560	1714	1635	1476
Q Serve(g_s), s	15.8	8.3	4.2	5.5	3.8	11.6	3.6	31.7	0.0	12.9	2.1	1.5
Cycle Q Clear(g_c), s	15.8	8.3	4.2	5.5	3.8	11.6	3.6	31.7	0.0	12.9	2.1	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	1106	546	353	803	477	147	2066		332	2252	850
V/C Ratio(X)	0.87	0.23	0.11	0.22	0.13	0.30	0.54	0.62		0.86	0.26	0.19
Avail Cap(c_a), veh/h	464	1397	672	367	1044	576	173	2066		407	2252	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	69.5	41.1	35.0	44.4	49.4	40.6	75.1	37.8	0.0	63.4	3.6	2.2
Incr Delay (d2), s/veh	13.9	0.1	0.1	0.3	0.1	0.3	3.1	1.4	0.0	11.2	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	2.6	1.1	1.7	1.3	3.0	1.3	8.9	0.0	4.5	0.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	83.4	41.2	35.1	44.8	49.5	40.9	78.2	39.2	0.0	74.6	3.8	2.6
LnGrp LOS	F	D	D	D	D	D	E	D		E	A	A
Approach Vol, veh/h		650			326			1356			1038	
Approach Delay, s/veh		62.7			44.6			41.5			23.1	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	81.0	23.6	43.7	20.5	72.3	10.3	56.9
Change Period (Y+Rc), s	5.0	7.5	5.0	7.5	5.0	7.5	3.0	7.5
Max Green Setting (Gmax), s	8.0	58.0	22.0	47.0	19.0	47.0	8.6	62.4
Max Q Clear Time (g_c+I1), s	5.6	4.1	17.8	13.6	14.9	33.7	7.5	10.3
Green Ext Time (p_c), s	0.1	14.7	0.8	2.6	0.6	11.3	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	40.2
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	355	36	69	166	16	73	8	214	5	5	3
Future Volume (veh/h)	8	355	36	69	166	16	73	8	214	5	5	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1826	1826	1900	1900	1900	1885	1159	1900	1900
Adj Flow Rate, veh/h	8	370	38	72	173	17	76	8	223	5	5	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	4	0	5	5	0	0	0	1	50	0	0
Cap, veh/h	628	811	706	508	1010	887	433	15	406	193	162	97
Arrive On Green	0.44	0.44	0.44	0.07	0.55	0.55	0.07	0.26	0.26	0.15	0.15	0.15
Sat Flow, veh/h	1207	1841	1601	1739	1826	1603	1810	56	1559	710	1111	666
Grp Volume(v), veh/h	8	370	38	72	173	17	76	0	231	5	0	8
Grp Sat Flow(s),veh/h/ln	1207	1841	1601	1739	1826	1603	1810	0	1615	710	0	1777
Q Serve(g_s), s	0.3	10.6	1.0	1.5	3.5	0.4	2.5	0.0	9.3	0.5	0.0	0.3
Cycle Q Clear(g_c), s	0.3	10.6	1.0	1.5	3.5	0.4	2.5	0.0	9.3	1.2	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.38
Lane Grp Cap(c), veh/h	628	811	706	508	1010	887	433	0	420	193	0	260
V/C Ratio(X)	0.01	0.46	0.05	0.14	0.17	0.02	0.18	0.00	0.55	0.03	0.00	0.03
Avail Cap(c_a), veh/h	628	811	706	579	1010	887	504	0	958	402	0	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	14.7	12.0	9.4	8.3	7.6	22.2	0.0	24.0	28.2	0.0	27.5
Incr Delay (d2), s/veh	0.0	1.8	0.1	0.1	0.4	0.0	0.2	0.0	1.1	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.6	0.0	0.0	0.1	0.0	0.4	0.0	1.4	0.0	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.8	16.5	12.2	9.5	8.6	7.6	22.4	0.0	25.1	28.2	0.0	27.5
LnGrp LOS	B	B	B	A	A	A	C		C	C		C
Approach Vol, veh/h		416			262			307			13	
Approach Delay, s/veh		16.0			8.8			24.4			27.8	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	8.4	40.6		26.0		49.0	8.6	17.5				
Change Period (Y+Rc), s	3.0	7.5		6.5		7.5	3.0	6.5				
Max Green Setting (Gmax), s	8.5	30.0		44.5		41.5	8.5	33.0				
Max Q Clear Time (g_c+I1), s	3.5	12.6		11.3		5.5	4.5	3.2				
Green Ext Time (p_c), s	0.1	5.2		4.4		2.9	0.1	0.1				

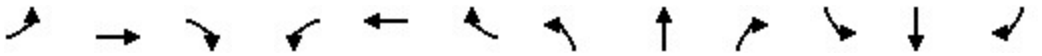
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.9									
HCM 6th LOS			B									



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	45	29	444	208	93	805
Future Volume (veh/h)	45	29	444	208	93	805
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1796	1870	1870	1870	1856
Adj Flow Rate, veh/h	48	31	477	224	100	866
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	2	2	2	3
Cap, veh/h	113	100	2559	1141	645	2539
Arrive On Green	0.07	0.07	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1711	1522	3647	1585	745	3618
Grp Volume(v), veh/h	48	31	477	224	100	866
Grp Sat Flow(s),veh/h/ln	1711	1522	1777	1585	745	1763
Q Serve(g_s), s	1.4	1.0	2.2	2.4	2.6	4.7
Cycle Q Clear(g_c), s	1.4	1.0	2.2	2.4	4.8	4.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	113	100	2559	1141	645	2539
V/C Ratio(X)	0.43	0.31	0.19	0.20	0.16	0.34
Avail Cap(c_a), veh/h	599	533	2559	1141	645	2539
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	22.9	2.3	2.3	3.1	2.7
Incr Delay (d2), s/veh	2.5	1.7	0.2	0.4	0.5	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.1	0.1	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.6	24.6	2.5	2.7	3.6	3.0
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	79		701			966
Approach Delay, s/veh	25.2		2.6			3.1
Approach LOS	C		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		43.5			43.5	7.9
Change Period (Y+Rc), s		6.5			6.5	4.5
Max Green Setting (Gmax), s		37.0			37.0	18.0
Max Q Clear Time (g_c+I1), s		6.8			4.4	3.4
Green Ext Time (p_c), s		17.6			10.5	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	3.9
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	733	38	84	401	19	105	350	127	23	459	302
Future Volume (veh/h)	171	733	38	84	401	19	105	350	127	23	459	302
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1811	1811	1885	1900	1841	1841	1856	1900	1856	1841
Adj Flow Rate, veh/h	176	756	39	87	413	20	108	361	131	24	473	311
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	2	6	6	1	0	4	4	3	0	3	4
Cap, veh/h	563	1779	92	448	1732	84	247	1188	534	287	931	412
Arrive On Green	0.12	1.00	1.00	0.04	0.50	0.50	0.06	0.34	0.34	0.26	0.26	0.26
Sat Flow, veh/h	1767	3438	177	1725	3478	168	1753	3497	1572	919	3526	1560
Grp Volume(v), veh/h	176	391	404	87	212	221	108	361	131	24	473	311
Grp Sat Flow(s),veh/h/ln	1767	1777	1838	1725	1791	1855	1753	1749	1572	919	1763	1560
Q Serve(g_s), s	7.9	0.0	0.0	3.9	10.8	10.9	7.0	12.2	9.6	3.2	18.2	29.3
Cycle Q Clear(g_c), s	7.9	0.0	0.0	3.9	10.8	10.9	7.0	12.2	9.6	3.2	18.2	29.3
Prop In Lane	1.00		0.10	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	563	919	951	448	892	924	247	1188	534	287	931	412
V/C Ratio(X)	0.31	0.42	0.43	0.19	0.24	0.24	0.44	0.30	0.25	0.08	0.51	0.76
Avail Cap(c_a), veh/h	563	919	951	482	892	924	311	1727	776	392	1333	590
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	0.0	17.8	22.9	22.9	39.4	38.9	38.0	44.5	50.1	54.1
Incr Delay (d2), s/veh	0.3	1.3	1.3	0.2	0.6	0.6	1.2	0.1	0.2	0.1	0.4	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.3	0.3	0.9	2.8	2.9	2.2	3.7	2.6	0.5	5.9	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.1	1.3	1.3	18.0	23.5	23.5	40.6	39.0	38.3	44.7	50.5	57.5
LnGrp LOS	B	A	A	B	C	C	D	D	D	D	D	E
Approach Vol, veh/h		971			520			600			808	
Approach Delay, s/veh		4.0			22.6			39.2			53.0	
Approach LOS		A			C			D			D	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	89.3		60.9	12.9	86.2	12.1	48.7				
Change Period (Y+Rc), s	3.0	6.5		* 6.5	3.0	6.5	3.0	6.5				
Max Green Setting (Gmax), s	10.0	55.5		* 79	10.0	55.5	15.0	60.5				
Max Q Clear Time (g_c+I1), s	5.9	2.0		14.2	9.9	12.9	9.0	31.3				
Green Ext Time (p_c), s	0.1	18.7		8.4	0.0	8.1	0.2	10.9				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		28.3	
HCM 6th LOS		C	

Notes

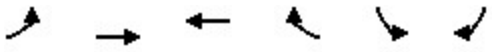
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	852	200	0	686	12	137
Future Volume (veh/h)	852	200	0	686	12	137
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1772	1772	0	1758	1477	1758
Adj Flow Rate, veh/h	878	206	0	707	12	141
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	0	3	23	3
Cap, veh/h	1488	349	0	1837	870	475
Arrive On Green	0.55	0.55	0.00	0.55	0.32	0.32
Sat Flow, veh/h	2795	635	0	3516	2729	1490
Grp Volume(v), veh/h	546	538	0	707	12	141
Grp Sat Flow(s),veh/h/ln	1683	1658	0	1670	1365	1490
Q Serve(g_s), s	17.3	17.3	0.0	9.7	0.2	5.7
Cycle Q Clear(g_c), s	17.3	17.3	0.0	9.7	0.2	5.7
Prop In Lane		0.38	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	926	912	0	1837	870	475
V/C Ratio(X)	0.59	0.59	0.00	0.38	0.01	0.30
Avail Cap(c_a), veh/h	926	912	0	1837	870	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.93	1.00	1.00
Uniform Delay (d), s/veh	12.0	12.0	0.0	10.3	18.6	20.5
Incr Delay (d2), s/veh	2.8	2.8	0.0	0.6	0.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.7	0.0	0.1	0.0	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.7	14.8	0.0	10.8	18.7	22.1
LnGrp LOS	B	B		B	B	C
Approach Vol, veh/h	1084			707	153	
Approach Delay, s/veh	14.8			10.8	21.8	
Approach LOS	B			B	C	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	30.0	50.0	50.0
Change Period (Y+Rc), s	4.5	6.0	6.0
Max Green Setting (Gmax), s	25.5	44.0	44.0
Max Q Clear Time (g_c+I1), s	7.7	19.3	11.7
Green Ext Time (p_c), s	0.7	17.4	13.8

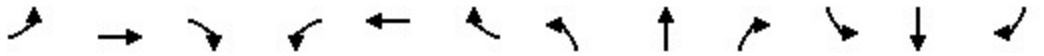
Intersection Summary	
HCM 6th Ctrl Delay, s/veh	13.9
HCM 6th LOS	B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	1037	542	146	33	66
Future Volume (veh/h)	0	1037	542	146	33	66
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1772	1758	1758	1688	1575
Adj Flow Rate, veh/h	0	1092	571	154	35	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	3	3	8	16
Cap, veh/h	0	2041	1578	424	877	375
Arrive On Green	0.00	0.61	0.61	0.61	0.28	0.28
Sat Flow, veh/h	0	3544	2690	700	3118	1335
Grp Volume(v), veh/h	0	1092	366	359	35	69
Grp Sat Flow(s),veh/h/ln	0	1683	1670	1632	1559	1335
Q Serve(g_s), s	0.0	15.1	8.8	8.9	0.7	3.1
Cycle Q Clear(g_c), s	0.0	15.1	8.8	8.9	0.7	3.1
Prop In Lane	0.00			0.43	1.00	1.00
Lane Grp Cap(c), veh/h	0	2041	1012	989	877	375
V/C Ratio(X)	0.00	0.54	0.36	0.36	0.04	0.18
Avail Cap(c_a), veh/h	0	2041	1012	989	877	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.2	7.9	8.0	20.9	21.8
Incr Delay (d2), s/veh	0.0	1.0	1.0	1.0	0.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.3	0.3	0.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	10.2	8.9	9.0	21.0	22.9
LnGrp LOS		B	A	A	C	C
Approach Vol, veh/h		1092	725		104	
Approach Delay, s/veh		10.2	9.0		22.2	
Approach LOS		B	A		C	

Timer - Assigned Phs	4	6	8
Phs Duration (G+Y+Rc), s	53.0	27.0	53.0
Change Period (Y+Rc), s	4.5	4.5	4.5
Max Green Setting (Gmax), s	48.5	22.5	48.5
Max Q Clear Time (g_c+I1), s	17.1	5.1	10.9
Green Ext Time (p_c), s	21.2	0.4	14.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	10.4
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	23	1008	13	949	5	1113	220	0	1431	434
Future Volume (veh/h)	9	0	23	1008	13	949	5	1113	220	0	1431	434
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	0	1800	1786	1800	1660	1800	1702	1772	0	1702	1688
Adj Flow Rate, veh/h	9	0	24	1060	0	989	5	1159	229	0	1491	452
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	10	0	7	2	0	7	8
Cap, veh/h	0	0	0	1199	0	992	161	1490	293	0	2570	791
Arrive On Green	0.00	0.00	0.00	0.35	0.00	0.35	0.55	0.55	0.55	0.00	0.55	0.55
Sat Flow, veh/h		0		3402	0	2813	340	2694	529	0	4799	1430
Grp Volume(v), veh/h		0.0		1060	0	989	5	693	695	0	1491	452
Grp Sat Flow(s),veh/h/ln				1701	0	1406	340	1617	1606	0	1549	1430
Q Serve(g_s), s				46.9	0.0	56.2	1.6	53.6	54.6	0.0	33.8	33.0
Cycle Q Clear(g_c), s				46.9	0.0	56.2	35.4	53.6	54.6	0.0	33.8	33.0
Prop In Lane				1.00		1.00	1.00		0.33	0.00		1.00
Lane Grp Cap(c), veh/h				1199	0	992	161	894	889	0	2570	791
V/C Ratio(X)				0.88	0.00	1.00	0.03	0.77	0.78	0.00	0.58	0.57
Avail Cap(c_a), veh/h				1199	0	992	161	894	889	0	2570	791
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				48.7	0.0	51.7	35.2	28.0	28.2	0.0	23.5	23.4
Incr Delay (d2), s/veh				8.1	0.0	27.9	0.4	6.5	6.8	0.0	1.0	3.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.8	0.0	17.2	0.1	12.0	12.2	0.0	6.5	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				56.8	0.0	79.6	35.5	34.5	35.0	0.0	24.5	26.3
LnGrp LOS				E		E	D	C	C		C	C
Approach Vol, veh/h					2049			1393			1943	
Approach Delay, s/veh					67.8			34.7			24.9	
Approach LOS					E			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	96.0	64.0	96.0
Change Period (Y+Rc), s	7.5	7.6	7.5
Max Green Setting (Gmax), s	71.2	56.4	71.2
Max Q Clear Time (g_c+I1), s	35.8	58.2	56.6
Green Ext Time (p_c), s	31.0	0.0	13.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	43.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



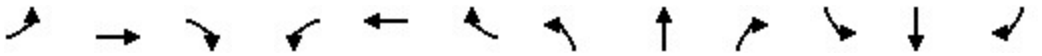
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	428	414	1	943	1745	572
Future Volume (veh/h)	428	414	1	943	1745	572
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1617	1744	1772	1744	1772	1603
Adj Flow Rate, veh/h	587	298	1	1003	1856	609
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	13	4	2	4	2	14
Cap, veh/h	764	367	23	3016	2381	743
Arrive On Green	0.25	0.25	0.65	0.65	0.65	0.65
Sat Flow, veh/h	3081	1478	0	4768	3811	1140
Grp Volume(v), veh/h	587	298	377	627	1628	837
Grp Sat Flow(s),veh/h/ln	1540	1478	1738	1444	1612	1567
Q Serve(g_s), s	28.3	30.4	0.0	15.4	56.8	63.9
Cycle Q Clear(g_c), s	28.3	30.4	15.4	15.4	56.8	63.9
Prop In Lane	1.00	1.00	0.00			0.73
Lane Grp Cap(c), veh/h	764	367	1155	1883	2103	1021
V/C Ratio(X)	0.77	0.81	0.33	0.33	0.77	0.82
Avail Cap(c_a), veh/h	1386	665	1155	1883	2103	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	55.9	56.7	12.4	12.4	19.6	20.8
Incr Delay (d2), s/veh	1.7	4.4	0.6	0.4	2.9	7.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	9.0	2.2	1.8	7.7	9.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	57.5	61.0	13.0	12.8	22.4	28.1
LnGrp LOS	E	E	B	B	C	C
Approach Vol, veh/h	885			1004	2465	
Approach Delay, s/veh	58.7			12.9	24.4	
Approach LOS	E			B	C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		111.8		48.2		111.8
Change Period (Y+Rc), s		7.5		8.5		7.5
Max Green Setting (Gmax), s		72.0		72.0		72.0
Max Q Clear Time (g_c+I1), s		17.4		32.4		65.9
Green Ext Time (p_c), s		25.5		7.3		6.1

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		28.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



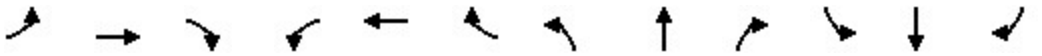
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	331	325	199	268	572	284	220	755	94	229	1235	347
Future Volume (veh/h)	331	325	199	268	572	284	220	755	94	229	1235	347
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.98		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1885	1885	1870	1856	1885	1826	1870	1841	1870	1856
Adj Flow Rate, veh/h	334	328	201	271	578	287	222	763	0	231	1247	351
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	4	2	1	1	2	3	1	5	2	4	2	3
Cap, veh/h	390	1089	594	475	1006	554	269	1817		277	1882	757
Arrive On Green	0.11	0.31	0.31	0.10	0.28	0.28	0.08	0.36	0.00	0.16	0.74	0.74
Sat Flow, veh/h	3401	3554	1535	1795	3554	1506	3483	4985	1585	3401	5106	1565
Grp Volume(v), veh/h	334	328	201	271	578	287	222	763	0	231	1247	351
Grp Sat Flow(s),veh/h/ln	1700	1777	1535	1795	1777	1506	1742	1662	1585	1700	1702	1565
Q Serve(g_s), s	15.4	11.3	14.9	16.6	22.3	23.9	10.0	18.4	0.0	10.5	20.1	14.0
Cycle Q Clear(g_c), s	15.4	11.3	14.9	16.6	22.3	23.9	10.0	18.4	0.0	10.5	20.1	14.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	390	1089	594	475	1006	554	269	1817		277	1882	757
V/C Ratio(X)	0.86	0.30	0.34	0.57	0.57	0.52	0.82	0.42		0.83	0.66	0.46
Avail Cap(c_a), veh/h	489	1230	655	475	1044	570	327	1817		361	1882	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.44	0.44	0.44
Uniform Delay (d), s/veh	69.5	42.4	34.9	36.0	49.1	39.9	72.7	38.1	0.0	65.9	15.9	10.4
Incr Delay (d2), s/veh	11.7	0.2	0.3	1.6	0.7	0.8	13.3	0.7	0.0	5.8	0.8	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	3.6	3.8	5.3	7.2	6.1	4.0	5.2	0.0	3.5	3.4	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.2	42.5	35.3	37.6	49.8	40.7	86.1	38.9	0.0	71.8	16.7	11.3
LnGrp LOS	F	D	D	D	D	D	F	D		E	B	B
Approach Vol, veh/h		863			1136			985			1829	
Approach Delay, s/veh		55.8			44.6			49.5			22.6	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	66.5	23.4	52.8	18.0	65.8	19.6	56.5
Change Period (Y+Rc), s	5.0	7.5	5.0	7.5	5.0	7.5	3.0	7.5
Max Green Setting (Gmax), s	15.0	50.0	23.0	47.0	17.0	48.0	16.6	55.4
Max Q Clear Time (g_c+I1), s	12.0	22.1	17.4	25.9	12.5	20.4	18.6	16.9
Green Ext Time (p_c), s	0.3	22.6	0.9	10.5	0.5	13.5	0.0	7.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	39.3
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	338	96	451	518	6	61	1	281	6	7	5
Future Volume (veh/h)	1	338	96	451	518	6	61	1	281	6	7	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	418	1826	1870	1900	1856	1604	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	363	103	485	557	6	66	1	302	6	8	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	100	5	2	0	3	20	0	0	0	0	0	0
Cap, veh/h	154	700	598	505	984	713	466	2	463	227	200	125
Arrive On Green	0.38	0.38	0.38	0.11	0.53	0.53	0.07	0.29	0.29	0.18	0.18	0.18
Sat Flow, veh/h	188	1826	1560	1810	1856	1344	1810	5	1592	1086	1087	680
Grp Volume(v), veh/h	1	363	103	485	557	6	66	0	303	6	0	13
Grp Sat Flow(s),veh/h/ln	188	1826	1560	1810	1856	1344	1810	0	1598	1086	0	1767
Q Serve(g_s), s	0.3	12.0	3.4	8.5	15.8	0.2	2.1	0.0	13.0	0.4	0.0	0.5
Cycle Q Clear(g_c), s	4.5	12.0	3.4	8.5	15.8	0.2	2.1	0.0	13.0	5.0	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	154	700	598	505	984	713	466	0	464	227	0	325
V/C Ratio(X)	0.01	0.52	0.17	0.96	0.57	0.01	0.14	0.00	0.65	0.03	0.00	0.04
Avail Cap(c_a), veh/h	154	700	598	505	984	713	539	0	909	485	0	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	18.6	15.9	20.4	12.3	8.7	21.2	0.0	24.3	30.2	0.0	26.2
Incr Delay (d2), s/veh	0.1	2.7	0.6	30.3	2.4	0.0	0.1	0.0	1.6	0.0	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.3	4.2	0.6	0.0	0.4	0.0	2.0	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.8	21.3	16.5	50.7	14.7	8.7	21.4	0.0	25.9	30.2	0.0	26.3
LnGrp LOS	B	C	B	D	B	A	C		C	C		C
Approach Vol, veh/h		467			1048			369			19	
Approach Delay, s/veh		20.2			31.3			25.1			27.5	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	11.5	37.5		29.2		49.0	8.3	20.9				
Change Period (Y+Rc), s	3.0	7.5		6.5		7.5	3.0	6.5				
Max Green Setting (Gmax), s	8.5	30.0		44.5		41.5	8.5	33.0				
Max Q Clear Time (g_c+I1), s	10.5	14.0		15.0		17.8	4.1	7.0				
Green Ext Time (p_c), s	0.0	5.2		5.7		9.5	0.1	0.1				

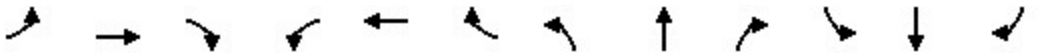
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			27.3									
HCM 6th LOS			C									



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	252	199	1006	126	73	747
Future Volume (veh/h)	252	199	1006	126	73	747
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1856	1811	1870
Adj Flow Rate, veh/h	262	207	1048	131	76	778
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	3	6	2
Cap, veh/h	356	316	2214	972	332	2197
Arrive On Green	0.20	0.20	0.62	0.62	0.62	0.62
Sat Flow, veh/h	1795	1598	3676	1572	461	3647
Grp Volume(v), veh/h	262	207	1048	131	76	778
Grp Sat Flow(s),veh/h/ln	1795	1598	1791	1572	461	1777
Q Serve(g_s), s	8.2	7.1	9.5	2.1	6.4	6.4
Cycle Q Clear(g_c), s	8.2	7.1	9.5	2.1	15.8	6.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	356	316	2214	972	332	2197
V/C Ratio(X)	0.74	0.65	0.47	0.13	0.23	0.35
Avail Cap(c_a), veh/h	540	480	2214	972	332	2197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.5	22.1	6.2	4.8	10.4	5.6
Incr Delay (d2), s/veh	3.0	2.3	0.7	0.3	1.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.7	0.2	0.1	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.5	24.4	6.9	5.0	12.0	6.0
LnGrp LOS	C	C	A	A	B	A
Approach Vol, veh/h	469		1179			854
Approach Delay, s/veh	25.0		6.7			6.6
Approach LOS	C		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		43.5			43.5	16.4
Change Period (Y+Rc), s		6.5			6.5	4.5
Max Green Setting (Gmax), s		37.0			37.0	18.0
Max Q Clear Time (g_c+I1), s		17.8			11.5	10.2
Green Ext Time (p_c), s		12.0			18.1	1.7

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		10.1
HCM 6th LOS		B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	257	667	130	164	941	52	80	714	144	45	536	257
Future Volume (veh/h)	257	667	130	164	941	52	80	714	144	45	536	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1900	1885	1885	1870	1841	1885	1870	1900	1885	1870
Adj Flow Rate, veh/h	273	710	138	174	1001	55	85	760	153	48	570	273
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	0	1	1	2	4	1	2	0	1	2
Cap, veh/h	367	1567	304	407	1714	94	195	1115	493	123	873	386
Arrive On Green	0.09	0.52	0.52	0.06	0.50	0.50	0.05	0.31	0.31	0.24	0.24	0.24
Sat Flow, veh/h	1795	2990	581	1795	3452	190	1753	3582	1584	621	3582	1583
Grp Volume(v), veh/h	273	425	423	174	519	537	85	760	153	48	570	273
Grp Sat Flow(s),veh/h/ln	1795	1791	1780	1795	1791	1851	1753	1791	1584	621	1791	1583
Q Serve(g_s), s	11.4	23.7	23.7	7.5	32.9	32.9	5.7	29.7	11.8	11.7	22.9	25.2
Cycle Q Clear(g_c), s	11.4	23.7	23.7	7.5	32.9	32.9	5.7	29.7	11.8	30.6	22.9	25.2
Prop In Lane	1.00		0.33	1.00		0.10	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	367	938	933	407	889	919	195	1115	493	123	873	386
V/C Ratio(X)	0.74	0.45	0.45	0.43	0.58	0.58	0.44	0.68	0.31	0.39	0.65	0.71
Avail Cap(c_a), veh/h	544	938	933	633	889	919	444	1645	727	127	895	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.7	23.8	23.8	18.7	28.6	28.6	42.8	48.2	42.0	66.3	54.4	55.3
Incr Delay (d2), s/veh	2.6	1.3	1.4	0.7	2.8	2.7	1.5	0.7	0.4	2.0	1.7	5.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	5.9	5.8	1.7	8.8	9.1	1.8	9.4	3.3	1.5	7.8	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.3	25.1	25.1	19.4	31.4	31.3	44.4	48.9	42.4	68.3	56.1	60.9
LnGrp LOS	C	C	C	B	C	C	D	D	D	E	E	E
Approach Vol, veh/h		1121			1230			998			891	
Approach Delay, s/veh		25.2			29.6			47.5			58.2	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	90.3		56.3	17.8	85.9	10.8	45.5				
Change Period (Y+Rc), s	3.0	6.5		6.5	3.0	6.5	3.0	6.5				
Max Green Setting (Gmax), s	30.5	40.0		73.5	30.5	40.0	30.5	40.0				
Max Q Clear Time (g_c+I1), s	9.5	25.7		31.7	13.4	34.9	7.7	32.6				
Green Ext Time (p_c), s	0.8	9.3		18.1	1.3	4.3	0.3	4.9				

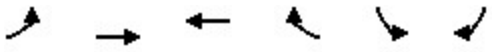
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			38.7									
HCM 6th LOS			D									



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	948	70	0	1232	51	183
Future Volume (veh/h)	948	70	0	1232	51	183
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1786	1688	0	1786	1688	1772
Adj Flow Rate, veh/h	967	71	0	1257	52	187
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	8	0	1	8	2
Cap, veh/h	1496	110	0	1584	1039	501
Arrive On Green	0.47	0.47	0.00	0.47	0.33	0.33
Sat Flow, veh/h	3294	235	0	3572	3118	1502
Grp Volume(v), veh/h	512	526	0	1257	52	187
Grp Sat Flow(s),veh/h/ln	1697	1744	0	1697	1559	1502
Q Serve(g_s), s	13.8	13.8	0.0	18.8	0.7	5.7
Cycle Q Clear(g_c), s	13.8	13.8	0.0	18.8	0.7	5.7
Prop In Lane		0.13	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	792	814	0	1584	1039	501
V/C Ratio(X)	0.65	0.65	0.00	0.79	0.05	0.37
Avail Cap(c_a), veh/h	792	814	0	1584	1039	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.79	1.00	1.00
Uniform Delay (d), s/veh	12.2	12.2	0.0	13.6	13.6	15.2
Incr Delay (d2), s/veh	4.1	3.9	0.0	3.3	0.1	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.9	0.0	0.7	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.3	16.2	0.0	16.9	13.7	17.4
LnGrp LOS	B	B		B	B	B
Approach Vol, veh/h	1038			1257	239	
Approach Delay, s/veh	16.2			16.9	16.6	
Approach LOS	B			B	B	

Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		26.0		34.0		34.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		20.0		28.0		28.0
Max Q Clear Time (g_c+I1), s		7.7		15.8		20.8
Green Ext Time (p_c), s		1.0		9.4		6.5

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		16.6
HCM 6th LOS		B



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	863	1104	147	209	296
Future Volume (veh/h)	0	863	1104	147	209	296
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1772	1786	1772	1772	1786
Adj Flow Rate, veh/h	0	881	1127	150	213	302
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	1	2	2	1
Cap, veh/h	0	1711	1530	203	1119	517
Arrive On Green	0.00	0.51	0.51	0.51	0.34	0.34
Sat Flow, veh/h	0	3544	3100	400	3274	1514
Grp Volume(v), veh/h	0	881	634	643	213	302
Grp Sat Flow(s),veh/h/ln	0	1683	1697	1714	1637	1514
Q Serve(g_s), s	0.0	10.5	17.6	17.7	2.7	9.8
Cycle Q Clear(g_c), s	0.0	10.5	17.6	17.7	2.7	9.8
Prop In Lane	0.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	0	1711	862	871	1119	517
V/C Ratio(X)	0.00	0.51	0.74	0.74	0.19	0.58
Avail Cap(c_a), veh/h	0	1711	862	871	1119	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.8	11.6	11.6	13.9	16.2
Incr Delay (d2), s/veh	0.0	1.1	5.5	5.6	0.4	4.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.3	1.3	0.1	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	10.9	17.1	17.2	14.3	21.0
LnGrp LOS		B	B	B	B	C
Approach Vol, veh/h		881	1277		515	
Approach Delay, s/veh		10.9	17.1		18.2	
Approach LOS		B	B		B	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			35.0		25.0	35.0
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			30.5		20.5	30.5
Max Q Clear Time (g_c+I1), s			12.5		11.8	19.7
Green Ext Time (p_c), s			11.7		2.1	9.4

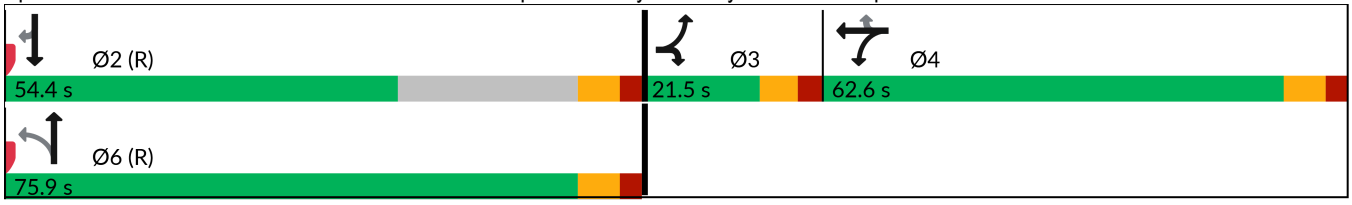
Intersection Summary		
HCM 6th Ctrl Delay, s/veh		15.3
HCM 6th LOS		B

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	265	3	537	2	1128	205	0	1479	386
Future Volume (vph)	0	0	0	265	3	537	2	1128	205	0	1479	386
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	0.95	1.00	0.91	1.00
Ped Bike Factor						0.98						
Frt						0.850		0.977				0.850
Flt Protected				0.950	0.953		0.950					
Satd. Flow (prot)	1784	0	1784	1507	1514	2250	1729	3183	0	0	4558	1334
Flt Permitted				0.950	0.953		0.138					
Satd. Flow (perm)	1784	0	1784	1507	1514	2201	251	3183	0	0	4558	1334
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						367		16				308
Link Speed (k/h)		50			60			60			60	
Link Distance (m)		149.8			217.3			393.8			859.9	
Travel Time (s)		10.8			13.0			23.6			51.6	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	9%	0%	21%	0%	6%	7%	2%	9%	16%
Adj. Flow (vph)	0	0	0	279	3	565	2	1187	216	0	1557	406
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	0	0	0	142	140	565	2	1403	0	0	1557	406
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)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2			2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5			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
Detector 1 Size(m)	6.1		6.1	6.1	1.8	6.1	6.1	1.8			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
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
Detector 1 Queue (s)	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
Detector 2 Position(m)					28.7			28.7			28.7	
Detector 2 Size(m)					1.8			1.8			1.8	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type	Prot		Prot	Split	NA	Perm	Perm	NA			NA	Perm
Protected Phases	3		3	4	4			6			2	
Permitted Phases						4	6					2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3		3	4	4	4	6	6			2	2
Switch Phase												
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0	20.0	20.0			20.0	20.0
Minimum Split (s)	17.3		17.3	50.6	50.6	50.6	41.5	41.5			41.5	41.5
Total Split (s)	21.5		21.5	62.6	62.6	62.6	75.9	75.9			54.4	54.4
Total Split (%)	13.4%		13.4%	39.1%	39.1%	39.1%	47.4%	47.4%			34.0%	34.0%
Maximum Green (s)	14.2		14.2	55.0	55.0	55.0	68.4	68.4			46.9	46.9
Yellow Time (s)	4.5		4.5	5.0	5.0	5.0	5.0	5.0			5.0	5.0
All-Red Time (s)	2.8		2.8	2.6	2.6	2.6	2.5	2.5			2.5	2.5
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)	7.3		7.3	7.6	7.6	7.6	7.5	7.5			7.5	7.5
Lead/Lag	Lead		Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode	None		None	None	None	None	C-Max	C-Max			C-Max	C-Max
Walk Time (s)				10.0	10.0	10.0	10.0	10.0			10.0	10.0
Flash Don't Walk (s)				33.0	33.0	33.0	24.0	24.0			24.0	24.0
Pedestrian Calls (#/hr)				0	0	0	0	0			0	0
Act Effct Green (s)				25.6	25.6	25.6	119.3	119.3			119.3	119.3
Actuated g/C Ratio				0.16	0.16	0.16	0.75	0.75			0.75	0.75
v/c Ratio				0.59	0.58	0.86	0.01	0.59			0.46	0.38
Control Delay (s/veh)				70.4	69.8	34.7	7.0	12.3			9.3	3.2
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)				70.4	69.8	34.7	7.0	12.3			9.3	3.2
LOS				E	E	C	A	B			A	A
Approach Delay (s/veh)					46.5			12.3			8.1	
Approach LOS					D			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 147 (92%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay (s/veh): 17.2		Intersection LOS: B	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Winston Churchill Blvd & Carpool Lot Hwy 401/Hwy 401 WB Ramp Terminal

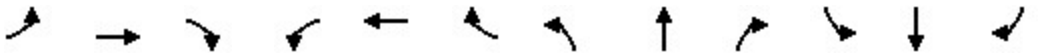




Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	142	140	565	2	1403	1557	406
v/c Ratio	0.59	0.58	0.86	0.01	0.59	0.46	0.38
Control Delay (s/veh)	70.4	69.8	34.7	7.0	12.3	9.3	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	70.4	69.8	34.7	7.0	12.3	9.3	3.2
Queue Length 50th (m)	48.3	44.3	44.2	0.2	84.0	66.0	8.5
Queue Length 95th (m)	67.1	61.5	66.7	m0.6	202.4	107.5	30.3
Internal Link Dist (m)		193.3			369.8	835.9	
Turn Bay Length (m)							
Base Capacity (vph)	518	520	997	187	2376	3397	1072
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.27	0.57	0.01	0.59	0.46	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	3	537	2	1128	205	0	1479	386
Future Volume (veh/h)	0	0	0	265	3	537	2	1128	205	0	1479	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	0	1772	1674	1800	1505	1800	1716	1702	0	1674	1575
Adj Flow Rate, veh/h	0	0	0	281	0	565	2	1187	216	0	1557	406
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	9	0	21	0	6	7	0	9	16
Cap, veh/h	0	0	0	831	0	664	144	1779	322	0	2947	861
Arrive On Green	0.00	0.00	0.00	0.26	0.00	0.26	0.65	0.65	0.65	0.00	0.65	0.65
Sat Flow, veh/h		0		3188	0	2546	215	2757	499	0	4720	1335
Grp Volume(v), veh/h		0.0		281	0	565	2	699	704	0	1557	406
Grp Sat Flow(s),veh/h/ln				1594	0	1273	215	1630	1626	0	1523	1335
Q Serve(g_s), s				11.4	0.0	33.7	0.8	42.6	43.4	0.0	29.4	24.8
Cycle Q Clear(g_c), s				11.4	0.0	33.7	30.2	42.6	43.4	0.0	29.4	24.8
Prop In Lane				1.00		1.00	1.00		0.31	0.00		1.00
Lane Grp Cap(c), veh/h				831	0	664	144	1051	1049	0	2947	861
V/C Ratio(X)				0.34	0.00	0.85	0.01	0.66	0.67	0.00	0.53	0.47
Avail Cap(c_a), veh/h				1096	0	875	144	1051	1049	0	2947	861
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				48.0	0.0	56.2	23.4	17.6	17.8	0.0	15.3	14.5
Incr Delay (d2), s/veh				0.2	0.0	6.3	0.2	3.3	3.4	0.0	0.7	1.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.8	0.0	9.4	0.0	9.7	9.9	0.0	5.8	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				48.2	0.0	62.5	23.6	21.0	21.2	0.0	16.0	16.3
LnGrp LOS				D		E	C	C	C		B	B
Approach Vol, veh/h					846			1405			1963	
Approach Delay, s/veh					57.8			21.1			16.0	
Approach LOS					E			C			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	110.7	49.3	110.7
Change Period (Y+Rc), s	7.5	7.6	7.5
Max Green Setting (Gmax), s	46.9	55.0	68.4
Max Q Clear Time (g_c+I1), s	31.4	35.7	45.4
Green Ext Time (p_c), s	14.6	5.9	19.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	26.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

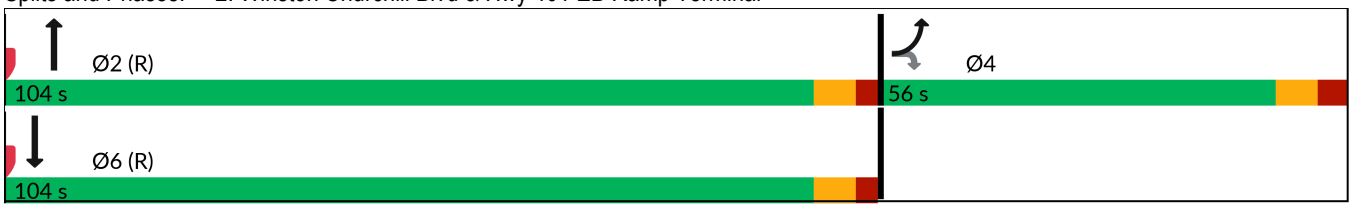


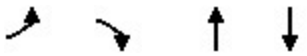
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	547	246	0	805	882	730
Future Volume (vph)	547	246	0	805	882	730
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	0.97	0.91	1.00	0.91	0.91	0.91
Frt	0.994	0.850			0.932	
Flt Protected	0.954					
Satd. Flow (prot)	3079	1367	0	4824	4256	0
Flt Permitted	0.954					
Satd. Flow (perm)	3079	1367	0	4824	4256	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3	144			235	
Link Speed (k/h)	50			60	60	
Link Distance (m)	280.6			247.8	393.8	
Travel Time (s)	20.2			14.9	23.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	3%	2%	3%	7%	11%
Adj. Flow (vph)	576	259	0	847	928	768
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	602	233	0	847	1696	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	7.4			7.4	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24	14	24			14
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (m)	6.1	6.1		30.5	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	6.1		1.8	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(m)				28.7	28.7	
Detector 2 Size(m)				1.8	1.8	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Detector Phase	4	4		2	6	
Switch Phase						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	10.0	10.0		20.0	20.0	
Minimum Split (s)	22.5	22.5		31.5	31.5	
Total Split (s)	56.0	56.0		104.0	104.0	
Total Split (%)	35.0%	35.0%		65.0%	65.0%	
Maximum Green (s)	47.5	47.5		96.5	96.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	
All-Red Time (s)	3.5	3.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.5	8.5		7.5	7.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Max	C-Max	
Walk Time (s)				7.0	7.0	
Flash Don't Walk (s)				17.0	17.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	37.4	37.4		106.6	106.6	
Actuated g/C Ratio	0.23	0.23		0.67	0.67	
v/c Ratio	0.83	0.54		0.26	0.58	
Control Delay (s/veh)	68.6	23.9		8.5	17.8	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	68.6	23.9		8.5	17.8	
LOS	E	C		A	B	
Approach Delay (s/veh)	56.2			8.5	17.8	
Approach LOS	E			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 149 (93%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 25.0		Intersection LOS: C	
Intersection Capacity Utilization 67.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Winston Churchill Blvd & Hwy 401 EB Ramp Terminal





Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	602	233	847	1696
v/c Ratio	0.83	0.54	0.26	0.58
Control Delay (s/veh)	68.6	23.9	8.5	17.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.6	23.9	8.5	17.8
Queue Length 50th (m)	101.2	27.2	29.1	29.0
Queue Length 95th (m)	117.2	55.3	44.7	160.4
Internal Link Dist (m)	256.6		223.8	369.8
Turn Bay Length (m)				
Base Capacity (vph)	916	507	3215	2915
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.66	0.46	0.26	0.58

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	547	246	0	805	882	730
Future Volume (veh/h)	547	246	0	805	882	730
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1674	1758	0	1758	1702	1646
Adj Flow Rate, veh/h	576	259	0	847	928	768
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	3	0	3	7	11
Cap, veh/h	697	326	0	3270	2110	983
Arrive On Green	0.22	0.22	0.00	0.68	0.68	0.68
Sat Flow, veh/h	3188	1490	0	5115	3250	1442
Grp Volume(v), veh/h	576	259	0	847	928	768
Grp Sat Flow(s),veh/h/ln	1594	1490	0	1600	1549	1442
Q Serve(g_s), s	27.6	26.3	0.0	10.9	21.8	58.1
Cycle Q Clear(g_c), s	27.6	26.3	0.0	10.9	21.8	58.1
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	697	326	0	3270	2110	983
V/C Ratio(X)	0.83	0.80	0.00	0.26	0.44	0.78
Avail Cap(c_a), veh/h	946	442	0	3270	2110	983
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.85	1.00	1.00
Uniform Delay (d), s/veh	59.6	59.1	0.0	9.9	11.6	17.4
Incr Delay (d2), s/veh	4.5	7.0	0.0	0.2	0.7	6.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.9	9.0	0.0	1.9	3.9	10.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	64.1	66.1	0.0	10.0	12.3	23.5
LnGrp LOS	E	E		B	B	C
Approach Vol, veh/h	835			847	1696	
Approach Delay, s/veh	64.7			10.0	17.4	
Approach LOS	E			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		116.5		43.5		116.5
Change Period (Y+Rc), s		7.5		8.5		7.5
Max Green Setting (Gmax), s		96.5		47.5		96.5
Max Q Clear Time (g_c+I1), s		12.9		29.6		60.1
Green Ext Time (p_c), s		23.7		5.4		32.4

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		27.2
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

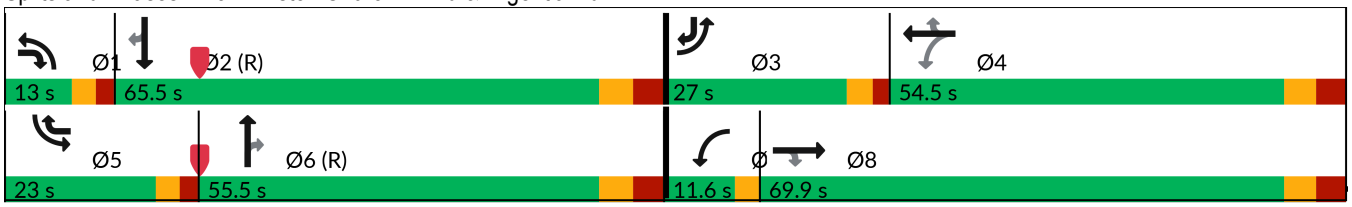
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	212	57	74	94	135	78	1153	95	272	531	174
Future Volume (vph)	330	212	57	74	94	135	78	1153	95	272	531	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	185.0		100.0	85.0		85.0	150.0		70.0	145.0		185.0
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (m)	7.6			2.5			7.6			7.6		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor	0.98		0.97	0.99		0.96	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3372	3614	1601	1722	3579	1512	3471	5142	1570	3437	4902	1484
Flt Permitted	0.950			0.612			0.950			0.950		
Satd. Flow (perm)	3303	3614	1553	1094	3579	1459	3456	5142	1540	3429	4902	1452
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85			153			183
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		633.5			370.2			729.2			247.8	
Travel Time (s)		38.0			22.2			43.8			14.9	
Confl. Peds. (#/hr)	23		18	18		23	9		7	7		9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	1%	2%	6%	2%	8%	2%	2%	4%	3%	7%	10%
Adj. Flow (vph)	347	223	60	78	99	142	82	1214	100	286	559	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	347	223	60	78	99	142	82	1214	100	286	559	183
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)		7.4			7.4			7.4			7.4	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			1.6			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	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	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	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	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	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

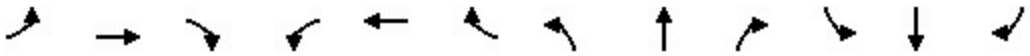
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6		5	2	3
Permitted Phases			8	4		4			6			2
Detector Phase	3	8	1	7	4	5	1	6	6	5	2	3
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	10.0	10.0	7.0	10.0	7.0
Minimum Split (s)	12.0	54.5	12.0	11.5	54.5	12.0	12.0	51.5	51.5	12.0	51.5	12.0
Total Split (s)	27.0	69.9	13.0	11.6	54.5	23.0	13.0	55.5	55.5	23.0	65.5	27.0
Total Split (%)	16.9%	43.7%	8.1%	7.3%	34.1%	14.4%	8.1%	34.7%	34.7%	14.4%	40.9%	16.9%
Maximum Green (s)	22.0	62.4	8.0	8.6	47.0	18.0	8.0	48.0	48.0	18.0	58.0	22.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	2.0	3.5	2.0	0.0	3.5	2.0	2.0	3.5	3.5	2.0	3.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	5.0	3.0	7.5	5.0	5.0	7.5	7.5	5.0	7.5	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	None	None	Min	None	None	C-Max	C-Max	None	C-Max	None
Walk Time (s)		10.0			10.0			10.0	10.0		10.0	
Flash Don't Walk (s)		37.0			37.0			34.0	34.0		34.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	20.3	24.7	36.4	23.5	10.7	31.7	9.2	85.5	85.5	18.5	94.8	117.6
Actuated g/C Ratio	0.13	0.15	0.23	0.15	0.07	0.20	0.06	0.53	0.53	0.12	0.59	0.74
v/c Ratio	0.81	0.40	0.14	0.40	0.42	0.39	0.41	0.44	0.11	0.72	0.19	0.16
Control Delay (s/veh)	83.4	62.8	3.7	54.1	76.9	23.7	78.6	24.0	0.6	72.8	12.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.4	62.8	3.7	54.1	76.9	23.7	78.6	24.0	0.6	72.8	12.6	2.5
LOS	F	E	A	D	E	C	E	C	A	E	B	A
Approach Delay (s/veh)		68.5			47.6			25.6			27.6	
Approach LOS		E			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 65 (41%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay (s/veh): 36.3 Intersection LOS: D
Intersection Capacity Utilization 99.5% ICU Level of Service F
Analysis Period (min) 15

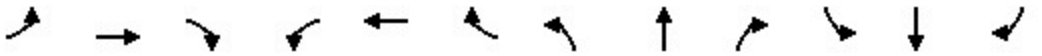
Splits and Phases: 3: Winston Churchill Blvd & Argentia Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	347	223	60	78	99	142	82	1214	100	286	559	183
v/c Ratio	0.81	0.40	0.14	0.40	0.42	0.39	0.41	0.44	0.11	0.72	0.19	0.16
Control Delay (s/veh)	83.4	62.8	3.7	54.1	76.9	23.7	78.6	24.0	0.6	72.8	12.6	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.4	62.8	3.7	54.1	76.9	23.7	78.6	24.0	0.6	72.8	12.6	2.5
Queue Length 50th (m)	57.9	34.3	0.0	20.4	16.5	15.7	13.4	86.3	0.0	42.1	35.1	9.9
Queue Length 95th (m)	76.1	47.2	5.4	34.8	26.5	35.5	22.6	108.7	1.2	56.2	39.8	13.2
Internal Link Dist (m)		609.5			346.2			705.2			223.8	
Turn Bay Length (m)	185.0		100.0	85.0		85.0	150.0		70.0	145.0		185.0
Base Capacity (vph)	463	1409	423	196	1051	372	204	2748	894	421	2904	1133
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.16	0.14	0.40	0.09	0.38	0.40	0.44	0.11	0.68	0.19	0.16

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	212	57	74	94	135	78	1153	95	272	531	174
Future Volume (veh/h)	330	212	57	74	94	135	78	1153	95	272	531	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.98		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1870	1811	1870	1781	1870	1870	1841	1856	1796	1752
Adj Flow Rate, veh/h	347	223	60	78	99	142	82	1214	0	286	559	183
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	1	2	6	2	8	2	2	4	3	7	10
Cap, veh/h	399	1113	549	359	802	476	147	2060		330	2242	850
Arrive On Green	0.12	0.31	0.31	0.05	0.23	0.23	0.04	0.40	0.00	0.19	0.91	0.91
Sat Flow, veh/h	3374	3582	1550	1725	3554	1464	3456	5106	1560	3428	4904	1476
Grp Volume(v), veh/h	347	223	60	78	99	142	82	1214	0	286	559	183
Grp Sat Flow(s),veh/h/ln	1687	1791	1550	1725	1777	1464	1728	1702	1560	1714	1635	1476
Q Serve(g_s), s	16.2	7.3	4.2	5.5	3.5	11.7	3.7	29.8	0.0	12.9	2.0	1.8
Cycle Q Clear(g_c), s	16.2	7.3	4.2	5.5	3.5	11.7	3.7	29.8	0.0	12.9	2.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	399	1113	549	359	802	476	147	2060		330	2242	850
V/C Ratio(X)	0.87	0.20	0.11	0.22	0.12	0.30	0.56	0.59		0.87	0.25	0.22
Avail Cap(c_a), veh/h	464	1397	672	372	1044	575	173	2060		386	2242	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	69.3	40.5	34.8	44.5	49.3	40.7	75.1	37.3	0.0	63.6	3.8	2.3
Incr Delay (d2), s/veh	14.7	0.1	0.1	0.3	0.1	0.3	3.3	1.2	0.0	13.6	0.2	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	2.6	1.3	2.0	1.3	3.4	1.5	9.7	0.0	5.0	0.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.0	40.6	34.9	44.8	49.4	41.1	78.4	38.6	0.0	77.1	4.0	2.8
LnGrp LOS	F	D	C	D	D	D	E	D		E	A	A
Approach Vol, veh/h		630			319			1296			1028	
Approach Delay, s/veh		64.0			44.6			41.1			24.1	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	80.6	23.9	43.6	20.4	72.1	10.3	57.2
Change Period (Y+Rc), s	5.0	7.5	5.0	7.5	5.0	7.5	3.0	7.5
Max Green Setting (Gmax), s	8.0	58.0	22.0	47.0	18.0	48.0	8.6	62.4
Max Q Clear Time (g_c+I1), s	5.7	4.0	18.2	13.7	14.9	31.8	7.5	9.3
Green Ext Time (p_c), s	0.1	14.1	0.7	2.5	0.5	13.1	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	40.5
HCM 6th LOS	D

Notes

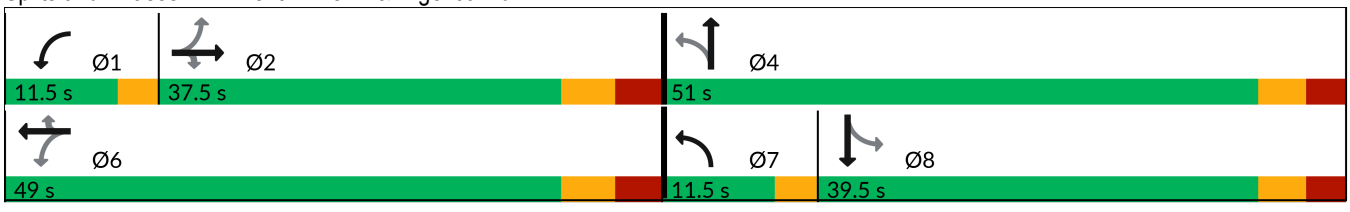
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

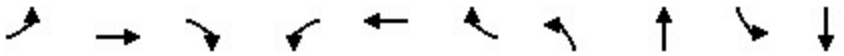
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	323	38	69	171	16	87	7	214	5	4	3
Future Volume (vph)	8	323	38	69	171	16	87	7	214	5	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		0.0	0.0		0.0	130.0		0.0	45.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. 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
Ped Bike Factor	1.00		0.97	1.00		0.97	1.00	0.99		1.00	0.99	
Frt			0.850			0.850		0.855			0.936	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1847	1633	1738	1830	1633	1825	1606	0	1217	1788	0
Flt Permitted	0.645			0.480			0.579			0.615		
Satd. Flow (perm)	1234	1847	1586	874	1830	1592	1110	1606	0	787	1788	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			71		223			3	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		577.3			633.5			748.2			571.7	
Travel Time (s)		34.6			38.0			53.9			41.2	
Confl. Peds. (#/hr)	3		5	5		3	2		1	1		2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	0%	5%	5%	0%	0%	0%	1%	50%	0%	0%
Adj. Flow (vph)	8	336	40	72	178	17	91	7	223	5	4	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	336	40	72	178	17	91	230	0	5	7	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)		11.1			11.1			3.7			3.7	
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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	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		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	6.1	1.8	6.1	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		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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6		6	4			8		
Detector Phase	2	2	2	1	6	6	7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0		10.0	10.0	
Minimum Split (s)	35.5	35.5	35.5	11.5	35.5	35.5	11.5	39.5		39.5	39.5	
Total Split (s)	37.5	37.5	37.5	11.5	49.0	49.0	11.5	51.0		39.5	39.5	
Total Split (%)	37.5%	37.5%	37.5%	11.5%	49.0%	49.0%	11.5%	51.0%		39.5%	39.5%	
Maximum Green (s)	30.0	30.0	30.0	8.5	41.5	41.5	8.5	44.5		33.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	4.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	3.5	3.5	3.5	0.0	3.5	3.5	0.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	7.5	7.5	3.0	7.5	7.5	3.0	6.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max	Max	None	Max	Max	None	Min		Min	Min	
Walk Time (s)	10.0	10.0	10.0		10.0	10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	18.0	18.0	18.0		18.0	18.0		23.0		23.0	23.0	
Pedestrian Calls (#/hr)	0	0	0		0	0		0		0	0	
Act Effct Green (s)	33.6	33.6	33.6	46.2	41.7	41.7	22.3	18.8		10.0	10.0	
Actuated g/C Ratio	0.45	0.45	0.45	0.62	0.56	0.56	0.30	0.25		0.13	0.13	
v/c Ratio	0.01	0.40	0.05	0.12	0.17	0.02	0.22	0.40		0.05	0.03	
Control Delay (s/veh)	14.1	17.7	0.1	7.0	9.4	0.1	20.2	6.1		30.8	24.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	14.1	17.7	0.1	7.0	9.4	0.1	20.2	6.1		30.8	24.7	
LOS	B	B	A	A	A	A	C	A		C	C	
Approach Delay (s/veh)		15.8			8.1			10.1			27.3	
Approach LOS		B			A			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 74.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 12.0		Intersection LOS: B	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

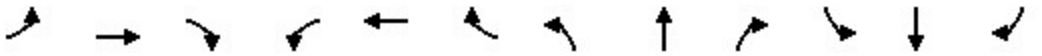
Splits and Phases: 4: Tenth Line W & Argentia Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	8	336	40	72	178	17	91	230	5	7
v/c Ratio	0.01	0.40	0.05	0.12	0.17	0.02	0.22	0.40	0.05	0.03
Control Delay (s/veh)	14.1	17.7	0.1	7.0	9.4	0.1	20.2	6.1	30.8	24.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.1	17.7	0.1	7.0	9.4	0.1	20.2	6.1	30.8	24.7
Queue Length 50th (m)	0.7	35.4	0.0	4.1	12.8	0.0	9.3	0.7	0.9	0.5
Queue Length 95th (m)	3.2	58.8	0.0	9.0	22.9	0.0	19.2	15.8	5.1	3.9
Internal Link Dist (m)		553.3			609.5			724.2		547.7
Turn Bay Length (m)	20.0						130.0		45.0	
Base Capacity (vph)	556	833	772	640	1023	921	414	1052	350	797
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.40	0.05	0.11	0.17	0.02	0.22	0.22	0.01	0.01

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	323	38	69	171	16	87	7	214	5	4	3
Future Volume (veh/h)	8	323	38	69	171	16	87	7	214	5	4	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1826	1826	1900	1900	1900	1885	1159	1900	1900
Adj Flow Rate, veh/h	8	336	40	72	178	17	91	7	223	5	4	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	4	0	5	5	0	0	0	1	50	0	0
Cap, veh/h	622	807	702	528	1005	882	441	13	413	196	146	110
Arrive On Green	0.44	0.44	0.44	0.07	0.55	0.55	0.08	0.26	0.26	0.15	0.15	0.15
Sat Flow, veh/h	1201	1841	1601	1739	1826	1603	1810	49	1565	711	1006	754
Grp Volume(v), veh/h	8	336	40	72	178	17	91	0	230	5	0	7
Grp Sat Flow(s),veh/h/ln	1201	1841	1601	1739	1826	1603	1810	0	1614	711	0	1760
Q Serve(g_s), s	0.3	9.5	1.1	1.5	3.7	0.4	3.0	0.0	9.2	0.5	0.0	0.3
Cycle Q Clear(g_c), s	0.3	9.5	1.1	1.5	3.7	0.4	3.0	0.0	9.2	0.7	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.43
Lane Grp Cap(c), veh/h	622	807	702	528	1005	882	441	0	426	196	0	256
V/C Ratio(X)	0.01	0.42	0.06	0.14	0.18	0.02	0.21	0.00	0.54	0.03	0.00	0.03
Avail Cap(c_a), veh/h	622	807	702	598	1005	882	502	0	952	404	0	770
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	14.6	12.2	9.4	8.5	7.7	22.3	0.0	23.8	28.0	0.0	27.7
Incr Delay (d2), s/veh	0.0	1.6	0.2	0.1	0.4	0.0	0.2	0.0	1.1	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	0.2	0.1	0.3	0.0	0.8	0.0	2.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.0	16.1	12.4	9.5	8.8	7.8	22.5	0.0	24.9	28.0	0.0	27.7
LnGrp LOS	B	B	B	A	A	A	C		C	C		C
Approach Vol, veh/h		384			267			321			12	
Approach Delay, s/veh		15.7			8.9			24.2			27.8	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	8.5	40.5		26.4		49.0	9.0	17.5				
Change Period (Y+Rc), s	3.0	7.5		6.5		7.5	3.0	6.5				
Max Green Setting (Gmax), s	8.5	30.0		44.5		41.5	8.5	33.0				
Max Q Clear Time (g_c+I1), s	3.5	11.5		11.2		5.7	5.0	2.7				
Green Ext Time (p_c), s	0.1	4.9		4.3		3.0	0.1	0.1				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.8									
HCM 6th LOS			B									

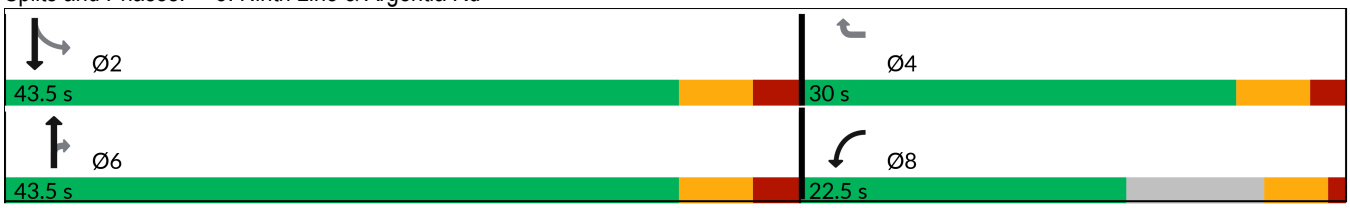


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	49	30	324	223	97	587
Future Volume (vph)	49	30	324	223	97	587
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		100.0	45.0	
Storage Lanes	1	1		1	1	
Taper Length (m)	7.6				7.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1706	1526	1883	1601	1789	1865
Flt Permitted	0.950				0.552	
Satd. Flow (perm)	1706	1526	1883	1601	1040	1865
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		32		240		
Link Speed (k/h)	60		60			60
Link Distance (m)	746.3		1616.5			667.9
Travel Time (s)	44.8		97.0			40.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	2%	2%	2%	3%
Adj. Flow (vph)	53	32	348	240	104	631
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	32	348	240	104	631
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		3.7			3.7
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	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
Turning Speed (k/h)	24	14		14	24	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (m)	6.1	6.1	30.5	6.1	6.1	30.5
Trailing Detector (m)	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
Detector 1 Size(m)	6.1	6.1	1.8	6.1	6.1	1.8
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(m)			28.7			28.7
Detector 2 Size(m)			1.8			1.8
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		6			2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4		6	2	
Detector Phase	8	4	6	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	20.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.5	30.0	43.5	43.5	43.5	43.5
Total Split (s)	22.5	30.0	43.5	43.5	43.5	43.5
Total Split (%)	30.6%	40.8%	59.2%	59.2%	59.2%	59.2%
Maximum Green (s)	18.0	24.0	37.0	37.0	37.0	37.0
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.5	6.5	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	10.0	10.0	10.0	10.0	10.0
Flash Don't Walk (s)	11.0	14.0	27.0	27.0	27.0	27.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	14.6	20.4	50.6	50.6	50.6	50.6
Actuated g/C Ratio	0.21	0.30	0.74	0.74	0.74	0.74
v/c Ratio	0.15	0.07	0.25	0.19	0.14	0.46
Control Delay (s/veh)	20.6	7.9	7.5	1.7	7.8	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.6	7.9	7.5	1.7	7.8	9.7
LOS	C	A	A	A	A	A
Approach Delay (s/veh)	15.8		5.1			9.4
Approach LOS	B		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 73.5			
Actuated Cycle Length: 68.5			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay (s/veh): 8.0		Intersection LOS: A	
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Ninth Line & Argentia Rd





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	53	32	348	240	104	631
v/c Ratio	0.15	0.07	0.25	0.19	0.14	0.46
Control Delay (s/veh)	20.6	7.9	7.5	1.7	7.8	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.6	7.9	7.5	1.7	7.8	9.7
Queue Length 50th (m)	6.8	0.0	24.3	0.0	6.6	54.8
Queue Length 95th (m)	12.6	5.8	40.0	8.8	14.4	86.8
Internal Link Dist (m)	722.3		1592.5			643.9
Turn Bay Length (m)				100.0	45.0	
Base Capacity (vph)	646	564	1391	1245	768	1378
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.06	0.25	0.19	0.14	0.46

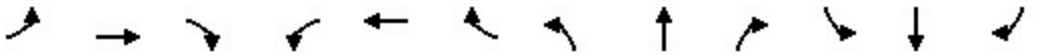
Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	49	30	324	223	97	587
Future Volume (veh/h)	49	30	324	223	97	587
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1796	1870	1870	1870	1856
Adj Flow Rate, veh/h	53	32	348	240	104	631
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	2	2	2	3
Cap, veh/h	117	104	1343	1138	681	1333
Arrive On Green	0.07	0.07	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1711	1522	1870	1585	828	1856
Grp Volume(v), veh/h	53	32	348	240	104	631
Grp Sat Flow(s),veh/h/ln	1711	1522	1870	1585	828	1856
Q Serve(g_s), s	1.5	1.0	3.3	2.6	2.6	7.5
Cycle Q Clear(g_c), s	1.5	1.0	3.3	2.6	5.9	7.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	117	104	1343	1138	681	1333
V/C Ratio(X)	0.45	0.31	0.26	0.21	0.15	0.47
Avail Cap(c_a), veh/h	598	532	1343	1138	681	1333
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	22.8	2.5	2.4	3.5	3.1
Incr Delay (d2), s/veh	2.7	1.7	0.5	0.4	0.5	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.2	0.1	0.1	0.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.8	24.5	3.0	2.8	4.0	4.3
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	85		588			735
Approach Delay, s/veh	25.3		2.9			4.3
Approach LOS	C		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		43.5			43.5	8.0
Change Period (Y+Rc), s		6.5			6.5	4.5
Max Green Setting (Gmax), s		37.0			37.0	18.0
Max Q Clear Time (g_c+I1), s		9.5			5.3	3.5
Green Ext Time (p_c), s		13.0			7.8	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	5.0
HCM 6th LOS	A

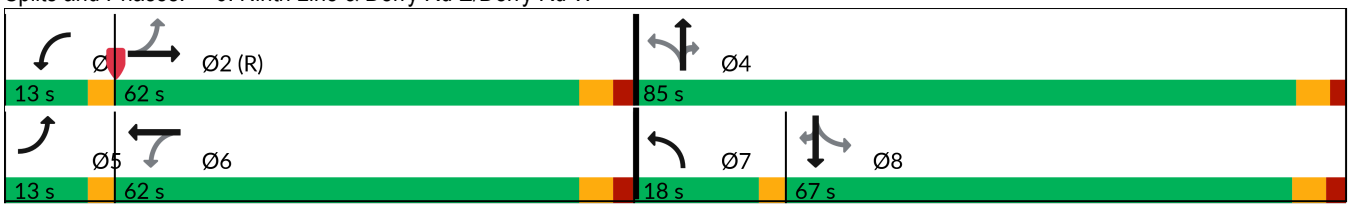


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	714	38	84	391	28	105	258	127	25	335	304
Future Volume (vph)	174	714	38	84	391	28	105	258	127	25	335	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	90.0		0.0	100.0		0.0	185.0		135.0	105.0		95.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.990				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1772	3543	0	1722	3580	0	1755	1847	1585	1825	1865	1570
Flt Permitted	0.449			0.300			0.200			0.595		
Satd. Flow (perm)	837	3543	0	544	3580	0	369	1847	1585	1143	1865	1570
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5				131			313
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		242.0			667.9			1508.4			1616.5	
Travel Time (s)		14.5			40.1			90.5			97.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	6%	6%	1%	0%	4%	4%	3%	0%	3%	4%
Adj. Flow (vph)	179	736	39	87	403	29	108	266	131	26	345	313
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	775	0	87	432	0	108	266	131	26	345	313
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)		3.7			3.7			3.7			3.7	
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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6		7	4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		7	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.5	42.5		11.5	42.5		11.5	40.0	40.0	40.5	40.5	40.5
Total Split (s)	13.0	62.0		13.0	62.0		18.0	85.0	85.0	67.0	67.0	67.0
Total Split (%)	8.1%	38.8%		8.1%	38.8%		11.3%	53.1%	53.1%	41.9%	41.9%	41.9%
Maximum Green (s)	10.0	55.5		10.0	55.5		15.0	79.0	79.0	60.5	60.5	60.5
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.5		0.0	2.5		0.0	2.0	2.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5		3.0	6.5		3.0	6.0	6.0	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?		Yes		Yes			Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	Max		None	Min	Min	Min	Min	Min
Walk Time (s)		10.0			10.0			10.0	10.0	10.0	10.0	10.0
Flash Don't Walk (s)		26.0			26.0			24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0			0	0	0	0	0
Act Effct Green (s)	97.3	82.0		90.9	78.2		56.3	53.3	53.3	36.8	36.8	36.8
Actuated g/C Ratio	0.61	0.51		0.57	0.49		0.35	0.33	0.33	0.23	0.23	0.23
v/c Ratio	0.31	0.43		0.23	0.25		0.44	0.43	0.21	0.10	0.81	0.52
Control Delay (s/veh)	17.2	25.4		16.7	26.2		39.5	42.4	5.3	45.7	72.1	7.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.2	25.4		16.7	26.2		39.5	42.4	5.3	45.7	72.1	7.4
LOS	B	C		B	C		D	D	A	D	E	A
Approach Delay (s/veh)		23.9			24.7			32.1			41.5	
Approach LOS		C			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 115 (72%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 30.1		Intersection LOS: C	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

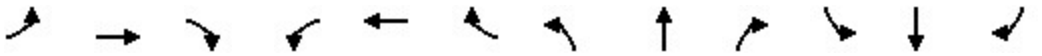
Splits and Phases: 6: Ninth Line & Derry Rd E/Derry Rd W





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	179	775	87	432	108	266	131	26	345	313
v/c Ratio	0.31	0.43	0.23	0.25	0.44	0.43	0.21	0.10	0.81	0.52
Control Delay (s/veh)	17.2	25.4	16.7	26.2	39.5	42.4	5.3	45.7	72.1	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.2	25.4	16.7	26.2	39.5	42.4	5.3	45.7	72.1	7.4
Queue Length 50th (m)	26.8	71.3	11.6	41.4	24.3	67.6	0.0	6.6	107.5	0.0
Queue Length 95th (m)	44.4	104.4	24.1	65.7	34.8	83.7	13.3	14.0	132.7	23.5
Internal Link Dist (m)		218.0		643.9		1484.4			1592.5	
Turn Bay Length (m)	90.0		100.0		185.0		135.0	105.0		95.0
Base Capacity (vph)	588	1816	390	1753	259	911	848	432	705	788
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.43	0.22	0.25	0.42	0.29	0.15	0.06	0.49	0.40

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	714	38	84	391	28	105	258	127	25	335	304
Future Volume (veh/h)	174	714	38	84	391	28	105	258	127	25	335	304
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1811	1811	1885	1900	1841	1841	1856	1900	1856	1841
Adj Flow Rate, veh/h	179	736	39	87	403	29	108	266	131	26	345	313
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	2	6	6	1	0	4	4	3	0	3	4
Cap, veh/h	575	1815	96	462	1727	124	208	605	517	261	468	393
Arrive On Green	0.12	1.00	1.00	0.04	0.51	0.51	0.06	0.33	0.33	0.25	0.25	0.25
Sat Flow, veh/h	1767	3433	182	1725	3389	243	1753	1841	1572	1003	1856	1560
Grp Volume(v), veh/h	179	381	394	87	212	220	108	266	131	26	345	313
Grp Sat Flow(s),veh/h/ln	1767	1777	1838	1725	1791	1841	1753	1841	1572	1003	1856	1560
Q Serve(g_s), s	7.9	0.0	0.0	3.8	10.5	10.6	7.1	18.1	9.8	3.3	27.3	30.0
Cycle Q Clear(g_c), s	7.9	0.0	0.0	3.8	10.5	10.6	7.1	18.1	9.8	9.3	27.3	30.0
Prop In Lane	1.00		0.10	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	575	939	972	462	913	938	208	605	517	261	468	393
V/C Ratio(X)	0.31	0.41	0.41	0.19	0.23	0.23	0.52	0.44	0.25	0.10	0.74	0.80
Avail Cap(c_a), veh/h	576	939	972	496	913	938	271	909	776	387	702	590
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	16.9	21.8	21.8	42.3	42.2	39.4	50.6	55.0	56.0
Incr Delay (d2), s/veh	0.3	1.2	1.1	0.2	0.6	0.6	2.0	0.5	0.3	0.2	2.3	4.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.3	0.3	1.1	3.3	3.4	2.6	6.7	3.1	0.7	10.7	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.3	1.2	1.1	17.1	22.4	22.4	44.3	42.7	39.6	50.8	57.3	60.5
LnGrp LOS	B	A	A	B	C	C	D	D	D	D	E	E
Approach Vol, veh/h		954			519			505			684	
Approach Delay, s/veh		3.8			21.5			42.2			58.5	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	91.1		59.1	12.9	88.0	12.2	46.8				
Change Period (Y+Rc), s	3.0	6.5		* 6.5	3.0	6.5	3.0	6.5				
Max Green Setting (Gmax), s	10.0	55.5		* 79	10.0	55.5	15.0	60.5				
Max Q Clear Time (g_c+I1), s	5.8	2.0		20.1	9.9	12.6	9.1	32.0				
Green Ext Time (p_c), s	0.1	18.1		5.9	0.0	8.1	0.2	8.3				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			28.6									
HCM 6th LOS			C									

Notes

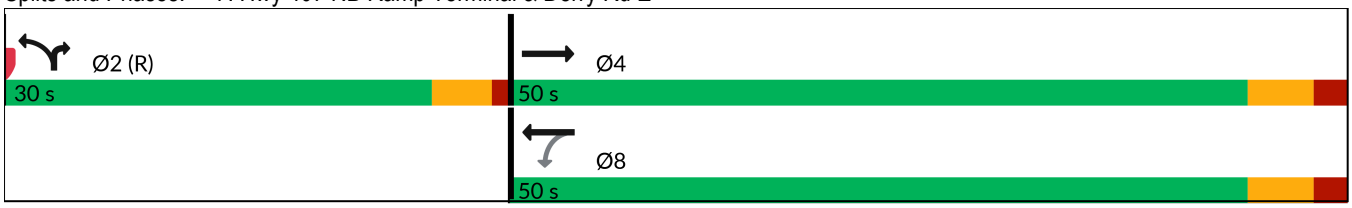
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	833	200	1	670	11	126
Future Volume (vph)	833	200	1	670	11	126
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	1.00
Frt	0.971					0.850
Flt Protected					0.950	
Satd. Flow (prot)	3292	0	0	3357	2727	1502
Flt Permitted				0.954	0.950	
Satd. Flow (perm)	3292	0	0	3203	2727	1502
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	58					130
Link Speed (k/h)	80			60	60	
Link Distance (m)	358.0			242.0	515.1	
Travel Time (s)	16.1			14.5	30.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	3%	23%	3%
Adj. Flow (vph)	859	206	1	691	11	130
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1065	0	0	692	11	130
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (m)	30.5			30.5	6.1	6.1
Trailing Detector (m)	0.0			0.0	0.0	0.0
Detector 1 Position(m)	0.0			0.0	0.0	0.0
Detector 1 Size(m)	1.8			1.8	6.1	6.1
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Perm	NA	Prot	Prot
Protected Phases	4			8	2	2
Permitted Phases			8			
Detector Phase	4		8	8	2	2
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	8.0		8.0	8.0	5.0	5.0
Minimum Split (s)	26.0		26.0	26.0	24.5	24.5
Total Split (s)	50.0		50.0	50.0	30.0	30.0
Total Split (%)	62.5%		62.5%	62.5%	37.5%	37.5%
Maximum Green (s)	44.0		44.0	44.0	25.5	25.5
Yellow Time (s)	4.0		4.0	4.0	3.5	3.5
All-Red Time (s)	2.0		2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		Max	Max	C-Min	C-Min
Walk Time (s)	8.0		8.0	8.0	8.0	8.0
Flash Don't Walk (s)	12.0		12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	62.4			62.4	7.1	7.1
Actuated g/C Ratio	0.78			0.78	0.09	0.09
v/c Ratio	0.41			0.28	0.05	0.52
Control Delay (s/veh)	2.9			2.0	32.1	14.3
Queue Delay	0.0			0.0	0.0	0.0
Total Delay (s/veh)	2.9			2.0	32.1	14.3
LOS	A			A	C	B
Approach Delay (s/veh)	2.9			2.0	15.7	
Approach LOS	A			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay (s/veh): 3.5		Intersection LOS: A	
Intersection Capacity Utilization 48.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Hwy 407 NB Ramp Terminal & Derry Rd E



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	1065	692	11	130
v/c Ratio	0.41	0.28	0.05	0.52
Control Delay (s/veh)	2.9	2.0	32.1	14.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.9	2.0	32.1	14.3
Queue Length 50th (m)	16.1	8.6	0.9	0.0
Queue Length 95th (m)	23.6	13.7	3.5	14.6
Internal Link Dist (m)	334.0	218.0	491.1	
Turn Bay Length (m)				
Base Capacity (vph)	2580	2498	869	567
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.28	0.01	0.23

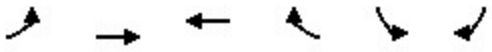
Intersection Summary



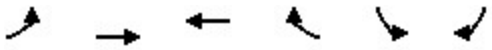
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	833	200	1	670	11	126
Future Volume (veh/h)	833	200	1	670	11	126
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1758	1477	1758
Adj Flow Rate, veh/h	859	206	1	691	11	130
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	3	23	3
Cap, veh/h	1481	355	45	1802	870	475
Arrive On Green	0.55	0.55	0.55	0.55	0.32	0.32
Sat Flow, veh/h	2782	646	0	3356	2729	1490
Grp Volume(v), veh/h	537	528	371	321	11	130
Grp Sat Flow(s),veh/h/ln	1683	1656	1757	1520	1365	1490
Q Serve(g_s), s	16.9	16.9	0.0	9.6	0.2	5.2
Cycle Q Clear(g_c), s	16.9	16.9	9.6	9.6	0.2	5.2
Prop In Lane		0.39	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	926	911	1011	836	870	475
V/C Ratio(X)	0.58	0.58	0.37	0.38	0.01	0.27
Avail Cap(c_a), veh/h	926	911	1011	836	870	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	11.9	11.9	10.3	10.3	18.6	20.3
Incr Delay (d2), s/veh	2.6	2.7	1.0	1.3	0.0	1.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.7	0.9	0.8	0.0	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.5	14.6	11.2	11.5	18.7	21.8
LnGrp LOS	B	B	B	B	B	C
Approach Vol, veh/h	1065			692	141	
Approach Delay, s/veh	14.6			11.4	21.5	
Approach LOS	B			B	C	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	30.0	50.0	50.0
Change Period (Y+Rc), s	4.5	6.0	6.0
Max Green Setting (Gmax), s	25.5	44.0	44.0
Max Q Clear Time (g_c+I1), s	7.2	18.9	11.6
Green Ext Time (p_c), s	0.7	17.3	12.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	13.9
HCM 6th LOS	B



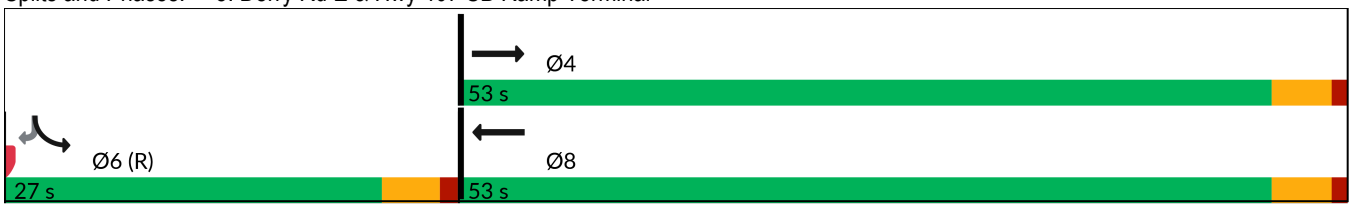
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1012	529	146	31	60
Future Volume (vph)	0	1012	529	146	31	60
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.968			0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3390	3250	0	3106	1334
Flt Permitted					0.950	
Satd. Flow (perm)	0	3390	3250	0	3106	1334
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			80			63
Link Speed (k/h)		80	80		60	
Link Distance (m)		1052.5	358.0		426.8	
Travel Time (s)		47.4	16.1		25.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	3%	3%	8%	16%
Adj. Flow (vph)	0	1065	557	154	33	63
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1065	711	0	33	63
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		7.4	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.9	4.9		4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24			14	24	14
Number of Detectors		2	2		1	1
Detector Template		Thru	Thru		Left	Right
Leading Detector (m)		30.5	30.5		6.1	6.1
Trailing Detector (m)		0.0	0.0		0.0	0.0
Detector 1 Position(m)		0.0	0.0		0.0	0.0
Detector 1 Size(m)		1.8	1.8		6.1	6.1
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Detector 2 Position(m)		28.7	28.7			
Detector 2 Size(m)		1.8	1.8			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases						6
Detector Phase		4	8		6	6
Switch Phase						

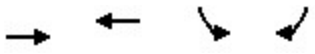


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)		5.0	5.0		5.0	5.0
Minimum Split (s)		22.5	22.5		22.5	22.5
Total Split (s)		53.0	53.0		27.0	27.0
Total Split (%)		66.3%	66.3%		33.8%	33.8%
Maximum Green (s)		48.5	48.5		22.5	22.5
Yellow Time (s)		3.5	3.5		3.5	3.5
All-Red Time (s)		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Recall Mode		Max	Max		C-Min	C-Min
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		64.1	64.1		6.9	6.9
Actuated g/C Ratio		0.80	0.80		0.09	0.09
v/c Ratio		0.39	0.27		0.12	0.37
Control Delay (s/veh)		2.9	1.6		34.0	15.8
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		2.9	1.6		34.0	15.8
LOS		A	A		C	B
Approach Delay (s/veh)		2.9	1.6		22.1	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 3.4		Intersection LOS: A	
Intersection Capacity Utilization 41.2%		ICU Level of Service A	
Analysis Period (min) 15			

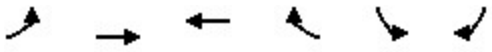
Splits and Phases: 8: Derry Rd E & Hwy 407 SB Ramp Terminal





Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1065	711	33	63
v/c Ratio	0.39	0.27	0.12	0.37
Control Delay (s/veh)	2.9	1.6	34.0	15.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.9	1.6	34.0	15.8
Queue Length 50th (m)	16.4	6.2	2.6	0.0
Queue Length 95th (m)	29.4	18.5	6.5	11.9
Internal Link Dist (m)	1028.5	334.0	402.8	
Turn Bay Length (m)				
Base Capacity (vph)	2716	2620	873	420
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.39	0.27	0.04	0.15

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	1012	529	146	31	60
Future Volume (veh/h)	0	1012	529	146	31	60
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1772	1758	1758	1688	1575
Adj Flow Rate, veh/h	0	1065	557	154	33	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	3	3	8	16
Cap, veh/h	0	2041	1568	432	877	375
Arrive On Green	0.00	0.61	0.61	0.61	0.28	0.28
Sat Flow, veh/h	0	3544	2675	713	3118	1335
Grp Volume(v), veh/h	0	1065	359	352	33	63
Grp Sat Flow(s),veh/h/ln	0	1683	1670	1630	1559	1335
Q Serve(g_s), s	0.0	14.6	8.6	8.7	0.6	2.8
Cycle Q Clear(g_c), s	0.0	14.6	8.6	8.7	0.6	2.8
Prop In Lane	0.00			0.44	1.00	1.00
Lane Grp Cap(c), veh/h	0	2041	1012	988	877	375
V/C Ratio(X)	0.00	0.52	0.35	0.36	0.04	0.17
Avail Cap(c_a), veh/h	0	2041	1012	988	877	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.1	7.9	7.9	20.9	21.7
Incr Delay (d2), s/veh	0.0	1.0	1.0	1.0	0.1	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.3	0.3	0.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	10.0	8.9	8.9	21.0	22.7
LnGrp LOS		B	A	A	C	C
Approach Vol, veh/h		1065	711		96	
Approach Delay, s/veh		10.0	8.9		22.1	
Approach LOS		B	A		C	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			53.0		27.0	53.0
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			48.5		22.5	48.5
Max Q Clear Time (g_c+I1), s			16.6		4.8	10.7
Green Ext Time (p_c), s			20.9		0.4	14.4

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		10.2
HCM 6th LOS		B

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	15	16	0	0
Future Volume (vph)	0	6	15	16	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.976		
Satd. Flow (prot)	1629	0	0	1838	1883	0
Flt Permitted				0.976		
Satd. Flow (perm)	1629	0	0	1838	1883	0
Link Speed (k/h)	48			50	50	
Link Distance (m)	124.9			571.7	104.9	
Travel Time (s)	9.4			41.2	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	7	16	17	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	33	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
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)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

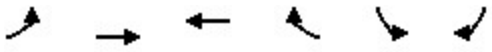
Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	15	16	0	0
Future Vol, veh/h	0	6	15	16	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	16	17	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	50	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	959	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	973	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	949	1084	1622	-	-	-
Mov Cap-2 Maneuver	949	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	973	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.3	3.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.01	-	0.006	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	19	358	242	39	12	5
Future Volume (vph)	19	358	242	39	12	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.979		0.962	
Flt Protected		0.997			0.965	
Satd. Flow (prot)	0	3568	3503	0	1748	0
Flt Permitted		0.997			0.965	
Satd. Flow (perm)	0	3568	3503	0	1748	0
Link Speed (k/h)		60	60		48	
Link Distance (m)		746.3	577.3		446.6	
Travel Time (s)		44.8	34.6		33.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	389	263	42	13	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	410	305	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.7	3.7		3.7	
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)	24			14	24	14
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	358	242	39	12	5
Future Vol, veh/h	19	358	242	39	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	389	263	42	13	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	305	0	-	0	521	153
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1253	-	-	-	485	866
Stage 1	-	-	-	-	739	-
Stage 2	-	-	-	-	780	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1253	-	-	-	475	866
Mov Cap-2 Maneuver	-	-	-	-	475	-
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.5	0	11.8
HCM LOS			B

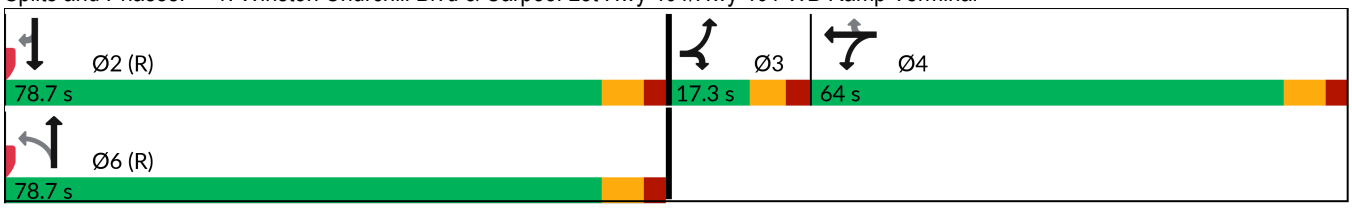
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1253	-	-	-	548
HCM Lane V/C Ratio	0.016	-	-	-	0.034
HCM Ctrl Dly (s/v)	7.9	0.1	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	0	21	921	12	863	5	1095	229	0	1399	434
Future Volume (vph)	8	0	21	921	12	863	5	1095	229	0	1399	434
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	0.95	1.00	0.91	1.00
Frt			0.850			0.850		0.974				0.850
Flt Protected	0.950			0.950	0.954		0.950					
Satd. Flow (prot)	1729	0	1547	1626	1634	2475	1729	3173	0	0	4644	1432
Flt Permitted	0.950			0.950	0.954		0.109					
Satd. Flow (perm)	1729	0	1547	1626	1634	2475	198	3173	0	0	4644	1432
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			254		20				377
Link Speed (k/h)		50			60			60			60	
Link Distance (m)		149.8			217.3			393.8			859.9	
Travel Time (s)		10.8			13.0			23.6			51.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	0%	0%	1%	0%	10%	0%	7%	2%	2%	7%	8%
Adj. Flow (vph)	8	0	22	959	13	899	5	1141	239	0	1457	452
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	8	0	22	489	483	899	5	1380	0	0	1457	452
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)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2			2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5			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
Detector 1 Size(m)	6.1		6.1	6.1	1.8	6.1	6.1	1.8			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
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
Detector 1 Queue (s)	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
Detector 2 Position(m)					28.7			28.7			28.7	
Detector 2 Size(m)					1.8			1.8			1.8	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type	Prot		Prot	Split	NA	Perm	Perm	NA			NA	Perm
Protected Phases	3		3	4	4			6			2	
Permitted Phases						4	6					2
Detector Phase	3		3	4	4	4	6	6			2	2
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0	20.0	20.0			20.0	20.0
Minimum Split (s)	17.3		17.3	50.6	50.6	50.6	41.5	41.5			41.5	41.5
Total Split (s)	17.3		17.3	64.0	64.0	64.0	78.7	78.7			78.7	78.7
Total Split (%)	10.8%		10.8%	40.0%	40.0%	40.0%	49.2%	49.2%			49.2%	49.2%
Maximum Green (s)	10.0		10.0	56.4	56.4	56.4	71.2	71.2			71.2	71.2
Yellow Time (s)	4.5		4.5	5.0	5.0	5.0	5.0	5.0			5.0	5.0
All-Red Time (s)	2.8		2.8	2.6	2.6	2.6	2.5	2.5			2.5	2.5
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)	7.3		7.3	7.6	7.6	7.6	7.5	7.5			7.5	7.5
Lead/Lag	Lead		Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode	None		None	None	None	None	C-Max	C-Max			C-Max	C-Max
Walk Time (s)				10.0	10.0	10.0	10.0	10.0			10.0	10.0
Flash Don't Walk (s)				33.0	33.0	33.0	24.0	24.0			24.0	24.0
Pedestrian Calls (#/hr)				0	0	0	0	0			0	0
Act Effct Green (s)	10.0		10.0	54.9	54.9	54.9	79.7	79.7			79.7	79.7
Actuated g/C Ratio	0.06		0.06	0.34	0.34	0.34	0.50	0.50			0.50	0.50
v/c Ratio	0.07		0.13	0.88	0.86	0.89	0.05	0.87			0.63	0.50
Control Delay (s/veh)	72.4		1.5	67.0	65.2	46.4	15.0	29.2			32.5	7.4
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	72.4		1.5	67.0	65.2	46.4	15.0	29.2			32.5	7.4
LOS	E		A	E	E	D	B	C			C	A
Approach Delay (s/veh)		20.4			56.6			29.1			26.6	
Approach LOS		C			E			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 56 (35%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay (s/veh): 38.0		Intersection LOS: D	
Intersection Capacity Utilization 91.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Winston Churchill Blvd & Carpool Lot Hwy 401/Hwy 401 WB Ramp Terminal

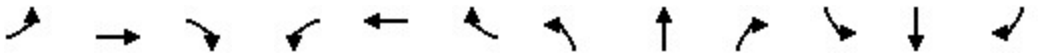




Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	8	22	489	483	899	5	1380	1457	452
v/c Ratio	0.07	0.13	0.88	0.86	0.89	0.05	0.87	0.63	0.50
Control Delay (s/veh)	72.4	1.5	67.0	65.2	46.4	15.0	29.2	32.5	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.4	1.5	67.0	65.2	46.4	15.0	29.2	32.5	7.4
Queue Length 50th (m)	2.5	0.0	152.8	148.7	125.0	0.6	248.9	143.5	14.7
Queue Length 95th (m)	8.3	0.0	#216.3	#208.7	161.4	m1.4	#291.3	161.9	46.1
Internal Link Dist (m)				193.3			369.8	835.9	
Turn Bay Length (m)									
Base Capacity (vph)	108	173	575	577	1038	98	1590	2312	902
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.13	0.85	0.84	0.87	0.05	0.87	0.63	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	21	921	12	863	5	1095	229	0	1399	434
Future Volume (veh/h)	8	0	21	921	12	863	5	1095	229	0	1399	434
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	0	1800	1786	1800	1660	1800	1702	1772	0	1702	1688
Adj Flow Rate, veh/h	8	0	22	968	0	899	5	1141	239	0	1457	452
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	1	0	10	0	7	2	0	7	8
Cap, veh/h	0	0	0	1180	0	976	170	1488	310	0	2596	799
Arrive On Green	0.00	0.00	0.00	0.35	0.00	0.35	0.56	0.56	0.56	0.00	0.56	0.56
Sat Flow, veh/h		0		3402	0	2813	351	2664	555	0	4799	1430
Grp Volume(v), veh/h		0.0		968	0	899	5	690	690	0	1457	452
Grp Sat Flow(s),veh/h/ln				1701	0	1406	351	1617	1602	0	1549	1430
Q Serve(g_s), s				41.6	0.0	49.1	1.5	52.5	53.5	0.0	32.3	32.6
Cycle Q Clear(g_c), s				41.6	0.0	49.1	33.7	52.5	53.5	0.0	32.3	32.6
Prop In Lane				1.00		1.00	1.00		0.35	0.00		1.00
Lane Grp Cap(c), veh/h				1180	0	976	170	903	895	0	2596	799
V/C Ratio(X)				0.82	0.00	0.92	0.03	0.76	0.77	0.00	0.56	0.57
Avail Cap(c_a), veh/h				1199	0	992	170	903	895	0	2596	799
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				47.7	0.0	50.1	33.5	27.2	27.4	0.0	22.7	22.8
Incr Delay (d2), s/veh				4.6	0.0	13.4	0.3	6.1	6.4	0.0	0.9	2.9
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				14.6	0.0	15.3	0.1	14.8	15.0	0.0	8.0	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				52.3	0.0	63.5	33.9	33.3	33.8	0.0	23.6	25.7
LnGrp LOS				D		E	C	C	C		C	C
Approach Vol, veh/h					1867			1385			1909	
Approach Delay, s/veh					57.7			33.5			24.1	
Approach LOS					E			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	96.9	63.1	96.9
Change Period (Y+Rc), s	7.5	7.6	7.5
Max Green Setting (Gmax), s	71.2	56.4	71.2
Max Q Clear Time (g_c+I1), s	34.6	51.1	55.5
Green Ext Time (p_c), s	31.6	4.4	13.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	38.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

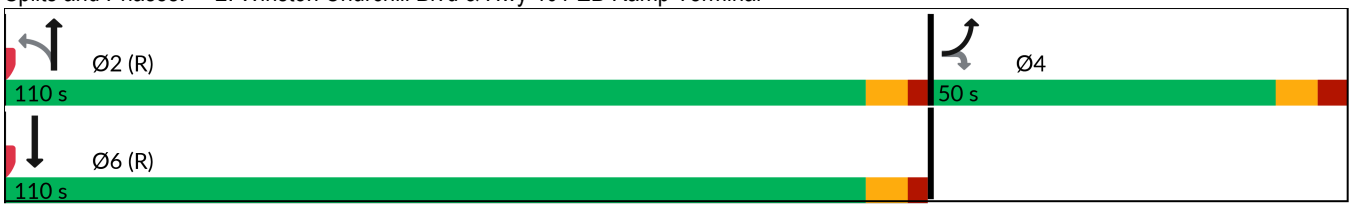


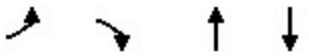
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	389	378	5	938	1710	572
Future Volume (vph)	389	378	5	938	1710	572
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	0.97	0.91	0.91	0.91	0.91	0.91
Frt	0.961	0.850			0.962	
Flt Protected	0.964					
Satd. Flow (prot)	2956	1354	0	4778	4552	0
Flt Permitted	0.964			0.913		
Satd. Flow (perm)	2956	1354	0	4362	4552	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	23	23			105	
Link Speed (k/h)	50			60	60	
Link Distance (m)	280.6			247.8	393.8	
Travel Time (s)	20.2			14.9	23.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	13%	4%	2%	4%	2%	14%
Adj. Flow (vph)	414	402	5	998	1819	609
Shared Lane Traffic (%)		36%				
Lane Group Flow (vph)	559	257	0	1003	2428	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	7.4			7.4	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24	14	24			14
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (m)	6.1	6.1		30.5	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	6.1		1.8	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(m)				28.7	28.7	
Detector 2 Size(m)				1.8	1.8	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	10.0	10.0	20.0	20.0	20.0	
Minimum Split (s)	22.5	22.5	31.5	31.5	31.5	
Total Split (s)	50.0	50.0	110.0	110.0	110.0	
Total Split (%)	31.3%	31.3%	68.8%	68.8%	68.8%	
Maximum Green (s)	41.5	41.5	102.5	102.5	102.5	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	3.5	3.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.5	8.5		7.5	7.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	C-Max	C-Max	
Walk Time (s)			7.0	7.0	7.0	
Flash Don't Walk (s)			17.0	17.0	17.0	
Pedestrian Calls (#/hr)			0	0	0	
Act Effct Green (s)	34.8	34.8		109.2	109.2	
Actuated g/C Ratio	0.22	0.22		0.68	0.68	
v/c Ratio	0.85	0.82		0.34	0.77	
Control Delay (s/veh)	69.8	75.2		18.0	12.8	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	69.8	75.2		18.0	12.8	
LOS	E	E		B	B	
Approach Delay (s/veh)	71.5			18.0	12.8	
Approach LOS	E			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 48 (30%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 25.3		Intersection LOS: C	
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: Winston Churchill Blvd & Hwy 401 EB Ramp Terminal





Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	559	257	1003	2428
v/c Ratio	0.85	0.82	0.34	0.77
Control Delay (s/veh)	69.8	75.2	18.0	12.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	69.8	75.2	18.0	12.8
Queue Length 50th (m)	94.0	81.6	68.7	116.1
Queue Length 95th (m)	112.6	115.4	81.5	123.8
Internal Link Dist (m)	256.6		223.8	369.8
Turn Bay Length (m)				
Base Capacity (vph)	783	368	2978	3141
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.71	0.70	0.34	0.77

Intersection Summary



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	389	378	5	938	1710	572
Future Volume (veh/h)	389	378	5	938	1710	572
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1617	1744	1772	1744	1772	1603
Adj Flow Rate, veh/h	535	272	5	998	1819	609
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	13	4	2	4	2	14
Cap, veh/h	663	318	27	3117	2485	794
Arrive On Green	0.22	0.22	0.68	0.68	0.68	0.68
Sat Flow, veh/h	3081	1478	6	4694	3789	1159
Grp Volume(v), veh/h	535	272	368	635	1607	821
Grp Sat Flow(s),veh/h/ln	1540	1478	1669	1444	1612	1563
Q Serve(g_s), s	26.4	28.3	0.0	14.2	50.1	55.8
Cycle Q Clear(g_c), s	26.4	28.3	13.5	14.2	50.1	55.8
Prop In Lane	1.00	1.00	0.01			0.74
Lane Grp Cap(c), veh/h	663	318	1166	1978	2209	1071
V/C Ratio(X)	0.81	0.86	0.32	0.32	0.73	0.77
Avail Cap(c_a), veh/h	799	383	1166	1978	2209	1071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	59.6	60.4	10.1	10.2	15.8	16.7
Incr Delay (d2), s/veh	5.2	14.9	0.6	0.4	2.1	5.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	10.3	2.7	2.3	9.3	10.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	64.8	75.2	10.7	10.5	18.0	22.0
LnGrp LOS	E	E	B	B	B	C
Approach Vol, veh/h	807			1003	2428	
Approach Delay, s/veh	68.3			10.6	19.3	
Approach LOS	E			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		117.1		42.9		117.1
Change Period (Y+Rc), s		7.5		8.5		7.5
Max Green Setting (Gmax), s		102.5		41.5		102.5
Max Q Clear Time (g_c+I1), s		16.2		30.3		57.8
Green Ext Time (p_c), s		30.9		4.1		43.6

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		26.6
HCM 6th LOS		C

Notes

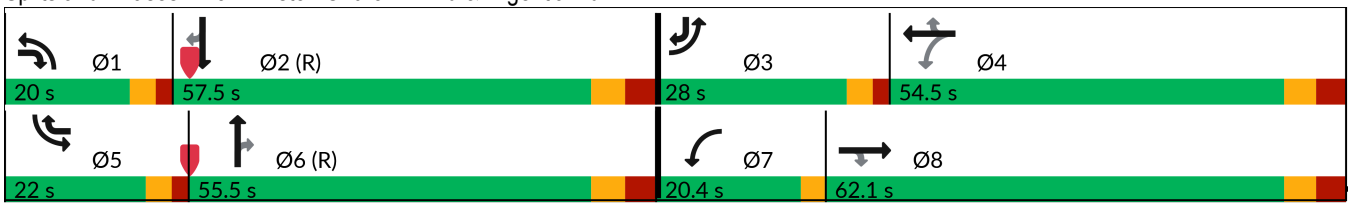
User approved volume balancing among the lanes for turning movement.

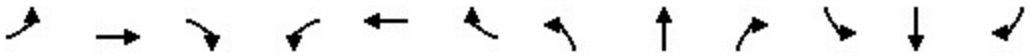
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	354	294	201	268	508	284	220	736	94	229	1204	357
Future Volume (vph)	354	294	201	268	508	284	220	736	94	229	1204	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	185.0		100.0	85.0		85.0	150.0		70.0	145.0		185.0
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (m)	7.6			2.5			7.6			7.6		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor	0.98		0.96	0.98		0.95	1.00		0.99	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3404	3579	1617	1807	3579	1585	3506	4995	1601	3404	5142	1585
Flt Permitted	0.950			0.570			0.950			0.950		
Satd. Flow (perm)	3336	3579	1546	1061	3579	1503	3501	4995	1578	3400	5142	1556
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			93			85			119			67
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		633.5			370.2			729.2			247.8	
Travel Time (s)		38.0			22.2			43.8			14.9	
Confl. Peds. (#/hr)	40		32	32		40	6		2	2		6
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	4%	2%	1%	1%	2%	3%	1%	5%	2%	4%	2%	3%
Adj. Flow (vph)	358	297	203	271	513	287	222	743	95	231	1216	361
Shared Lane Traffic (%)												
Lane Group Flow (vph)	358	297	203	271	513	287	222	743	95	231	1216	361
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)		7.4			7.4			7.4			7.4	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			1.6			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	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	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	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	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	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6		5	2	3
Permitted Phases			8	4		4			6			2
Detector Phase	3	8	1	7	4	5	1	6	6	5	2	3
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	10.0	10.0	7.0	10.0	7.0
Minimum Split (s)	12.0	54.5	12.0	11.5	54.5	12.0	12.0	51.5	51.5	12.0	51.5	12.0
Total Split (s)	28.0	62.1	20.0	20.4	54.5	22.0	20.0	55.5	55.5	22.0	57.5	28.0
Total Split (%)	17.5%	38.8%	12.5%	12.8%	34.1%	13.8%	12.5%	34.7%	34.7%	13.8%	35.9%	17.5%
Maximum Green (s)	23.0	54.6	15.0	17.4	47.0	17.0	15.0	48.0	48.0	17.0	50.0	23.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	2.0	3.5	2.0	0.0	3.5	2.0	2.0	3.5	3.5	2.0	3.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	5.0	3.0	7.5	5.0	5.0	7.5	7.5	5.0	7.5	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Walk Time (s)		10.0			10.0			10.0	10.0		10.0	
Flash Don't Walk (s)		37.0			37.0			34.0	34.0		34.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	20.9	34.3	52.2	50.6	28.8	47.4	15.4	69.2	69.2	16.1	70.0	93.4
Actuated g/C Ratio	0.13	0.21	0.33	0.32	0.18	0.30	0.10	0.43	0.43	0.10	0.44	0.58
v/c Ratio	0.81	0.39	0.35	0.65	0.80	0.56	0.66	0.34	0.13	0.68	0.54	0.38
Control Delay (s/veh)	81.9	54.2	19.7	45.8	72.3	33.3	79.2	32.3	2.9	59.5	45.2	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.9	54.2	19.7	45.8	72.3	33.3	79.2	32.3	2.9	59.5	45.2	22.4
LOS	F	D	B	D	E	C	E	C	A	E	D	C
Approach Delay (s/veh)		57.6			55.1			39.5			42.5	
Approach LOS		E			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 47.3		Intersection LOS: D	
Intersection Capacity Utilization 106.7%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 3: Winston Churchill Blvd & Argentia Rd

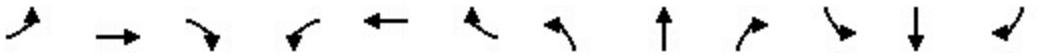




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	358	297	203	271	513	287	222	743	95	231	1216	361
v/c Ratio	0.81	0.39	0.35	0.65	0.80	0.56	0.66	0.34	0.13	0.68	0.54	0.38
Control Delay (s/veh)	81.9	54.2	19.7	45.8	72.3	33.3	79.2	32.3	2.9	59.5	45.2	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.9	54.2	19.7	45.8	72.3	33.3	79.2	32.3	2.9	59.5	45.2	22.4
Queue Length 50th (m)	59.3	43.5	24.4	63.8	84.8	53.0	36.0	60.1	0.0	36.4	125.0	62.8
Queue Length 95th (m)	77.3	54.5	39.8	82.1	100.6	73.7	49.1	81.6	7.5	m47.8	147.6	98.2
Internal Link Dist (m)		609.5			346.2			705.2			223.8	
Turn Bay Length (m)	185.0		100.0	85.0		85.0	150.0		70.0	145.0		185.0
Base Capacity (vph)	489	1221	583	417	1051	529	358	2160	750	379	2248	959
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.24	0.35	0.65	0.49	0.54	0.62	0.34	0.13	0.61	0.54	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	294	201	268	508	284	220	736	94	229	1204	357
Future Volume (veh/h)	354	294	201	268	508	284	220	736	94	229	1204	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.97		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1870	1885	1885	1870	1856	1885	1826	1870	1841	1870	1856
Adj Flow Rate, veh/h	358	297	203	271	513	287	222	743	0	231	1216	361
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	4	2	1	1	2	3	1	5	2	4	2	3
Cap, veh/h	412	1091	595	499	1002	553	269	1790		277	1854	759
Arrive On Green	0.12	0.31	0.31	0.11	0.28	0.28	0.08	0.36	0.00	0.16	0.73	0.73
Sat Flow, veh/h	3401	3554	1535	1795	3554	1506	3483	4985	1585	3401	5106	1565
Grp Volume(v), veh/h	358	297	203	271	513	287	222	743	0	231	1216	361
Grp Sat Flow(s),veh/h/ln	1700	1777	1535	1795	1777	1506	1742	1662	1585	1700	1702	1565
Q Serve(g_s), s	16.5	10.1	15.0	17.3	19.4	24.0	10.0	18.0	0.0	10.5	19.9	15.2
Cycle Q Clear(g_c), s	16.5	10.1	15.0	17.3	19.4	24.0	10.0	18.0	0.0	10.5	19.9	15.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	412	1091	595	499	1002	553	269	1790		277	1854	759
V/C Ratio(X)	0.87	0.27	0.34	0.54	0.51	0.52	0.82	0.42		0.83	0.66	0.48
Avail Cap(c_a), veh/h	489	1213	647	499	1044	570	327	1790		361	1854	759
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.54	0.54	0.54
Uniform Delay (d), s/veh	69.0	41.9	34.9	35.1	48.2	40.1	72.7	38.6	0.0	65.9	16.7	10.8
Incr Delay (d2), s/veh	13.6	0.1	0.3	1.2	0.4	0.8	13.3	0.7	0.0	7.0	1.0	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	3.6	4.4	6.0	7.0	7.1	4.3	5.9	0.0	3.9	4.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.6	42.0	35.3	36.3	48.6	40.8	86.1	39.3	0.0	73.0	17.7	12.0
LnGrp LOS	F	D	D	D	D	D	F	D		E	B	B
Approach Vol, veh/h		858			1071			965			1808	
Approach Delay, s/veh		57.4			43.4			50.1			23.6	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	65.6	24.4	52.6	18.0	64.9	20.4	56.6
Change Period (Y+Rc), s	5.0	7.5	5.0	7.5	5.0	7.5	3.0	7.5
Max Green Setting (Gmax), s	15.0	50.0	23.0	47.0	17.0	48.0	17.4	54.6
Max Q Clear Time (g_c+I1), s	12.0	21.9	18.5	26.0	12.5	20.0	19.3	17.0
Green Ext Time (p_c), s	0.3	22.4	0.9	9.6	0.5	13.3	0.0	6.9

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	39.7
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

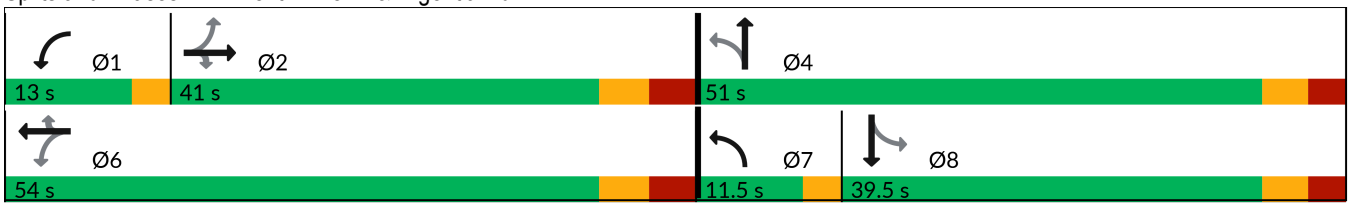
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	330	109	451	470	6	64	1	281	6	6	5
Future Volume (vph)	1	330	109	451	470	6	64	1	281	6	6	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		0.0	0.0		0.0	130.0		0.0	45.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. 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
Ped Bike Factor	0.99		0.96	0.99		0.97	0.99	0.98		1.00	0.99	
Frt			0.850			0.850		0.850			0.932	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	913	1830	1601	1825	1865	1361	1825	1603	0	1825	1775	0
Flt Permitted	0.478			0.446			0.577			0.575		
Satd. Flow (perm)	456	1830	1534	848	1865	1314	1101	1603	0	1100	1775	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			117			68		302			5	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		577.3			633.5			748.2			571.7	
Travel Time (s)		34.6			38.0			53.9			41.2	
Confl. Peds. (#/hr)	8		12	12		8	8		7	7		8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	100%	5%	2%	0%	3%	20%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	355	117	485	505	6	69	1	302	6	6	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	355	117	485	505	6	69	303	0	6	11	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)		11.1			11.1			3.7			3.7	
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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	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		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	6.1	1.8	6.1	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		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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

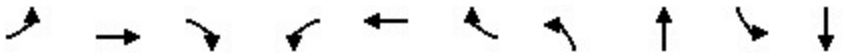
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6		6	4			8		
Detector Phase	2	2	2	1	6	6	7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0		10.0	10.0	
Minimum Split (s)	35.5	35.5	35.5	11.5	35.5	35.5	11.5	39.5		39.5	39.5	
Total Split (s)	41.0	41.0	41.0	13.0	54.0	54.0	11.5	51.0		39.5	39.5	
Total Split (%)	39.0%	39.0%	39.0%	12.4%	51.4%	51.4%	11.0%	48.6%		37.6%	37.6%	
Maximum Green (s)	33.5	33.5	33.5	10.0	46.5	46.5	8.5	44.5		33.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	4.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	3.5	3.5	3.5	0.0	3.5	3.5	0.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	7.5	7.5	3.0	7.5	7.5	3.0	6.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max	Max	None	Max	Max	None	Min		Min	Min	
Walk Time (s)	10.0	10.0	10.0		10.0	10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	18.0	18.0	18.0		18.0	18.0		23.0		23.0	23.0	
Pedestrian Calls (#/hr)	0	0	0		0	0		0		0	0	
Act Effct Green (s)	33.6	33.6	33.6	51.1	46.6	46.6	22.1	18.6		10.0	10.0	
Actuated g/C Ratio	0.42	0.42	0.42	0.64	0.59	0.59	0.28	0.23		0.13	0.13	
v/c Ratio	0.01	0.46	0.16	0.72	0.46	0.01	0.18	0.50		0.04	0.05	
Control Delay (s/veh)	15.0	19.5	3.9	15.7	11.6	0.0	22.1	6.4		32.8	25.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	15.0	19.5	3.9	15.7	11.6	0.0	22.1	6.4		32.8	25.9	
LOS	B	B	A	B	B	A	C	A		C	C	
Approach Delay (s/veh)		15.7			13.6			9.3			28.3	
Approach LOS		B			B			A			C	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 79.3
Natural Cycle: 100
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay (s/veh): 13.4 Intersection LOS: B
Intersection Capacity Utilization 83.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 4: Tenth Line W & Argentia Rd

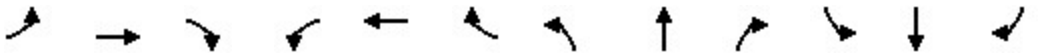




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	1	355	117	485	505	6	69	303	6	11
v/c Ratio	0.01	0.46	0.16	0.72	0.46	0.01	0.18	0.50	0.04	0.05
Control Delay (s/veh)	15.0	19.5	3.9	15.7	11.6	0.0	22.1	6.4	32.8	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	19.5	3.9	15.7	11.6	0.0	22.1	6.4	32.8	25.9
Queue Length 50th (m)	0.2	40.7	0.0	34.4	43.6	0.0	7.7	0.1	0.8	0.8
Queue Length 95th (m)	1.8	64.9	9.2	#55.2	67.6	0.0	16.8	18.0	4.3	5.3
Internal Link Dist (m)		553.3			609.5			724.2		547.7
Turn Bay Length (m)	20.0						130.0		45.0	
Base Capacity (vph)	193	775	717	670	1096	800	385	1034	458	743
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.46	0.16	0.72	0.46	0.01	0.18	0.29	0.01	0.01

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	330	109	451	470	6	64	1	281	6	6	5
Future Volume (veh/h)	1	330	109	451	470	6	64	1	281	6	6	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	418	1826	1870	1900	1856	1604	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	355	117	485	505	6	69	1	302	6	6	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	100	5	2	0	3	20	0	0	0	0	0	0
Cap, veh/h	161	726	621	535	1024	742	452	1	449	209	171	143
Arrive On Green	0.40	0.40	0.40	0.12	0.55	0.55	0.07	0.28	0.28	0.18	0.18	0.18
Sat Flow, veh/h	197	1826	1561	1810	1856	1344	1810	5	1592	1086	952	793
Grp Volume(v), veh/h	1	355	117	485	505	6	69	0	303	6	0	11
Grp Sat Flow(s),veh/h/ln	197	1826	1561	1810	1856	1344	1810	0	1597	1086	0	1745
Q Serve(g_s), s	0.3	12.2	4.1	10.0	14.1	0.2	2.4	0.0	14.2	0.4	0.0	0.4
Cycle Q Clear(g_c), s	1.4	12.2	4.1	10.0	14.1	0.2	2.4	0.0	14.2	6.0	0.0	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	161	726	621	535	1024	742	452	0	450	209	0	314
V/C Ratio(X)	0.01	0.49	0.19	0.91	0.49	0.01	0.15	0.00	0.67	0.03	0.00	0.04
Avail Cap(c_a), veh/h	161	726	621	535	1024	742	514	0	844	439	0	683
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.0	19.0	16.5	19.0	11.6	8.5	23.4	0.0	26.8	33.3	0.0	28.5
Incr Delay (d2), s/veh	0.1	2.3	0.7	19.0	1.7	0.0	0.2	0.0	1.8	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	0.8	4.2	1.8	0.0	0.7	0.0	3.5	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.1	21.3	17.2	38.1	13.3	8.5	23.5	0.0	28.6	33.3	0.0	28.6
LnGrp LOS	B	C	B	D	B	A	C		C	C		C
Approach Vol, veh/h		473			996			372			17	
Approach Delay, s/veh		20.3			25.4			27.6			30.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	13.0	41.0		30.2		54.0	8.6	21.6				
Change Period (Y+Rc), s	3.0	7.5		6.5		7.5	3.0	6.5				
Max Green Setting (Gmax), s	10.0	33.5		44.5		46.5	8.5	33.0				
Max Q Clear Time (g_c+I1), s	12.0	14.2		16.2		16.1	4.4	8.0				
Green Ext Time (p_c), s	0.0	5.7		5.6		9.6	0.1	0.1				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		24.6	
HCM 6th LOS		C	

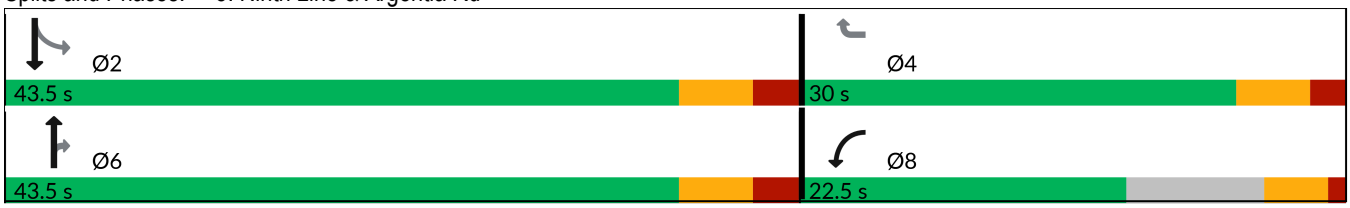


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	270	204	734	132	77	545
Future Volume (vph)	270	204	734	132	77	545
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		100.0	45.0	
Storage Lanes	1	1		1	1	
Taper Length (m)	7.6				7.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1807	1617	1902	1585	1722	1883
Flt Permitted	0.950				0.198	
Satd. Flow (perm)	1807	1617	1902	1585	359	1883
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		148		138		
Link Speed (k/h)	60		60			60
Link Distance (m)	746.3		1616.5			667.9
Travel Time (s)	44.8		97.0			40.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	3%	6%	2%
Adj. Flow (vph)	281	213	765	138	80	568
Shared Lane Traffic (%)						
Lane Group Flow (vph)	281	213	765	138	80	568
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		3.7			3.7
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	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
Turning Speed (k/h)	24	14		14	24	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (m)	6.1	6.1	30.5	6.1	6.1	30.5
Trailing Detector (m)	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
Detector 1 Size(m)	6.1	6.1	1.8	6.1	6.1	1.8
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(m)			28.7			28.7
Detector 2 Size(m)			1.8			1.8
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		6			2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4		6	2	
Detector Phase	8	4	6	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	20.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.5	30.0	43.5	43.5	43.5	43.5
Total Split (s)	22.5	30.0	43.5	43.5	43.5	43.5
Total Split (%)	30.6%	40.8%	59.2%	59.2%	59.2%	59.2%
Maximum Green (s)	18.0	24.0	37.0	37.0	37.0	37.0
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.5	6.5	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	10.0	10.0	10.0	10.0	10.0
Flash Don't Walk (s)	11.0	14.0	27.0	27.0	27.0	27.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	21.5	20.0	37.0	37.0	37.0	37.0
Actuated g/C Ratio	0.31	0.29	0.53	0.53	0.53	0.53
v/c Ratio	0.50	0.37	0.76	0.15	0.42	0.57
Control Delay (s/veh)	23.4	9.2	18.8	2.1	18.3	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	9.2	18.8	2.1	18.3	13.7
LOS	C	A	B	A	B	B
Approach Delay (s/veh)	17.3		16.2			14.2
Approach LOS	B		B			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 73.5			
Actuated Cycle Length: 69.5			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay (s/veh): 15.9		Intersection LOS: B	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 5: Ninth Line & Argentia Rd





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	281	213	765	138	80	568
v/c Ratio	0.50	0.37	0.76	0.15	0.42	0.57
Control Delay (s/veh)	23.4	9.2	18.8	2.1	18.3	13.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	9.2	18.8	2.1	18.3	13.7
Queue Length 50th (m)	29.8	6.3	72.2	0.0	6.0	46.4
Queue Length 95th (m)	50.6	21.1	115.0	6.8	18.4	73.3
Internal Link Dist (m)	722.3		1592.5			643.9
Turn Bay Length (m)				100.0	45.0	
Base Capacity (vph)	663	655	1012	908	191	1002
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.33	0.76	0.15	0.42	0.57

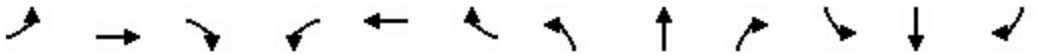
Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	270	204	734	132	77	545
Future Volume (veh/h)	270	204	734	132	77	545
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1856	1811	1870
Adj Flow Rate, veh/h	281	213	765	138	80	568
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	3	6	2
Cap, veh/h	372	331	1152	961	325	1143
Arrive On Green	0.21	0.21	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1795	1598	1885	1572	598	1870
Grp Volume(v), veh/h	281	213	765	138	80	568
Grp Sat Flow(s),veh/h/ln	1795	1598	1885	1572	598	1870
Q Serve(g_s), s	8.9	7.4	16.1	2.3	6.1	10.3
Cycle Q Clear(g_c), s	8.9	7.4	16.1	2.3	22.2	10.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	372	331	1152	961	325	1143
V/C Ratio(X)	0.75	0.64	0.66	0.14	0.25	0.50
Avail Cap(c_a), veh/h	534	475	1152	961	325	1143
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	22.0	7.7	5.0	15.0	6.6
Incr Delay (d2), s/veh	3.7	2.1	3.0	0.3	1.8	1.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.3	1.0	0.1	0.4	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.3	24.0	10.7	5.3	16.8	8.1
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	494		903			648
Approach Delay, s/veh	25.3		9.9			9.2
Approach LOS	C		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		43.5			43.5	17.1
Change Period (Y+Rc), s		6.5			6.5	4.5
Max Green Setting (Gmax), s		37.0			37.0	18.0
Max Q Clear Time (g_c+I1), s		24.2			18.1	10.9
Green Ext Time (p_c), s		7.1			12.2	1.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	13.4
HCM 6th LOS	B

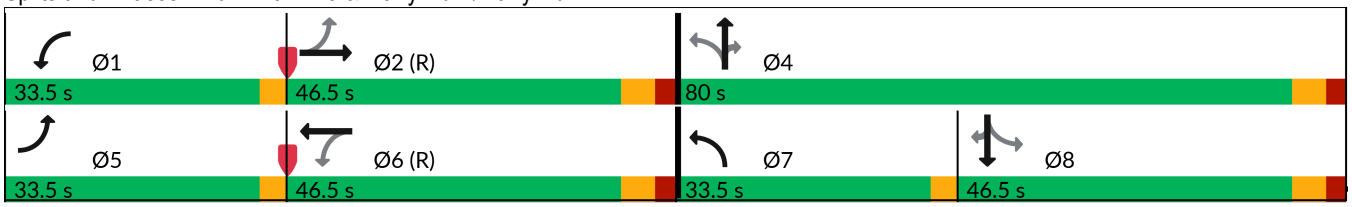


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	259	650	130	164	917	55	80	522	144	57	393	261
Future Volume (vph)	259	650	130	164	917	55	80	522	144	57	393	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	90.0		0.0	100.0		0.0	185.0		135.0	105.0		95.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00					0.99	1.00		
Frt		0.975			0.991				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1807	3516	0	1807	3579	0	1755	1902	1601	1825	1902	1601
Flt Permitted	0.128			0.256			0.151			0.176		
Satd. Flow (perm)	243	3516	0	487	3579	0	279	1902	1579	338	1902	1601
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			4				153			269
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		242.0			667.9			1508.4			1616.5	
Travel Time (s)		14.5			40.1			90.5			97.0	
Confl. Peds. (#/hr)			1	1					1	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	0%	1%	1%	2%	4%	1%	2%	0%	1%	2%
Adj. Flow (vph)	276	691	138	174	976	59	85	555	153	61	418	278
Shared Lane Traffic (%)												
Lane Group Flow (vph)	276	829	0	174	1035	0	85	555	153	61	418	278
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)		3.7			3.7			3.7			3.7	
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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6		7	4			8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		7	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.5	42.5		11.5	42.5		11.5	40.5	40.5	40.5	40.5	40.5
Total Split (s)	33.5	46.5		33.5	46.5		33.5	80.0	80.0	46.5	46.5	46.5
Total Split (%)	20.9%	29.1%		20.9%	29.1%		20.9%	50.0%	50.0%	29.1%	29.1%	29.1%
Maximum Green (s)	30.5	40.0		30.5	40.0		30.5	73.5	73.5	40.0	40.0	40.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.5		0.0	2.5		0.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5		3.0	6.5		3.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		10.0			10.0			10.0	10.0	10.0	10.0	10.0
Flash Don't Walk (s)		26.0			26.0			24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0			0	0	0	0	0
Act Effct Green (s)	94.3	71.8		86.0	66.3		59.5	56.0	56.0	42.3	42.3	42.3
Actuated g/C Ratio	0.59	0.45		0.54	0.41		0.37	0.35	0.35	0.26	0.26	0.26
v/c Ratio	0.78	0.52		0.44	0.70		0.42	0.83	0.23	0.69	0.83	0.45
Control Delay (s/veh)	40.5	35.3		20.8	43.7		37.2	58.6	4.8	88.6	69.8	7.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.5	35.3		20.8	43.7		37.2	58.6	4.8	88.6	69.8	7.3
LOS	D	D		C	D		D	E	A	F	E	A
Approach Delay (s/veh)		36.6			40.4			45.9			48.4	
Approach LOS		D			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 154 (96%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 42.0		Intersection LOS: D	
Intersection Capacity Utilization 96.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 6: Ninth Line & Derry Rd E/Derry Rd W

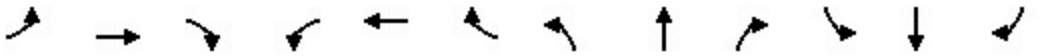




Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	276	829	174	1035	85	555	153	61	418	278
v/c Ratio	0.78	0.52	0.44	0.70	0.42	0.83	0.23	0.69	0.83	0.45
Control Delay (s/veh)	40.5	35.3	20.8	43.7	37.2	58.6	4.8	88.6	69.8	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	40.5	35.3	20.8	43.7	37.2	58.6	4.8	88.6	69.8	7.3
Queue Length 50th (m)	47.8	99.0	24.7	143.4	18.2	162.2	0.0	17.4	126.6	2.2
Queue Length 95th (m)	85.8	145.1	44.1	#236.5	27.6	187.0	13.9	#36.3	156.7	23.6
Internal Link Dist (m)		218.0		643.9		1484.4			1592.5	
Turn Bay Length (m)	90.0		100.0		185.0		135.0	105.0		95.0
Base Capacity (vph)	446	1585	535	1485	385	873	808	93	525	637
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.52	0.33	0.70	0.22	0.64	0.19	0.66	0.80	0.44

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	650	130	164	917	55	80	522	144	57	393	261
Future Volume (veh/h)	259	650	130	164	917	55	80	522	144	57	393	261
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1900	1885	1885	1870	1841	1885	1870	1900	1885	1870
Adj Flow Rate, veh/h	276	691	138	174	976	59	85	555	153	61	418	278
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	0	1	1	2	4	1	2	0	1	2
Cap, veh/h	350	1421	284	383	1532	93	189	665	559	107	542	455
Arrive On Green	0.10	0.48	0.48	0.07	0.45	0.45	0.05	0.35	0.35	0.29	0.29	0.29
Sat Flow, veh/h	1795	2975	594	1795	3431	207	1753	1885	1584	752	1885	1583
Grp Volume(v), veh/h	276	416	413	174	509	526	85	555	153	61	418	278
Grp Sat Flow(s),veh/h/ln	1795	1791	1778	1795	1791	1848	1753	1885	1584	752	1885	1583
Q Serve(g_s), s	12.8	25.3	25.3	8.3	35.2	35.2	5.3	43.2	11.1	12.9	32.5	24.3
Cycle Q Clear(g_c), s	12.8	25.3	25.3	8.3	35.2	35.2	5.3	43.2	11.1	45.6	32.5	24.3
Prop In Lane	1.00		0.33	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	350	855	849	383	800	825	189	665	559	107	542	455
V/C Ratio(X)	0.79	0.49	0.49	0.45	0.64	0.64	0.45	0.83	0.27	0.57	0.77	0.61
Avail Cap(c_a), veh/h	512	855	849	600	800	825	441	866	728	107	542	455
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.0	28.4	28.4	22.5	34.3	34.3	40.1	47.5	37.1	73.2	52.2	49.3
Incr Delay (d2), s/veh	4.4	1.7	1.7	0.8	3.9	3.7	1.7	5.5	0.3	6.9	6.8	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	8.3	8.3	2.6	12.2	12.6	1.9	16.9	3.4	2.3	13.4	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.5	30.2	30.2	23.3	38.1	38.0	41.8	53.0	37.3	80.1	59.0	51.7
LnGrp LOS	C	C	C	C	D	D	D	D	D	F	E	D
Approach Vol, veh/h		1105			1209			793			757	
Approach Delay, s/veh		30.5			35.9			48.8			58.0	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	82.9		63.0	19.1	77.9	10.5	52.5				
Change Period (Y+Rc), s	3.0	6.5		6.5	3.0	6.5	3.0	6.5				
Max Green Setting (Gmax), s	30.5	40.0		73.5	30.5	40.0	30.5	40.0				
Max Q Clear Time (g_c+I1), s	10.3	27.3		45.2	14.8	37.2	7.3	47.6				
Green Ext Time (p_c), s	0.8	8.3		11.3	1.3	2.4	0.4	0.0				

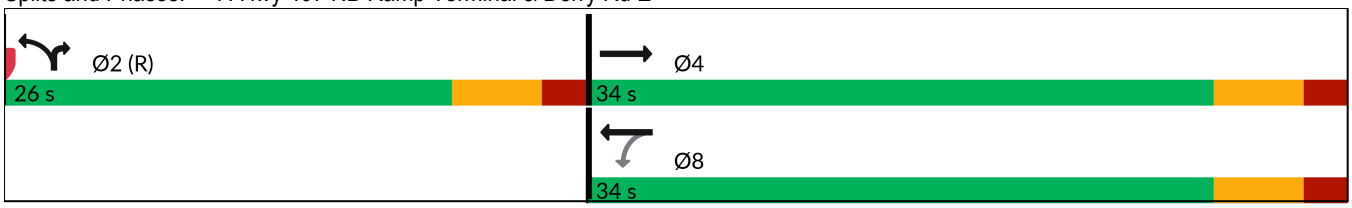
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			41.3									
HCM 6th LOS			D									

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	925	70	2	1203	46	167
Future Volume (vph)	925	70	2	1203	46	167
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	1.00
Frt	0.990					0.850
Flt Protected					0.950	
Satd. Flow (prot)	3373	0	0	3423	3106	1517
Flt Permitted				0.954	0.950	
Satd. Flow (perm)	3373	0	0	3266	3106	1517
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	17					74
Link Speed (k/h)	80			60	60	
Link Distance (m)	358.0			242.0	515.1	
Travel Time (s)	16.1			14.5	30.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	8%	8%	1%	8%	2%
Adj. Flow (vph)	944	71	2	1228	47	170
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1015	0	0	1230	47	170
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (m)	30.5			30.5	6.1	6.1
Trailing Detector (m)	0.0			0.0	0.0	0.0
Detector 1 Position(m)	0.0			0.0	0.0	0.0
Detector 1 Size(m)	1.8			1.8	6.1	6.1
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Perm	NA	Prot	Prot
Protected Phases	4			8	2	2
Permitted Phases			8			
Detector Phase	4		8	8	2	2
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	8.0		8.0	8.0	8.0	8.0
Minimum Split (s)	26.0		26.0	26.0	26.0	26.0
Total Split (s)	34.0		34.0	34.0	26.0	26.0
Total Split (%)	56.7%		56.7%	56.7%	43.3%	43.3%
Maximum Green (s)	28.0		28.0	28.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		Max	Max	C-Min	C-Min
Walk Time (s)	8.0		8.0	8.0	8.0	8.0
Flash Don't Walk (s)	12.0		12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	37.7			37.7	10.3	10.3
Actuated g/C Ratio	0.63			0.63	0.17	0.17
v/c Ratio	0.48			0.60	0.09	0.53
Control Delay (s/veh)	5.8			8.7	19.9	19.2
Queue Delay	0.0			0.0	0.0	0.0
Total Delay (s/veh)	5.8			8.7	19.9	19.2
LOS	A			A	B	B
Approach Delay (s/veh)	5.8			8.7	19.3	
Approach LOS	A			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay (s/veh): 8.5		Intersection LOS: A	
Intersection Capacity Utilization 53.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Hwy 407 NB Ramp Terminal & Derry Rd E



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	1015	1230	47	170
v/c Ratio	0.48	0.60	0.09	0.53
Control Delay (s/veh)	5.8	8.7	19.9	19.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.8	8.7	19.9	19.2
Queue Length 50th (m)	14.0	33.8	2.4	9.8
Queue Length 95th (m)	25.3	64.4	5.7	23.0
Internal Link Dist (m)	334.0	218.0	491.1	
Turn Bay Length (m)				
Base Capacity (vph)	2127	2054	1035	555
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.48	0.60	0.05	0.31

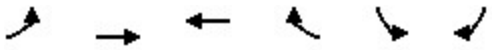
Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	925	70	2	1203	46	167
Future Volume (veh/h)	925	70	2	1203	46	167
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1786	1688	1688	1786	1688	1772
Adj Flow Rate, veh/h	944	71	2	1228	47	170
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	8	8	1	8	2
Cap, veh/h	1493	112	61	1553	1039	501
Arrive On Green	0.47	0.47	0.47	0.47	0.33	0.33
Sat Flow, veh/h	3288	241	1	3409	3118	1502
Grp Volume(v), veh/h	501	514	659	571	47	170
Grp Sat Flow(s),veh/h/ln	1697	1743	1784	1544	1559	1502
Q Serve(g_s), s	13.4	13.4	0.0	18.8	0.6	5.1
Cycle Q Clear(g_c), s	13.4	13.4	18.7	18.8	0.6	5.1
Prop In Lane		0.14	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	792	813	893	721	1039	501
V/C Ratio(X)	0.63	0.63	0.74	0.79	0.05	0.34
Avail Cap(c_a), veh/h	792	813	893	721	1039	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.74	0.74	1.00	1.00
Uniform Delay (d), s/veh	12.1	12.1	13.5	13.5	13.5	15.0
Incr Delay (d2), s/veh	3.8	3.7	4.1	6.6	0.1	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.0	1.3	1.5	0.1	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.9	15.8	17.6	20.1	13.6	16.9
LnGrp LOS	B	B	B	C	B	B
Approach Vol, veh/h	1015			1230	217	
Approach Delay, s/veh	15.9			18.8	16.2	
Approach LOS	B			B	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	26.0	34.0	34.0
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	28.0	28.0
Max Q Clear Time (g_c+I1), s	7.1	15.4	20.8
Green Ext Time (p_c), s	0.9	9.5	6.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	17.3
HCM 6th LOS	B

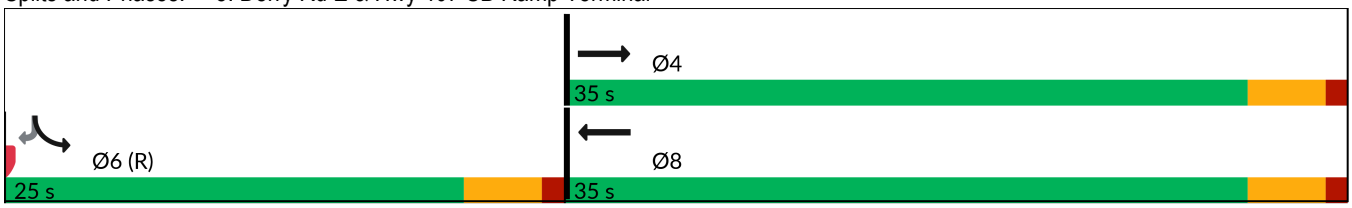


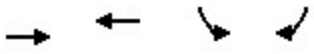
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	842	1077	148	190	269
Future Volume (vph)	0	842	1077	148	190	269
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.982			0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3390	3358	0	3288	1532
Flt Permitted					0.950	
Satd. Flow (perm)	0	3390	3358	0	3288	1532
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			36			60
Link Speed (k/h)		80	80		60	
Link Distance (m)		1052.5	358.0		426.8	
Travel Time (s)		47.4	16.1		25.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	2%	1%	2%	2%	1%
Adj. Flow (vph)	0	859	1099	151	194	274
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	859	1250	0	194	274
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		7.4	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.9	4.9		4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24			14	24	14
Number of Detectors		2	2		1	1
Detector Template		Thru	Thru		Left	Right
Leading Detector (m)		30.5	30.5		6.1	6.1
Trailing Detector (m)		0.0	0.0		0.0	0.0
Detector 1 Position(m)		0.0	0.0		0.0	0.0
Detector 1 Size(m)		1.8	1.8		6.1	6.1
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Detector 2 Position(m)		28.7	28.7			
Detector 2 Size(m)		1.8	1.8			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases						6
Detector Phase		4	8		6	6
Switch Phase						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)		5.0	5.0		5.0	5.0
Minimum Split (s)		22.5	22.5		22.5	22.5
Total Split (s)		35.0	35.0		25.0	25.0
Total Split (%)		58.3%	58.3%		41.7%	41.7%
Maximum Green (s)		30.5	30.5		20.5	20.5
Yellow Time (s)		3.5	3.5		3.5	3.5
All-Red Time (s)		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Recall Mode		Max	Max		C-Min	C-Min
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		37.1	37.1		13.9	13.9
Actuated g/C Ratio		0.62	0.62		0.23	0.23
v/c Ratio		0.41	0.60		0.25	0.68
Control Delay (s/veh)		7.6	6.6		18.2	24.3
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		7.6	6.6		18.2	24.3
LOS		A	A		B	C
Approach Delay (s/veh)		7.6	6.6		21.8	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 9.7		Intersection LOS: A	
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

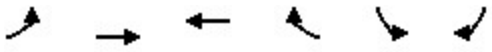
Splits and Phases: 8: Derry Rd E & Hwy 407 SB Ramp Terminal





Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	859	1250	194	274
v/c Ratio	0.41	0.60	0.25	0.68
Control Delay (s/veh)	7.6	6.6	18.2	24.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.6	6.6	18.2	24.3
Queue Length 50th (m)	22.0	21.5	9.1	21.3
Queue Length 95th (m)	43.7	36.9	13.7	36.6
Internal Link Dist (m)	1028.5	334.0	402.8	
Turn Bay Length (m)				
Base Capacity (vph)	2094	2087	1123	562
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.41	0.60	0.17	0.49

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	842	1077	148	190	269
Future Volume (veh/h)	0	842	1077	148	190	269
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1772	1786	1772	1772	1786
Adj Flow Rate, veh/h	0	859	1099	151	194	274
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	1	2	2	1
Cap, veh/h	0	1711	1524	209	1119	517
Arrive On Green	0.00	0.51	0.51	0.51	0.34	0.34
Sat Flow, veh/h	0	3544	3087	411	3274	1514
Grp Volume(v), veh/h	0	859	621	629	194	274
Grp Sat Flow(s),veh/h/ln	0	1683	1697	1712	1637	1514
Q Serve(g_s), s	0.0	10.1	17.0	17.1	2.5	8.7
Cycle Q Clear(g_c), s	0.0	10.1	17.0	17.1	2.5	8.7
Prop In Lane	0.00			0.24	1.00	1.00
Lane Grp Cap(c), veh/h	0	1711	862	870	1119	517
V/C Ratio(X)	0.00	0.50	0.72	0.72	0.17	0.53
Avail Cap(c_a), veh/h	0	1711	862	870	1119	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.7	11.4	11.5	13.8	15.9
Incr Delay (d2), s/veh	0.0	1.1	5.2	5.2	0.3	3.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.2	1.3	0.3	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	10.8	16.6	16.6	14.2	19.7
LnGrp LOS		B	B	B	B	B
Approach Vol, veh/h		859	1250		468	
Approach Delay, s/veh		10.8	16.6		17.4	
Approach LOS		B	B		B	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			35.0		25.0	35.0
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			30.5		20.5	30.5
Max Q Clear Time (g_c+I1), s			12.1		10.7	19.1
Green Ext Time (p_c), s			11.6		2.0	9.8

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		14.8
HCM 6th LOS		B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	9	2	8	0	0
Future Volume (vph)	0	9	2	8	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.991		
Satd. Flow (prot)	1629	0	0	1866	1883	0
Flt Permitted				0.991		
Satd. Flow (perm)	1629	0	0	1866	1883	0
Link Speed (k/h)	48			50	50	
Link Distance (m)	124.9			571.7	104.9	
Travel Time (s)	9.4			41.2	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	10	2	9	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	11	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
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)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

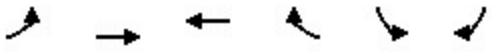
Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	2	8	0	0
Future Vol, veh/h	0	9	2	8	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	10	2	9	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	14	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	13	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	1005	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1010	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1004	1084	1622	-	-	-
Mov Cap-2 Maneuver	1004	-	-	-	-	-
Stage 1	1021	-	-	-	-	-
Stage 2	1010	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.4	1.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.001	-	0.009	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	237	1001	16	45	23
Future Volume (vph)	10	237	1001	16	45	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.998		0.954	
Flt Protected		0.998			0.968	
Satd. Flow (prot)	0	3571	3571	0	1739	0
Flt Permitted		0.998			0.968	
Satd. Flow (perm)	0	3571	3571	0	1739	0
Link Speed (k/h)		60	60		48	
Link Distance (m)		746.3	577.3		446.6	
Travel Time (s)		44.8	34.6		33.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	258	1088	17	49	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	269	1105	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.7	3.7		3.7	
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)	24			14	24	14
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	237	1001	16	45	23
Future Vol, veh/h	10	237	1001	16	45	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	258	1088	17	49	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1105	0	-	0	1248	553
Stage 1	-	-	-	-	1097	-
Stage 2	-	-	-	-	151	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	628	-	-	-	165	477
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	861	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	628	-	-	-	162	477
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	861	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.5	0	31.4
HCM LOS			D

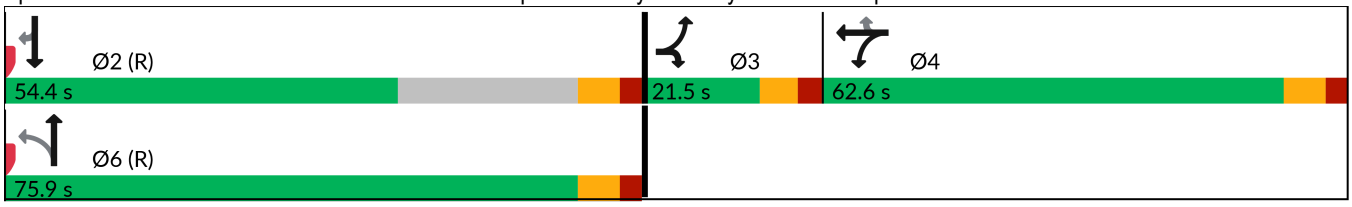
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	628	-	-	-	209
HCM Lane V/C Ratio	0.017	-	-	-	0.354
HCM Ctrl Dly (s/v)	10.8	0.1	-	-	31.4
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q (veh)	0.1	-	-	-	1.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	291	3	591	2	1186	205	0	1555	386
Future Volume (vph)	0	0	0	291	3	591	2	1186	205	0	1555	386
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	0.95	1.00	0.91	1.00
Ped Bike Factor						0.98						
Frt						0.850		0.978				0.850
Flt Protected				0.950	0.953		0.950					
Satd. Flow (prot)	1784	0	1784	1507	1514	2250	1729	3186	0	0	4558	1334
Flt Permitted				0.950	0.953		0.121					
Satd. Flow (perm)	1784	0	1784	1507	1514	2201	220	3186	0	0	4558	1334
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						360		15				293
Link Speed (k/h)		50			60			60			60	
Link Distance (m)		149.8			217.3			393.8			859.9	
Travel Time (s)		10.8			13.0			23.6			51.6	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	9%	0%	21%	0%	6%	7%	2%	9%	16%
Adj. Flow (vph)	0	0	0	306	3	622	2	1248	216	0	1637	406
Shared Lane Traffic (%)				50%								
Lane Group Flow (vph)	0	0	0	153	156	622	2	1464	0	0	1637	406
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)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2			2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5			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
Detector 1 Size(m)	6.1		6.1	6.1	1.8	6.1	6.1	1.8			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
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
Detector 1 Queue (s)	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
Detector 2 Position(m)					28.7			28.7			28.7	
Detector 2 Size(m)					1.8			1.8			1.8	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type	Prot		Prot	Split	NA	Perm	Perm	NA			NA	Perm
Protected Phases	3		3	4	4			6			2	
Permitted Phases						4	6					2

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	3		3	4	4	4	6	6			2	2
Switch Phase												
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0	20.0	20.0			20.0	20.0
Minimum Split (s)	17.3		17.3	50.6	50.6	50.6	41.5	41.5			41.5	41.5
Total Split (s)	21.5		21.5	62.6	62.6	62.6	75.9	75.9			54.4	54.4
Total Split (%)	13.4%		13.4%	39.1%	39.1%	39.1%	47.4%	47.4%			34.0%	34.0%
Maximum Green (s)	14.2		14.2	55.0	55.0	55.0	68.4	68.4			46.9	46.9
Yellow Time (s)	4.5		4.5	5.0	5.0	5.0	5.0	5.0			5.0	5.0
All-Red Time (s)	2.8		2.8	2.6	2.6	2.6	2.5	2.5			2.5	2.5
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)	7.3		7.3	7.6	7.6	7.6	7.5	7.5			7.5	7.5
Lead/Lag	Lead		Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode	None		None	None	None	None	C-Max	C-Max			C-Max	C-Max
Walk Time (s)				10.0	10.0	10.0	10.0	10.0			10.0	10.0
Flash Don't Walk (s)				33.0	33.0	33.0	24.0	24.0			24.0	24.0
Pedestrian Calls (#/hr)				0	0	0	0	0			0	0
Act Effct Green (s)				31.0	31.0	31.0	113.9	113.9			113.9	113.9
Actuated g/C Ratio				0.19	0.19	0.19	0.71	0.71			0.71	0.71
v/c Ratio				0.53	0.53	0.87	0.01	0.64			0.50	0.39
Control Delay (s/veh)				62.2	62.5	38.1	8.5	16.3			12.3	4.3
Queue Delay				0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)				62.2	62.5	38.1	8.5	16.3			12.3	4.3
LOS				E	E	D	A	B			B	A
Approach Delay (s/veh)					46.1			16.3			10.7	
Approach LOS					D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 147 (92%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 20.0		Intersection LOS: B	
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: Winston Churchill Blvd & Carpool Lot Hwy 401/Hwy 401 WB Ramp Terminal

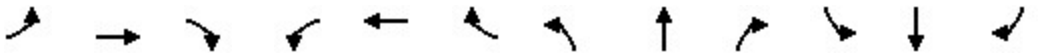




Lane Group	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	153	156	622	2	1464	1637	406
v/c Ratio	0.53	0.53	0.87	0.01	0.64	0.50	0.39
Control Delay (s/veh)	62.2	62.5	38.1	8.5	16.3	12.3	4.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	62.2	62.5	38.1	8.5	16.3	12.3	4.3
Queue Length 50th (m)	49.8	47.5	58.8	0.2	160.3	85.0	11.8
Queue Length 95th (m)	68.0	64.3	80.5	m0.5	213.7	131.2	38.8
Internal Link Dist (m)		193.3			369.8	835.9	
Turn Bay Length (m)							
Base Capacity (vph)	518	520	992	156	2272	3244	1034
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.30	0.63	0.01	0.64	0.50	0.39

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	291	3	591	2	1186	205	0	1555	386
Future Volume (veh/h)	0	0	0	291	3	591	2	1186	205	0	1555	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1772	0	1772	1674	1800	1505	1800	1716	1702	0	1674	1575
Adj Flow Rate, veh/h	0	0	0	308	0	622	2	1248	216	0	1637	406
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	0	2	9	0	21	0	6	7	0	9	16
Cap, veh/h	0	0	0	899	0	718	127	1735	298	0	2849	833
Arrive On Green	0.00	0.00	0.00	0.28	0.00	0.28	0.62	0.62	0.62	0.00	0.62	0.62
Sat Flow, veh/h		0		3188	0	2547	199	2782	478	0	4720	1335
Grp Volume(v), veh/h		0.0		308	0	622	2	727	737	0	1637	406
Grp Sat Flow(s),veh/h/ln				1594	0	1273	199	1630	1630	0	1523	1335
Q Serve(g_s), s				12.3	0.0	37.1	1.0	48.5	49.7	0.0	33.6	26.3
Cycle Q Clear(g_c), s				12.3	0.0	37.1	34.6	48.5	49.7	0.0	33.6	26.3
Prop In Lane				1.00		1.00	1.00		0.29	0.00		1.00
Lane Grp Cap(c), veh/h				899	0	718	127	1016	1016	0	2849	833
V/C Ratio(X)				0.34	0.00	0.87	0.02	0.72	0.72	0.00	0.57	0.49
Avail Cap(c_a), veh/h				1096	0	875	127	1016	1016	0	2849	833
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				45.7	0.0	54.6	27.8	20.5	20.7	0.0	17.7	16.3
Incr Delay (d2), s/veh				0.2	0.0	7.8	0.2	4.3	4.5	0.0	0.8	2.0
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.0	0.0	10.4	0.0	11.9	12.2	0.0	7.1	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				45.9	0.0	62.4	28.0	24.8	25.2	0.0	18.5	18.3
LnGrp LOS				D		E	C	C	C		B	B
Approach Vol, veh/h					930			1466			2043	
Approach Delay, s/veh					56.9			25.0			18.5	
Approach LOS					E			C			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	107.3	52.7	107.3
Change Period (Y+Rc), s	7.5	7.6	7.5
Max Green Setting (Gmax), s	46.9	55.0	68.4
Max Q Clear Time (g_c+I1), s	35.6	39.1	51.7
Green Ext Time (p_c), s	10.8	6.0	15.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	28.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

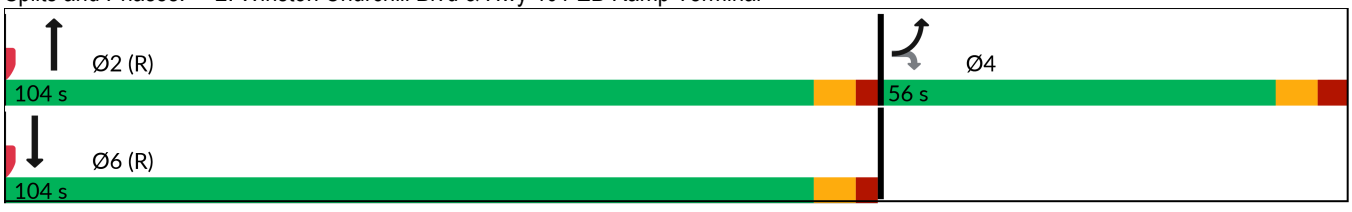


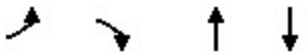
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	601	270	0	846	927	730
Future Volume (vph)	601	270	0	846	927	730
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	0.97	0.91	1.00	0.91	0.91	0.91
Frt	0.994	0.850			0.934	
Flt Protected	0.954					
Satd. Flow (prot)	3079	1367	0	4824	4267	0
Flt Permitted	0.954					
Satd. Flow (perm)	3079	1367	0	4824	4267	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	3	129			223	
Link Speed (k/h)	50			60	60	
Link Distance (m)	280.6			247.8	393.8	
Travel Time (s)	20.2			14.9	23.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	9%	3%	2%	3%	7%	11%
Adj. Flow (vph)	633	284	0	891	976	768
Shared Lane Traffic (%)		10%				
Lane Group Flow (vph)	661	256	0	891	1744	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	7.4			7.4	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24	14	24			14
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (m)	6.1	6.1		30.5	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	6.1		1.8	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(m)				28.7	28.7	
Detector 2 Size(m)				1.8	1.8	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Detector Phase	4	4		2	6	
Switch Phase						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	10.0	10.0		20.0	20.0	
Minimum Split (s)	22.5	22.5		31.5	31.5	
Total Split (s)	56.0	56.0		104.0	104.0	
Total Split (%)	35.0%	35.0%		65.0%	65.0%	
Maximum Green (s)	47.5	47.5		96.5	96.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	
All-Red Time (s)	3.5	3.5		2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.5	8.5		7.5	7.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0		3.0	3.0	
Recall Mode	None	None		C-Max	C-Max	
Walk Time (s)				7.0	7.0	
Flash Don't Walk (s)				17.0	17.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)	40.2	40.2		103.8	103.8	
Actuated g/C Ratio	0.25	0.25		0.65	0.65	
v/c Ratio	0.85	0.58		0.28	0.61	
Control Delay (s/veh)	67.8	29.9		9.8	18.1	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	67.8	29.9		9.8	18.1	
LOS	E	C		A	B	
Approach Delay (s/veh)	57.2			9.8	18.1	
Approach LOS	E			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 149 (93%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 26.1		Intersection LOS: C	
Intersection Capacity Utilization 70.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Winston Churchill Blvd & Hwy 401 EB Ramp Terminal





Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	661	256	891	1744
v/c Ratio	0.85	0.58	0.28	0.61
Control Delay (s/veh)	67.8	29.9	9.8	18.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	67.8	29.9	9.8	18.1
Queue Length 50th (m)	111.0	39.8	37.7	30.4
Queue Length 95th (m)	128.4	69.8	50.6	30.0
Internal Link Dist (m)	256.6		223.8	369.8
Turn Bay Length (m)				
Base Capacity (vph)	916	496	3129	2846
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.72	0.52	0.28	0.61

Intersection Summary



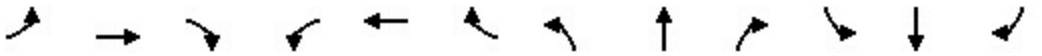
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	601	270	0	846	927	730
Future Volume (veh/h)	601	270	0	846	927	730
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1674	1758	0	1758	1702	1646
Adj Flow Rate, veh/h	633	284	0	891	976	768
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	3	0	3	7	11
Cap, veh/h	753	352	0	3185	2056	957
Arrive On Green	0.24	0.24	0.00	0.66	0.66	0.66
Sat Flow, veh/h	3188	1490	0	5115	3250	1442
Grp Volume(v), veh/h	633	284	0	891	976	768
Grp Sat Flow(s),veh/h/ln	1594	1490	0	1600	1549	1442
Q Serve(g_s), s	30.3	28.8	0.0	12.3	24.8	61.3
Cycle Q Clear(g_c), s	30.3	28.8	0.0	12.3	24.8	61.3
Prop In Lane	1.00	1.00	0.00			1.00
Lane Grp Cap(c), veh/h	753	352	0	3185	2056	957
V/C Ratio(X)	0.84	0.81	0.00	0.28	0.47	0.80
Avail Cap(c_a), veh/h	946	442	0	3185	2056	957
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.84	1.00	1.00
Uniform Delay (d), s/veh	58.2	57.6	0.0	11.1	13.2	19.4
Incr Delay (d2), s/veh	5.6	8.5	0.0	0.2	0.8	7.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	10.0	0.0	2.4	4.7	12.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	63.8	66.2	0.0	11.3	14.0	26.4
LnGrp LOS	E	E		B	B	C
Approach Vol, veh/h	917			891	1744	
Approach Delay, s/veh	64.6			11.3	19.5	
Approach LOS	E			B	B	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		113.7		46.3		113.7
Change Period (Y+Rc), s		7.5		8.5		7.5
Max Green Setting (Gmax), s		96.5		47.5		96.5
Max Q Clear Time (g_c+I1), s		14.3		32.3		63.3
Green Ext Time (p_c), s		25.5		5.5		30.1

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		29.1
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



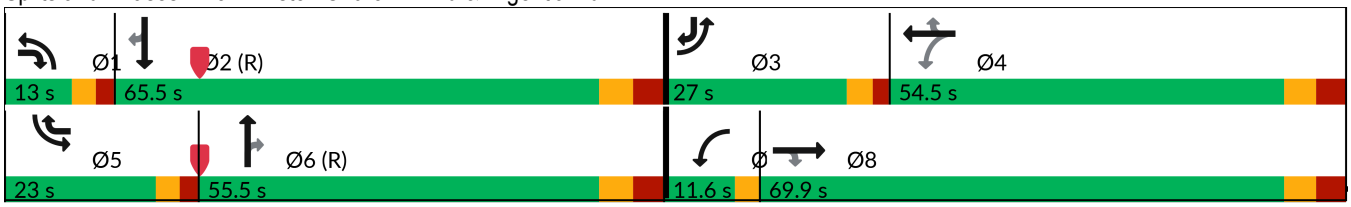
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	240	57	74	106	135	78	1212	95	272	559	174
Future Volume (vph)	330	240	57	74	106	135	78	1212	95	272	559	174
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	185.0		100.0	85.0		85.0	150.0		70.0	145.0		185.0
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (m)	7.6			2.5			7.6			7.6		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor	0.98		0.97	0.99		0.96	1.00		0.98	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3372	3614	1601	1722	3579	1512	3471	5142	1570	3437	4902	1484
Flt Permitted	0.950			0.595			0.950			0.950		
Satd. Flow (perm)	3304	3614	1553	1064	3579	1459	3456	5142	1540	3430	4902	1452
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			85			85			153			183
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		633.5			370.2			729.2			247.8	
Travel Time (s)		38.0			22.2			43.8			14.9	
Confl. Peds. (#/hr)	23		18	18		23	9		7	7		9
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	5%	1%	2%	6%	2%	8%	2%	2%	4%	3%	7%	10%
Adj. Flow (vph)	347	253	60	78	112	142	82	1276	100	286	588	183
Shared Lane Traffic (%)												
Lane Group Flow (vph)	347	253	60	78	112	142	82	1276	100	286	588	183
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)		7.4			7.4			7.4			7.4	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			1.6			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	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	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	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	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	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

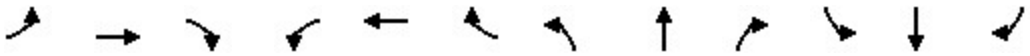
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6		5	2	3
Permitted Phases			8	4		4			6			2
Detector Phase	3	8	1	7	4	5	1	6	6	5	2	3
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	10.0	10.0	7.0	10.0	7.0
Minimum Split (s)	12.0	54.5	12.0	11.5	54.5	12.0	12.0	51.5	51.5	12.0	51.5	12.0
Total Split (s)	27.0	69.9	13.0	11.6	54.5	23.0	13.0	55.5	55.5	23.0	65.5	27.0
Total Split (%)	16.9%	43.7%	8.1%	7.3%	34.1%	14.4%	8.1%	34.7%	34.7%	14.4%	40.9%	16.9%
Maximum Green (s)	22.0	62.4	8.0	8.6	47.0	18.0	8.0	48.0	48.0	18.0	58.0	22.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	2.0	3.5	2.0	0.0	3.5	2.0	2.0	3.5	3.5	2.0	3.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	5.0	3.0	7.5	5.0	5.0	7.5	7.5	5.0	7.5	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	Min	None	None	Min	None	None	C-Max	C-Max	None	C-Max	None
Walk Time (s)		10.0			10.0			10.0	10.0		10.0	
Flash Don't Walk (s)		37.0			37.0			34.0	34.0		34.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	20.3	25.0	36.8	23.9	11.1	32.1	9.2	85.1	85.1	18.5	94.4	117.2
Actuated g/C Ratio	0.13	0.16	0.23	0.15	0.07	0.20	0.06	0.53	0.53	0.12	0.59	0.73
v/c Ratio	0.81	0.45	0.14	0.41	0.45	0.39	0.41	0.47	0.11	0.72	0.20	0.16
Control Delay (s/veh)	83.4	63.4	3.6	53.7	77.4	23.4	78.6	24.8	0.6	76.5	12.7	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.4	63.4	3.6	53.7	77.4	23.4	78.6	24.8	0.6	76.5	12.7	1.9
LOS	F	E	A	D	E	C	E	C	A	E	B	A
Approach Delay (s/veh)		68.5			48.7			26.1			28.1	
Approach LOS		E			D			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 65 (41%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay (s/veh): 36.8 Intersection LOS: D
Intersection Capacity Utilization 99.5% ICU Level of Service F
Analysis Period (min) 15

Splits and Phases: 3: Winston Churchill Blvd & Argentia Rd

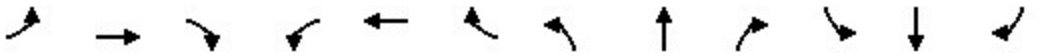




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	347	253	60	78	112	142	82	1276	100	286	588	183
v/c Ratio	0.81	0.45	0.14	0.41	0.45	0.39	0.41	0.47	0.11	0.72	0.20	0.16
Control Delay (s/veh)	83.4	63.4	3.6	53.7	77.4	23.4	78.6	24.8	0.6	76.5	12.7	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	83.4	63.4	3.6	53.7	77.4	23.4	78.6	24.8	0.6	76.5	12.7	1.9
Queue Length 50th (m)	57.9	39.2	0.0	20.4	18.7	15.7	13.4	92.6	0.0	42.3	35.1	7.8
Queue Length 95th (m)	76.1	52.4	5.3	34.5	29.4	35.2	22.6	117.1	1.2	56.4	41.0	m11.1
Internal Link Dist (m)		609.5			346.2			705.2			223.8	
Turn Bay Length (m)	185.0		100.0	85.0		85.0	150.0		70.0	145.0		185.0
Base Capacity (vph)	463	1409	427	195	1051	376	204	2736	891	421	2892	1130
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.18	0.14	0.40	0.11	0.38	0.40	0.47	0.11	0.68	0.20	0.16

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	240	57	74	106	135	78	1212	95	272	559	174
Future Volume (veh/h)	330	240	57	74	106	135	78	1212	95	272	559	174
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	0.98		0.97	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1885	1870	1811	1870	1781	1870	1870	1841	1856	1796	1752
Adj Flow Rate, veh/h	347	253	60	78	112	142	82	1276	0	286	588	183
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	5	1	2	6	2	8	2	2	4	3	7	10
Cap, veh/h	399	1115	550	353	804	477	147	2058		330	2240	849
Arrive On Green	0.12	0.31	0.31	0.05	0.23	0.23	0.04	0.40	0.00	0.19	0.91	0.91
Sat Flow, veh/h	3374	3582	1550	1725	3554	1464	3456	5106	1560	3428	4904	1476
Grp Volume(v), veh/h	347	253	60	78	112	142	82	1276	0	286	588	183
Grp Sat Flow(s),veh/h/ln	1687	1791	1550	1725	1777	1464	1728	1702	1560	1714	1635	1476
Q Serve(g_s), s	16.2	8.4	4.2	5.5	4.0	11.6	3.7	31.8	0.0	12.9	2.2	1.8
Cycle Q Clear(g_c), s	16.2	8.4	4.2	5.5	4.0	11.6	3.7	31.8	0.0	12.9	2.2	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	399	1115	550	353	804	477	147	2058		330	2240	849
V/C Ratio(X)	0.87	0.23	0.11	0.22	0.14	0.30	0.56	0.62		0.87	0.26	0.22
Avail Cap(c_a), veh/h	464	1397	672	367	1044	575	173	2058		386	2240	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	69.3	40.8	34.7	44.4	49.4	40.7	75.1	38.0	0.0	63.6	3.9	2.4
Incr Delay (d2), s/veh	14.7	0.1	0.1	0.3	0.1	0.3	3.3	1.4	0.0	13.1	0.2	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	3.0	1.3	2.0	1.5	3.4	1.5	10.4	0.0	5.0	0.5	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	84.0	40.9	34.8	44.7	49.5	41.0	78.4	39.4	0.0	76.7	4.1	2.8
LnGrp LOS	F	D	C	D	D	D	E	D		E	A	A
Approach Vol, veh/h		660			332			1358			1057	
Approach Delay, s/veh		63.0			44.8			41.8			23.5	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	80.6	23.9	43.7	20.4	72.0	10.3	57.3
Change Period (Y+Rc), s	5.0	7.5	5.0	7.5	5.0	7.5	3.0	7.5
Max Green Setting (Gmax), s	8.0	58.0	22.0	47.0	18.0	48.0	8.6	62.4
Max Q Clear Time (g_c+I1), s	5.7	4.2	18.2	13.6	14.9	33.8	7.5	10.4
Green Ext Time (p_c), s	0.1	14.9	0.7	2.7	0.5	12.0	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	40.5
HCM 6th LOS	D

Notes

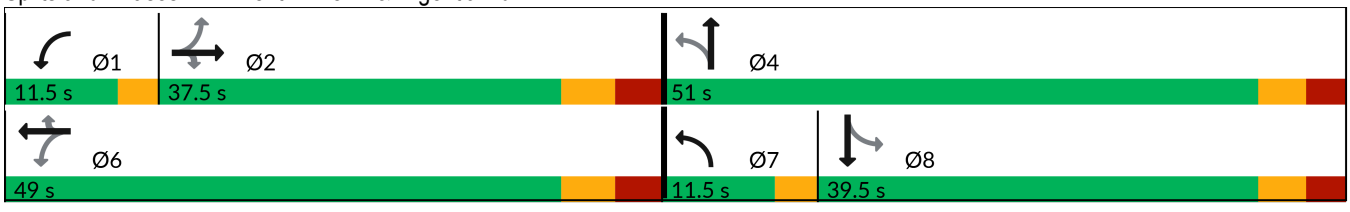
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

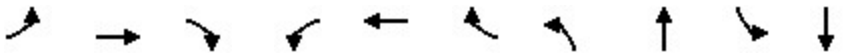
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	365	38	69	191	16	87	8	214	5	5	3
Future Volume (vph)	8	365	38	69	191	16	87	8	214	5	5	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		0.0	0.0		0.0	130.0		0.0	45.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. 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
Ped Bike Factor	1.00		0.97	1.00		0.97	1.00	0.99		1.00	0.99	
Frt			0.850			0.850		0.855			0.944	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	1847	1633	1738	1830	1633	1825	1607	0	1217	1804	0
Flt Permitted	0.633			0.437			0.579			0.615		
Satd. Flow (perm)	1211	1847	1586	796	1830	1592	1110	1607	0	787	1804	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			71		223			3	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		577.3			633.5			748.2			479.2	
Travel Time (s)		34.6			38.0			53.9			34.5	
Confl. Peds. (#/hr)	3		5	5		3	2		1	1		2
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	4%	0%	5%	5%	0%	0%	0%	1%	50%	0%	0%
Adj. Flow (vph)	8	380	40	72	199	17	91	8	223	5	5	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	380	40	72	199	17	91	231	0	5	8	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)		11.1			11.1			3.7			3.7	
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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	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		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	6.1	1.8	6.1	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		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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6		6	4			8		
Detector Phase	2	2	2	1	6	6	7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0		10.0	10.0	
Minimum Split (s)	35.5	35.5	35.5	11.5	35.5	35.5	11.5	39.5		39.5	39.5	
Total Split (s)	37.5	37.5	37.5	11.5	49.0	49.0	11.5	51.0		39.5	39.5	
Total Split (%)	37.5%	37.5%	37.5%	11.5%	49.0%	49.0%	11.5%	51.0%		39.5%	39.5%	
Maximum Green (s)	30.0	30.0	30.0	8.5	41.5	41.5	8.5	44.5		33.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	4.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	3.5	3.5	3.5	0.0	3.5	3.5	0.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	7.5	7.5	3.0	7.5	7.5	3.0	6.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max	Max	None	Max	Max	None	Min		Min	Min	
Walk Time (s)	10.0	10.0	10.0		10.0	10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	18.0	18.0	18.0		18.0	18.0		23.0		23.0	23.0	
Pedestrian Calls (#/hr)	0	0	0		0	0		0		0	0	
Act Effct Green (s)	33.6	33.6	33.6	46.2	41.7	41.7	22.3	18.8		10.0	10.0	
Actuated g/C Ratio	0.45	0.45	0.45	0.62	0.56	0.56	0.30	0.25		0.13	0.13	
v/c Ratio	0.01	0.46	0.05	0.12	0.19	0.02	0.22	0.40		0.05	0.03	
Control Delay (s/veh)	14.1	18.5	0.1	7.0	9.5	0.1	20.2	6.2		30.8	25.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	14.1	18.5	0.1	7.0	9.5	0.1	20.2	6.2		30.8	25.3	
LOS	B	B	A	A	A	A	C	A		C	C	
Approach Delay (s/veh)		16.7			8.3			10.1			27.4	
Approach LOS		B			A			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 74.5			
Natural Cycle: 100			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay (s/veh): 12.5		Intersection LOS: B	
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			

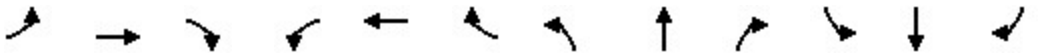
Splits and Phases: 4: Tenth Line W & Argentia Rd





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	8	380	40	72	199	17	91	231	5	8
v/c Ratio	0.01	0.46	0.05	0.12	0.19	0.02	0.22	0.40	0.05	0.03
Control Delay (s/veh)	14.1	18.5	0.1	7.0	9.5	0.1	20.2	6.2	30.8	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.1	18.5	0.1	7.0	9.5	0.1	20.2	6.2	30.8	25.3
Queue Length 50th (m)	0.7	41.2	0.0	4.1	14.5	0.0	9.3	0.9	0.9	0.7
Queue Length 95th (m)	3.2	67.4	0.0	9.0	25.3	0.0	19.2	15.9	5.1	4.3
Internal Link Dist (m)		553.3			609.5			724.2		455.2
Turn Bay Length (m)	20.0						130.0		45.0	
Base Capacity (vph)	546	833	772	601	1023	921	414	1052	350	803
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.46	0.05	0.12	0.19	0.02	0.22	0.22	0.01	0.01

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	365	38	69	191	16	87	8	214	5	5	3
Future Volume (veh/h)	8	365	38	69	191	16	87	8	214	5	5	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1841	1900	1826	1826	1900	1900	1900	1885	1159	1900	1900
Adj Flow Rate, veh/h	8	380	40	72	199	17	91	8	223	5	5	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	4	0	5	5	0	0	0	1	50	0	0
Cap, veh/h	612	807	702	496	1005	882	440	15	412	196	161	97
Arrive On Green	0.44	0.44	0.44	0.07	0.55	0.55	0.08	0.26	0.26	0.15	0.15	0.15
Sat Flow, veh/h	1179	1841	1601	1739	1826	1603	1810	56	1559	710	1111	666
Grp Volume(v), veh/h	8	380	40	72	199	17	91	0	231	5	0	8
Grp Sat Flow(s),veh/h/ln	1179	1841	1601	1739	1826	1603	1810	0	1615	710	0	1777
Q Serve(g_s), s	0.3	11.0	1.1	1.5	4.1	0.4	3.0	0.0	9.3	0.5	0.0	0.3
Cycle Q Clear(g_c), s	0.3	11.0	1.1	1.5	4.1	0.4	3.0	0.0	9.3	0.8	0.0	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.97	1.00		0.38
Lane Grp Cap(c), veh/h	612	807	702	496	1005	882	440	0	427	196	0	258
V/C Ratio(X)	0.01	0.47	0.06	0.15	0.20	0.02	0.21	0.00	0.54	0.03	0.00	0.03
Avail Cap(c_a), veh/h	612	807	702	567	1005	882	501	0	953	403	0	777
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	15.0	12.2	9.7	8.6	7.7	22.3	0.0	23.8	28.0	0.0	27.7
Incr Delay (d2), s/veh	0.0	2.0	0.2	0.1	0.4	0.0	0.2	0.0	1.1	0.1	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.2	0.1	0.3	0.0	0.8	0.0	2.1	0.1	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.0	17.0	12.4	9.8	9.0	7.8	22.6	0.0	24.9	28.1	0.0	27.7
LnGrp LOS	B	B	B	A	A	A	C		C	C		C
Approach Vol, veh/h		428			288			322			13	
Approach Delay, s/veh		16.4			9.1			24.2			27.8	
Approach LOS		B			A			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	8.5	40.5		26.4		49.0	9.0	17.5				
Change Period (Y+Rc), s	3.0	7.5		6.5		7.5	3.0	6.5				
Max Green Setting (Gmax), s	8.5	30.0		44.5		41.5	8.5	33.0				
Max Q Clear Time (g_c+I1), s	3.5	13.0		11.3		6.1	5.0	2.8				
Green Ext Time (p_c), s	0.1	5.3		4.4		3.4	0.1	0.1				

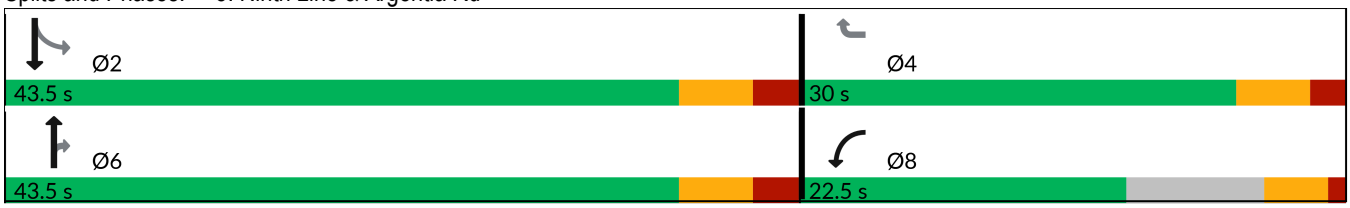
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			17.0									
HCM 6th LOS			B									

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	49	30	444	223	97	805
Future Volume (vph)	49	30	444	223	97	805
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		100.0	45.0	
Storage Lanes	1	1		1	1	
Taper Length (m)	7.6				7.6	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1706	1526	3579	1601	1789	3544
Flt Permitted	0.950				0.479	
Satd. Flow (perm)	1706	1526	3579	1601	902	3544
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		32		240		
Link Speed (k/h)	60		60			60
Link Distance (m)	746.3		1616.5			667.9
Travel Time (s)	44.8		97.0			40.1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	7%	7%	2%	2%	2%	3%
Adj. Flow (vph)	53	32	477	240	104	866
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	32	477	240	104	866
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		3.7			3.7
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	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
Turning Speed (k/h)	24	14		14	24	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (m)	6.1	6.1	30.5	6.1	6.1	30.5
Trailing Detector (m)	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
Detector 1 Size(m)	6.1	6.1	1.8	6.1	6.1	1.8
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(m)			28.7			28.7
Detector 2 Size(m)			1.8			1.8
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		6			2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4		6	2	
Detector Phase	8	4	6	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	20.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.5	30.0	43.5	43.5	43.5	43.5
Total Split (s)	22.5	30.0	43.5	43.5	43.5	43.5
Total Split (%)	30.6%	40.8%	59.2%	59.2%	59.2%	59.2%
Maximum Green (s)	18.0	24.0	37.0	37.0	37.0	37.0
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.5	6.5	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	10.0	10.0	10.0	10.0	10.0
Flash Don't Walk (s)	11.0	14.0	27.0	27.0	27.0	27.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	14.6	20.4	50.6	50.6	50.6	50.6
Actuated g/C Ratio	0.21	0.30	0.74	0.74	0.74	0.74
v/c Ratio	0.15	0.07	0.18	0.19	0.16	0.33
Control Delay (s/veh)	20.6	7.9	6.4	1.7	8.2	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.6	7.9	6.4	1.7	8.2	7.3
LOS	C	A	A	A	A	A
Approach Delay (s/veh)	15.8		4.8			7.4
Approach LOS	B		A			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 73.5			
Actuated Cycle Length: 68.5			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.33			
Intersection Signal Delay (s/veh): 6.7		Intersection LOS: A	
Intersection Capacity Utilization 39.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 5: Ninth Line & Argentia Rd





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	53	32	477	240	104	866
v/c Ratio	0.15	0.07	0.18	0.19	0.16	0.33
Control Delay (s/veh)	20.6	7.9	6.4	1.7	8.2	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.6	7.9	6.4	1.7	8.2	7.3
Queue Length 50th (m)	6.8	0.0	16.4	0.0	6.7	34.6
Queue Length 95th (m)	12.6	5.8	24.3	8.8	14.9	47.6
Internal Link Dist (m)	722.3		1592.5			643.9
Turn Bay Length (m)				100.0	45.0	
Base Capacity (vph)	646	564	2644	1245	666	2618
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.06	0.18	0.19	0.16	0.33

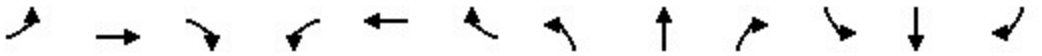
Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	49	30	444	223	97	805
Future Volume (veh/h)	49	30	444	223	97	805
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1796	1796	1870	1870	1870	1856
Adj Flow Rate, veh/h	53	32	477	240	104	866
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	7	7	2	2	2	3
Cap, veh/h	117	104	2552	1138	635	2532
Arrive On Green	0.07	0.07	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1711	1522	3647	1585	734	3618
Grp Volume(v), veh/h	53	32	477	240	104	866
Grp Sat Flow(s),veh/h/ln	1711	1522	1777	1585	734	1763
Q Serve(g_s), s	1.5	1.0	2.3	2.6	2.8	4.7
Cycle Q Clear(g_c), s	1.5	1.0	2.3	2.6	5.0	4.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	117	104	2552	1138	635	2532
V/C Ratio(X)	0.45	0.31	0.19	0.21	0.16	0.34
Avail Cap(c_a), veh/h	598	532	2552	1138	635	2532
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	22.8	2.4	2.4	3.2	2.7
Incr Delay (d2), s/veh	2.7	1.7	0.2	0.4	0.6	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.1	0.1	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.8	24.5	2.5	2.8	3.7	3.1
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	85		717			970
Approach Delay, s/veh	25.3		2.6			3.2
Approach LOS	C		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		43.5			43.5	8.0
Change Period (Y+Rc), s		6.5			6.5	4.5
Max Green Setting (Gmax), s		37.0			37.0	18.0
Max Q Clear Time (g_c+I1), s		7.0			4.6	3.5
Green Ext Time (p_c), s		17.6			10.6	0.3

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	4.0
HCM 6th LOS	A

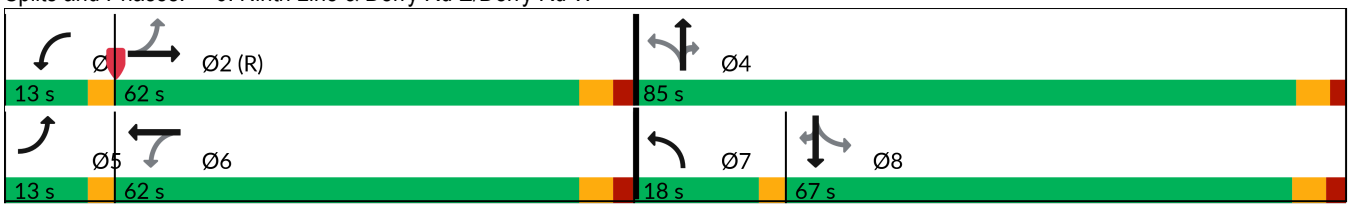


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	733	38	84	401	28	105	353	127	25	459	304
Future Volume (vph)	174	733	38	84	401	28	105	353	127	25	459	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	90.0		0.0	100.0		0.0	185.0		135.0	105.0		95.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.993			0.990				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1772	3547	0	1722	3580	0	1755	3510	1585	1825	3544	1570
Flt Permitted	0.455			0.305			0.222			0.535		
Satd. Flow (perm)	849	3547	0	553	3580	0	410	3510	1585	1028	3544	1570
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5				131			313
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		242.0			667.9			1508.4			1616.5	
Travel Time (s)		14.5			40.1			90.5			97.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	6%	6%	1%	0%	4%	4%	3%	0%	3%	4%
Adj. Flow (vph)	179	756	39	87	413	29	108	364	131	26	473	313
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	795	0	87	442	0	108	364	131	26	473	313
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)		3.7			3.7			3.7			3.7	
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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6		7	4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		7	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.5	42.5		11.5	42.5		11.5	40.0	40.0	40.5	40.5	40.5
Total Split (s)	13.0	62.0		13.0	62.0		18.0	85.0	85.0	67.0	67.0	67.0
Total Split (%)	8.1%	38.8%		8.1%	38.8%		11.3%	53.1%	53.1%	41.9%	41.9%	41.9%
Maximum Green (s)	10.0	55.5		10.0	55.5		15.0	79.0	79.0	60.5	60.5	60.5
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.5		0.0	2.5		0.0	2.0	2.0	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5		3.0	6.5		3.0	6.0	6.0	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?		Yes		Yes			Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	Max		None	Min	Min	Min	Min	Min
Walk Time (s)		10.0			10.0			10.0	10.0	10.0	10.0	10.0
Flash Don't Walk (s)		26.0			26.0			24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0			0	0	0	0	0
Act Effct Green (s)	104.8	90.1		99.1	86.9		48.7	45.7	45.7	29.0	29.0	29.0
Actuated g/C Ratio	0.66	0.56		0.62	0.54		0.30	0.29	0.29	0.18	0.18	0.18
v/c Ratio	0.29	0.40		0.21	0.23		0.46	0.36	0.24	0.14	0.74	0.58
Control Delay (s/veh)	13.1	20.3		12.7	20.7		46.0	45.6	6.6	54.3	68.7	9.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.1	20.3		12.7	20.7		46.0	45.6	6.6	54.3	68.7	9.5
LOS	B	C		B	C		D	D	A	D	E	A
Approach Delay (s/veh)		19.0			19.4			37.2			45.4	
Approach LOS		B			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 115 (72%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 30.2		Intersection LOS: C	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

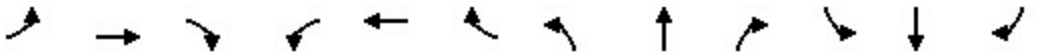
Splits and Phases: 6: Ninth Line & Derry Rd E/Derry Rd W





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	179	795	87	442	108	364	131	26	473	313
v/c Ratio	0.29	0.40	0.21	0.23	0.46	0.36	0.24	0.14	0.74	0.58
Control Delay (s/veh)	13.1	20.3	12.7	20.7	46.0	45.6	6.6	54.3	68.7	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.1	20.3	12.7	20.7	46.0	45.6	6.6	54.3	68.7	9.5
Queue Length 50th (m)	23.7	71.8	10.1	38.0	26.1	49.8	0.0	7.1	77.6	0.0
Queue Length 95th (m)	40.9	89.5	20.2	57.7	39.4	60.3	15.0	15.5	92.4	26.6
Internal Link Dist (m)		218.0		643.9		1484.4			1592.5	
Turn Bay Length (m)	90.0		100.0		185.0		135.0	105.0		95.0
Base Capacity (vph)	629	1999	422	1945	250	1733	848	388	1340	788
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.40	0.21	0.23	0.43	0.21	0.15	0.07	0.35	0.40

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	733	38	84	401	28	105	353	127	25	459	304
Future Volume (veh/h)	174	733	38	84	401	28	105	353	127	25	459	304
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1870	1811	1811	1885	1900	1841	1841	1856	1900	1856	1841
Adj Flow Rate, veh/h	179	756	39	87	413	29	108	364	131	26	473	313
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	2	6	6	1	0	4	4	3	0	3	4
Cap, veh/h	556	1775	92	447	1686	118	247	1192	536	287	935	414
Arrive On Green	0.13	1.00	1.00	0.04	0.50	0.50	0.06	0.34	0.34	0.27	0.27	0.27
Sat Flow, veh/h	1767	3438	177	1725	3396	238	1753	3497	1572	917	3526	1560
Grp Volume(v), veh/h	179	391	404	87	217	225	108	364	131	26	473	313
Grp Sat Flow(s),veh/h/ln	1767	1777	1838	1725	1791	1842	1753	1749	1572	917	1763	1560
Q Serve(g_s), s	8.1	0.0	0.0	3.9	11.1	11.2	7.0	12.3	9.6	3.4	18.2	29.5
Cycle Q Clear(g_c), s	8.1	0.0	0.0	3.9	11.1	11.2	7.0	12.3	9.6	3.6	18.2	29.5
Prop In Lane	1.00		0.10	1.00		0.13	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	556	917	949	447	889	915	247	1192	536	287	935	414
V/C Ratio(X)	0.32	0.43	0.43	0.19	0.24	0.25	0.44	0.31	0.24	0.09	0.51	0.76
Avail Cap(c_a), veh/h	556	917	949	481	889	915	312	1727	776	391	1333	590
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	17.9	23.1	23.1	39.3	38.8	37.9	44.6	49.9	54.0
Incr Delay (d2), s/veh	0.3	1.3	1.3	0.2	0.7	0.6	1.2	0.1	0.2	0.1	0.4	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.3	0.3	1.1	3.6	3.7	2.5	4.2	3.0	0.7	6.6	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.2	1.3	1.3	18.1	23.7	23.7	40.5	38.9	38.1	44.7	50.3	57.5
LnGrp LOS	B	A	A	B	C	C	D	D	D	D	D	E
Approach Vol, veh/h		974			529			603			812	
Approach Delay, s/veh		4.0			22.8			39.0			52.9	
Approach LOS		A			C			D			D	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	89.1		61.0	13.0	86.0	12.1	48.9				
Change Period (Y+Rc), s	3.0	6.5		* 6.5	3.0	6.5	3.0	6.5				
Max Green Setting (Gmax), s	10.0	55.5		* 79	10.0	55.5	15.0	60.5				
Max Q Clear Time (g_c+I1), s	5.9	2.0		14.3	10.1	13.2	9.0	31.5				
Green Ext Time (p_c), s	0.1	18.7		8.5	0.0	8.3	0.2	10.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			28.3									
HCM 6th LOS			C									

Notes

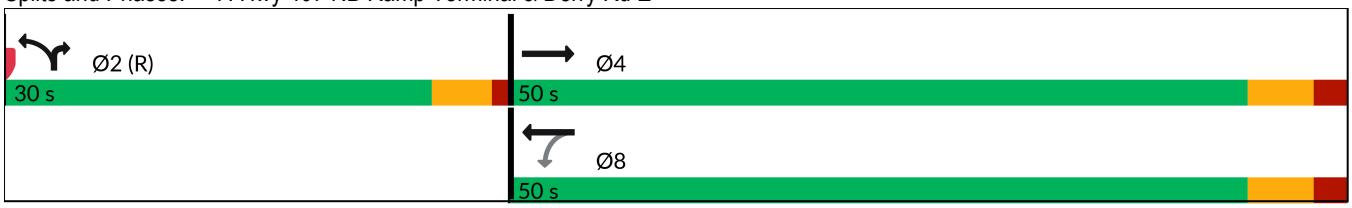
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	854	200	1	687	12	138
Future Volume (vph)	854	200	1	687	12	138
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	1.00
Frt	0.972					0.850
Flt Protected					0.950	
Satd. Flow (prot)	3295	0	0	3357	2727	1502
Flt Permitted				0.954	0.950	
Satd. Flow (perm)	3295	0	0	3203	2727	1502
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	56					132
Link Speed (k/h)	80			60	60	
Link Distance (m)	358.0			242.0	515.1	
Travel Time (s)	16.1			14.5	30.9	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	2%	2%	2%	3%	23%	3%
Adj. Flow (vph)	880	206	1	708	12	142
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1086	0	0	709	12	142
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (m)	30.5			30.5	6.1	6.1
Trailing Detector (m)	0.0			0.0	0.0	0.0
Detector 1 Position(m)	0.0			0.0	0.0	0.0
Detector 1 Size(m)	1.8			1.8	6.1	6.1
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Perm	NA	Prot	Prot
Protected Phases	4			8	2	2
Permitted Phases			8			
Detector Phase	4		8	8	2	2
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	8.0		8.0	8.0	5.0	5.0
Minimum Split (s)	26.0		26.0	26.0	24.5	24.5
Total Split (s)	50.0		50.0	50.0	30.0	30.0
Total Split (%)	62.5%		62.5%	62.5%	37.5%	37.5%
Maximum Green (s)	44.0		44.0	44.0	25.5	25.5
Yellow Time (s)	4.0		4.0	4.0	3.5	3.5
All-Red Time (s)	2.0		2.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		Max	Max	C-Min	C-Min
Walk Time (s)	8.0		8.0	8.0	8.0	8.0
Flash Don't Walk (s)	12.0		12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	62.0			62.0	7.5	7.5
Actuated g/C Ratio	0.78			0.78	0.09	0.09
v/c Ratio	0.42			0.29	0.05	0.55
Control Delay (s/veh)	3.0			2.2	31.4	16.0
Queue Delay	0.0			0.0	0.0	0.0
Total Delay (s/veh)	3.0			2.2	31.4	16.0
LOS	A			A	C	B
Approach Delay (s/veh)	3.0			2.2	17.2	
Approach LOS	A			A	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay (s/veh): 3.8		Intersection LOS: A	
Intersection Capacity Utilization 49.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Hwy 407 NB Ramp Terminal & Derry Rd E



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	1086	709	12	142
v/c Ratio	0.42	0.29	0.05	0.55
Control Delay (s/veh)	3.0	2.2	31.4	16.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.0	2.2	31.4	16.0
Queue Length 50th (m)	16.9	9.1	1.0	1.5
Queue Length 95th (m)	24.0	15.0	3.6	16.6
Internal Link Dist (m)	334.0	218.0	491.1	
Turn Bay Length (m)				
Base Capacity (vph)	2567	2484	869	568
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.42	0.29	0.01	0.25

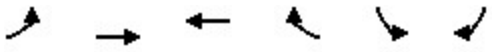
Intersection Summary



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	854	200	1	687	12	138
Future Volume (veh/h)	854	200	1	687	12	138
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1772	1772	1772	1758	1477	1758
Adj Flow Rate, veh/h	880	206	1	708	12	142
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	3	23	3
Cap, veh/h	1489	348	45	1802	870	475
Arrive On Green	0.55	0.55	0.55	0.55	0.32	0.32
Sat Flow, veh/h	2796	634	0	3356	2729	1490
Grp Volume(v), veh/h	547	539	380	329	12	142
Grp Sat Flow(s),veh/h/ln	1683	1658	1757	1520	1365	1490
Q Serve(g_s), s	17.3	17.3	0.0	9.9	0.2	5.7
Cycle Q Clear(g_c), s	17.3	17.3	9.9	9.9	0.2	5.7
Prop In Lane		0.38	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	926	912	1011	836	870	475
V/C Ratio(X)	0.59	0.59	0.38	0.39	0.01	0.30
Avail Cap(c_a), veh/h	926	912	1011	836	870	475
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	12.0	12.0	10.3	10.3	18.6	20.5
Incr Delay (d2), s/veh	2.8	2.8	1.0	1.3	0.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.8	0.9	0.9	0.0	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	14.8	14.8	11.3	11.6	18.7	22.1
LnGrp LOS	B	B	B	B	B	C
Approach Vol, veh/h	1086			709	154	
Approach Delay, s/veh	14.8			11.5	21.9	
Approach LOS	B			B	C	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	30.0	50.0	50.0
Change Period (Y+Rc), s	4.5	6.0	6.0
Max Green Setting (Gmax), s	25.5	44.0	44.0
Max Q Clear Time (g_c+I1), s	7.7	19.3	11.9
Green Ext Time (p_c), s	0.7	17.4	13.1

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	14.1
HCM 6th LOS	B

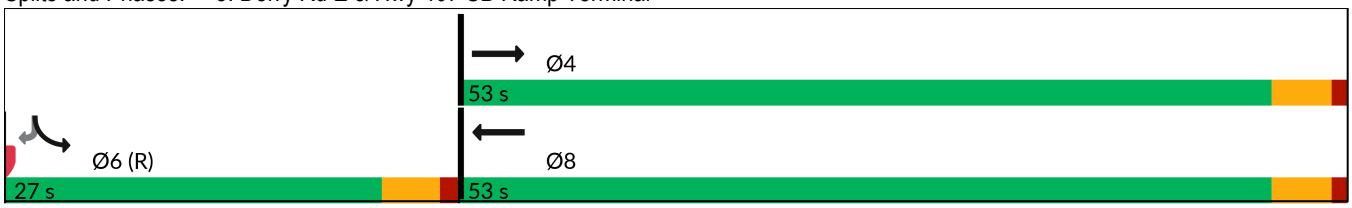


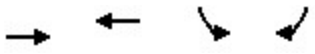
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1038	543	146	34	66
Future Volume (vph)	0	1038	543	146	34	66
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.968			0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3390	3250	0	3106	1334
Flt Permitted					0.950	
Satd. Flow (perm)	0	3390	3250	0	3106	1334
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			77			69
Link Speed (k/h)		80	80		60	
Link Distance (m)		1052.5	358.0		426.8	
Travel Time (s)		47.4	16.1		25.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	3%	3%	8%	16%
Adj. Flow (vph)	0	1093	572	154	36	69
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1093	726	0	36	69
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		7.4	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.9	4.9		4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24			14	24	14
Number of Detectors		2	2		1	1
Detector Template		Thru	Thru		Left	Right
Leading Detector (m)		30.5	30.5		6.1	6.1
Trailing Detector (m)		0.0	0.0		0.0	0.0
Detector 1 Position(m)		0.0	0.0		0.0	0.0
Detector 1 Size(m)		1.8	1.8		6.1	6.1
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Detector 2 Position(m)		28.7	28.7			
Detector 2 Size(m)		1.8	1.8			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases						6
Detector Phase		4	8		6	6
Switch Phase						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)		5.0	5.0		5.0	5.0
Minimum Split (s)		22.5	22.5		22.5	22.5
Total Split (s)		53.0	53.0		27.0	27.0
Total Split (%)		66.3%	66.3%		33.8%	33.8%
Maximum Green (s)		48.5	48.5		22.5	22.5
Yellow Time (s)		3.5	3.5		3.5	3.5
All-Red Time (s)		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Recall Mode		Max	Max		C-Min	C-Min
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		64.1	64.1		6.9	6.9
Actuated g/C Ratio		0.80	0.80		0.09	0.09
v/c Ratio		0.40	0.28		0.13	0.39
Control Delay (s/veh)		3.0	1.3		34.0	15.8
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		3.0	1.3		34.0	15.8
LOS		A	A		C	B
Approach Delay (s/veh)		3.0	1.3		22.0	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 3.4		Intersection LOS: A	
Intersection Capacity Utilization 42.0%		ICU Level of Service A	
Analysis Period (min) 15			

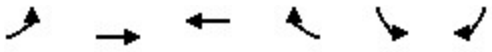
Splits and Phases: 8: Derry Rd E & Hwy 407 SB Ramp Terminal





Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	1093	726	36	69
v/c Ratio	0.40	0.28	0.13	0.39
Control Delay (s/veh)	3.0	1.3	34.0	15.8
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	3.0	1.3	34.0	15.8
Queue Length 50th (m)	16.9	6.4	2.8	0.0
Queue Length 95th (m)	31.0	6.7	7.0	12.3
Internal Link Dist (m)	1028.5	334.0	402.8	
Turn Bay Length (m)				
Base Capacity (vph)	2715	2618	873	424
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.40	0.28	0.04	0.16

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	1038	543	146	34	66
Future Volume (veh/h)	0	1038	543	146	34	66
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1772	1758	1758	1688	1575
Adj Flow Rate, veh/h	0	1093	572	154	36	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	3	3	8	16
Cap, veh/h	0	2041	1578	424	877	375
Arrive On Green	0.00	0.61	0.61	0.61	0.28	0.28
Sat Flow, veh/h	0	3544	2691	699	3118	1335
Grp Volume(v), veh/h	0	1093	366	360	36	69
Grp Sat Flow(s),veh/h/ln	0	1683	1670	1632	1559	1335
Q Serve(g_s), s	0.0	15.1	8.9	8.9	0.7	3.1
Cycle Q Clear(g_c), s	0.0	15.1	8.9	8.9	0.7	3.1
Prop In Lane	0.00			0.43	1.00	1.00
Lane Grp Cap(c), veh/h	0	2041	1012	989	877	375
V/C Ratio(X)	0.00	0.54	0.36	0.36	0.04	0.18
Avail Cap(c_a), veh/h	0	2041	1012	989	877	375
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.2	7.9	8.0	20.9	21.8
Incr Delay (d2), s/veh	0.0	1.0	1.0	1.0	0.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.4	0.3	0.3	0.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	10.2	8.9	9.0	21.0	22.9
LnGrp LOS		B	A	A	C	C
Approach Vol, veh/h		1093	726		105	
Approach Delay, s/veh		10.2	9.0		22.2	
Approach LOS		B	A		C	

Timer - Assigned Phs		4		6	8
Phs Duration (G+Y+Rc), s		53.0		27.0	53.0
Change Period (Y+Rc), s		4.5		4.5	4.5
Max Green Setting (Gmax), s		48.5		22.5	48.5
Max Q Clear Time (g_c+I1), s		17.1		5.1	10.9
Green Ext Time (p_c), s		21.2		0.5	14.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	10.4
HCM 6th LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	23	75	13	10	0
Future Volume (vph)	0	23	75	13	10	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.959		
Satd. Flow (prot)	1629	0	0	1806	1883	0
Flt Permitted				0.959		
Satd. Flow (perm)	1629	0	0	1806	1883	0
Link Speed (k/h)	48			50	50	
Link Distance (m)	117.6			479.2	92.6	
Travel Time (s)	8.8			34.5	6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	25	82	14	11	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	0	96	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
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)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	75	13	10	0
Future Vol, veh/h	0	23	75	13	10	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	82	14	11	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	189	11	11	0	-	0
Stage 1	11	-	-	-	-	-
Stage 2	178	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	800	1070	1608	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	759	1070	1608	-	-	-
Mov Cap-2 Maneuver	759	-	-	-	-	-
Stage 1	960	-	-	-	-	-
Stage 2	853	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.4	6.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1608	-	1070	-	-
HCM Lane V/C Ratio	0.051	-	0.023	-	-
HCM Ctrl Dly (s/v)	7.4	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.2	-	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	6	15	0	0	0
Future Volume (vph)	0	6	15	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.950		
Satd. Flow (prot)	1629	0	0	1789	1883	0
Flt Permitted				0.950		
Satd. Flow (perm)	1629	0	0	1789	1883	0
Link Speed (k/h)	48			50	50	
Link Distance (m)	124.9			92.6	104.9	
Travel Time (s)	9.4			6.7	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	7	16	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	0	0	16	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
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)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

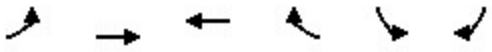
Intersection	
Int Delay, s/veh	7.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	6	15	0	0	0
Future Vol, veh/h	0	6	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	7	16	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	33	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	32	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	980	1084	1622	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	991	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	970	1084	1622	-	-	-
Mov Cap-2 Maneuver	970	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	991	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.3	7.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1622	-	1084	-	-
HCM Lane V/C Ratio	0.01	-	0.006	-	-
HCM Ctrl Dly (s/v)	7.2	0	8.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	19	405	274	39	12	5
Future Volume (vph)	19	405	274	39	12	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.981		0.962	
Flt Protected		0.998			0.965	
Satd. Flow (prot)	0	3571	3511	0	1748	0
Flt Permitted		0.998			0.965	
Satd. Flow (perm)	0	3571	3511	0	1748	0
Link Speed (k/h)		60	60		48	
Link Distance (m)		746.3	577.3		446.6	
Travel Time (s)		44.8	34.6		33.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	440	298	42	13	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	461	340	0	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.7	3.7		3.7	
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)	24			14	24	14
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	405	274	39	12	5
Future Vol, veh/h	19	405	274	39	12	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	440	298	42	13	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	340	0	-	0	581	170
Stage 1	-	-	-	-	319	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1216	-	-	-	445	844
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	758	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1216	-	-	-	435	844
Mov Cap-2 Maneuver	-	-	-	-	435	-
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	758	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.5	0	12.4
HCM LOS			B

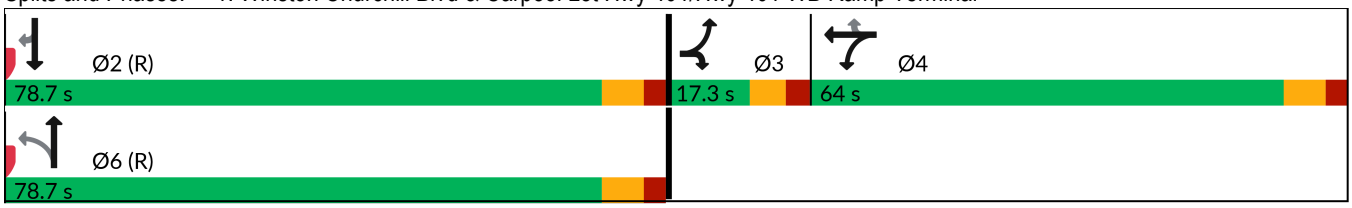
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1216	-	-	-	507
HCM Lane V/C Ratio	0.017	-	-	-	0.036
HCM Ctrl Dly (s/v)	8	0.1	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.1

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	0	23	1012	13	949	5	1123	229	0	1435	434
Future Volume (vph)	9	0	23	1012	13	949	5	1123	229	0	1435	434
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88	1.00	0.95	0.95	1.00	0.91	1.00
Frt			0.850			0.850		0.975				0.850
Flt Protected	0.950			0.950	0.954		0.950					
Satd. Flow (prot)	1601	0	1547	1643	1649	2723	1712	3332	0	0	4644	1446
Flt Permitted	0.950			0.950	0.954		0.096					
Satd. Flow (perm)	1601	0	1547	1643	1649	2723	173	3332	0	0	4644	1446
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			82			245		19				368
Link Speed (k/h)		50			60			60			60	
Link Distance (m)		149.8			217.3			393.8			859.9	
Travel Time (s)		10.8			13.0			23.6			51.6	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	8%	0%	0%	0%	1%	0%	1%	0%	7%	2%	7%	7%
Adj. Flow (vph)	9	0	24	1054	14	989	5	1170	239	0	1495	452
Shared Lane Traffic (%)				49%								
Lane Group Flow (vph)	9	0	24	538	530	989	5	1409	0	0	1495	452
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)		3.7			3.7			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2			2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru			Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5			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
Detector 1 Size(m)	6.1		6.1	6.1	1.8	6.1	6.1	1.8			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
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
Detector 1 Queue (s)	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
Detector 2 Position(m)					28.7			28.7			28.7	
Detector 2 Size(m)					1.8			1.8			1.8	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type	Prot		Prot	Split	NA	Perm	Perm	NA			NA	Perm
Protected Phases	3		3	4	4			6			2	
Permitted Phases						4	6					2
Detector Phase	3		3	4	4	4	6	6			2	2
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0		10.0	10.0	10.0	10.0	20.0	20.0			20.0	20.0
Minimum Split (s)	17.3		17.3	50.6	50.6	50.6	41.5	41.5			41.5	41.5
Total Split (s)	17.3		17.3	64.0	64.0	64.0	78.7	78.7			78.7	78.7
Total Split (%)	10.8%		10.8%	40.0%	40.0%	40.0%	49.2%	49.2%			49.2%	49.2%
Maximum Green (s)	10.0		10.0	56.4	56.4	56.4	71.2	71.2			71.2	71.2
Yellow Time (s)	4.5		4.5	5.0	5.0	5.0	5.0	5.0			5.0	5.0
All-Red Time (s)	2.8		2.8	2.6	2.6	2.6	2.5	2.5			2.5	2.5
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)	7.3		7.3	7.6	7.6	7.6	7.5	7.5			7.5	7.5
Lead/Lag	Lead		Lead	Lag	Lag	Lag						
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Recall Mode	None		None	None	None	None	C-Max	C-Max			C-Max	C-Max
Walk Time (s)				10.0	10.0	10.0	10.0	10.0			10.0	10.0
Flash Don't Walk (s)				33.0	33.0	33.0	24.0	24.0			24.0	24.0
Pedestrian Calls (#/hr)				0	0	0	0	0			0	0
Act Effct Green (s)	10.0		10.0	57.9	57.9	57.9	76.6	76.6			76.6	76.6
Actuated g/C Ratio	0.06		0.06	0.36	0.36	0.36	0.48	0.48			0.48	0.48
v/c Ratio	0.09		0.14	0.91	0.89	0.87	0.06	0.88			0.67	0.51
Control Delay (s/veh)	72.9		1.7	68.4	66.2	44.5	14.4	28.9			34.9	8.0
Queue Delay	0.0		0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0
Total Delay (s/veh)	72.9		1.7	68.4	66.2	44.5	14.4	28.9			34.9	8.0
LOS	E		A	E	E	D	B	C			C	A
Approach Delay (s/veh)		21.1			56.3			28.8			28.7	
Approach LOS		C			E			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 56 (35%), Referenced to phase 2:SBT and 6:NBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay (s/veh): 39.1		Intersection LOS: D	
Intersection Capacity Utilization 94.8%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Winston Churchill Blvd & Carpool Lot Hwy 401/Hwy 401 WB Ramp Terminal

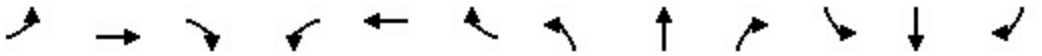




Lane Group	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	9	24	538	530	989	5	1409	1495	452
v/c Ratio	0.09	0.14	0.91	0.89	0.87	0.06	0.88	0.67	0.51
Control Delay (s/veh)	72.9	1.7	68.4	66.2	44.5	14.4	28.9	34.9	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	72.9	1.7	68.4	66.2	44.5	14.4	28.9	34.9	8.0
Queue Length 50th (m)	2.9	0.0	173.5	170.8	134.0	0.6	240.5	149.1	16.5
Queue Length 95th (m)	9.6	0.0	#247.8	#243.5	168.2	m1.4	#273.9	167.8	48.5
Internal Link Dist (m)				193.3			369.8	835.9	
Turn Bay Length (m)									
Base Capacity (vph)	100	173	596	598	1144	82	1605	2223	884
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.14	0.90	0.89	0.86	0.06	0.88	0.67	0.51

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	23	1012	13	949	5	1123	229	0	1435	434
Future Volume (veh/h)	9	0	23	1012	13	949	5	1123	229	0	1435	434
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1688	0	1800	1800	1786	1800	1786	1800	1702	0	1702	1702
Adj Flow Rate, veh/h	9	0	24	1064	0	989	5	1170	239	0	1495	452
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	8	0	0	0	1	0	1	0	7	0	7	7
Cap, veh/h	0	0	0	1197	0	1065	161	1576	320	0	2586	803
Arrive On Green	0.00	0.00	0.00	0.35	0.00	0.35	0.56	0.56	0.56	0.00	0.56	0.56
Sat Flow, veh/h		0		3429	0	3051	336	2832	574	0	4799	1442
Grp Volume(v), veh/h		0.0		1064	0	989	5	703	706	0	1495	452
Grp Sat Flow(s),veh/h/ln				1714	0	1525	336	1710	1697	0	1549	1442
Q Serve(g_s), s				46.9	0.0	50.0	1.6	49.5	50.5	0.0	33.7	32.4
Cycle Q Clear(g_c), s				46.9	0.0	50.0	35.2	49.5	50.5	0.0	33.7	32.4
Prop In Lane				1.00		1.00	1.00		0.34	0.00		1.00
Lane Grp Cap(c), veh/h				1197	0	1065	161	952	944	0	2586	803
V/C Ratio(X)				0.89	0.00	0.93	0.03	0.74	0.75	0.00	0.58	0.56
Avail Cap(c_a), veh/h				1209	0	1075	161	952	944	0	2586	803
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				49.2	0.0	50.2	34.7	26.7	26.9	0.0	23.2	22.9
Incr Delay (d2), s/veh				8.4	0.0	13.5	0.4	5.1	5.4	0.0	0.9	2.8
Initial Q Delay(d3), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				17.1	0.0	16.9	0.1	14.6	14.8	0.0	8.4	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh				57.5	0.0	63.7	35.1	31.8	32.3	0.0	24.1	25.8
LnGrp LOS				E		E	D	C	C		C	C
Approach Vol, veh/h					2053			1414			1947	
Approach Delay, s/veh					60.5			32.1			24.5	
Approach LOS					E			C			C	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	96.6	63.4	96.6
Change Period (Y+Rc), s	7.5	7.6	7.5
Max Green Setting (Gmax), s	71.2	56.4	71.2
Max Q Clear Time (g_c+I1), s	35.7	52.0	52.5
Green Ext Time (p_c), s	31.2	3.9	16.4

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	40.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

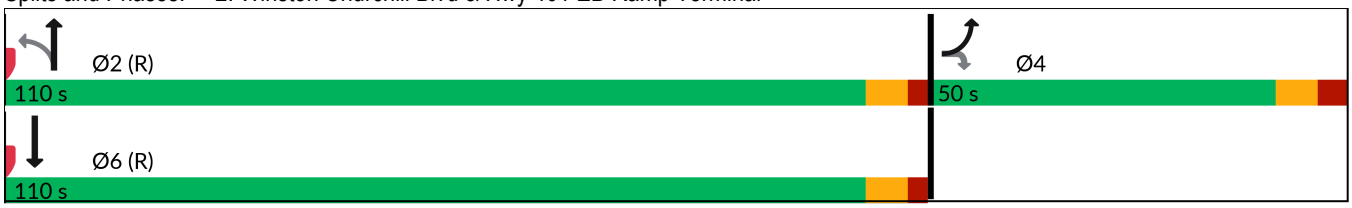


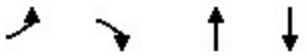
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	428	416	5	962	1753	572
Future Volume (vph)	428	416	5	962	1753	572
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	0.97	0.91	0.91	0.91	0.91	0.91
Frt	0.961	0.850			0.963	
Flt Protected	0.964					
Satd. Flow (prot)	2936	1354	0	4778	4691	0
Flt Permitted	0.964			0.913		
Satd. Flow (perm)	2936	1354	0	4362	4691	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	21	21			102	
Link Speed (k/h)	50			60	60	
Link Distance (m)	280.6			247.8	393.8	
Travel Time (s)	20.2			14.9	23.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	14%	4%	2%	4%	2%	2%
Adj. Flow (vph)	455	443	5	1023	1865	609
Shared Lane Traffic (%)		36%				
Lane Group Flow (vph)	614	284	0	1028	2474	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	7.4			7.4	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24	14	24			14
Number of Detectors	1	1		2	2	
Detector Template	Left	Right		Thru	Thru	
Leading Detector (m)	6.1	6.1		30.5	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	6.1		1.8	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	
Detector 2 Position(m)				28.7	28.7	
Detector 2 Size(m)				1.8	1.8	
Detector 2 Type				Cl+Ex	Cl+Ex	
Detector 2 Channel						
Detector 2 Extend (s)				0.0	0.0	
Turn Type	Prot	Perm	Perm	NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4	2			
Detector Phase	4	4	2	2	6	
Switch Phase						

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Minimum Initial (s)	10.0	10.0	20.0	20.0	20.0	
Minimum Split (s)	22.5	22.5	31.5	31.5	31.5	
Total Split (s)	50.0	50.0	110.0	110.0	110.0	
Total Split (%)	31.3%	31.3%	68.8%	68.8%	68.8%	
Maximum Green (s)	41.5	41.5	102.5	102.5	102.5	
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	
All-Red Time (s)	3.5	3.5	2.5	2.5	2.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	
Total Lost Time (s)	8.5	8.5		7.5	7.5	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	C-Max	C-Max	
Walk Time (s)			7.0	7.0	7.0	
Flash Don't Walk (s)			17.0	17.0	17.0	
Pedestrian Calls (#/hr)			0	0	0	
Act Effct Green (s)	37.3	37.3		106.7	106.7	
Actuated g/C Ratio	0.23	0.23		0.67	0.67	
v/c Ratio	0.88	0.86		0.35	0.78	
Control Delay (s/veh)	71.4	78.0		19.6	13.3	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	71.4	78.0		19.6	13.3	
LOS	E	E		B	B	
Approach Delay (s/veh)	73.5			19.6	13.3	
Approach LOS	E			B	B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 48 (30%), Referenced to phase 2:NBTL and 6:SBT, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay (s/veh): 27.0		Intersection LOS: C	
Intersection Capacity Utilization 80.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: Winston Churchill Blvd & Hwy 401 EB Ramp Terminal





Lane Group	EBL	EBR	NBT	SBT
Lane Group Flow (vph)	614	284	1028	2474
v/c Ratio	0.88	0.86	0.35	0.78
Control Delay (s/veh)	71.4	78.0	19.6	13.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	71.4	78.0	19.6	13.3
Queue Length 50th (m)	104.7	91.7	73.5	126.2
Queue Length 95th (m)	127.4	#136.5	84.7	131.3
Internal Link Dist (m)	256.6		223.8	369.8
Turn Bay Length (m)				
Base Capacity (vph)	777	366	2910	3163
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.79	0.78	0.35	0.78

Intersection Summary

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



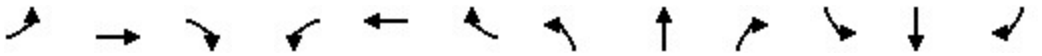
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	428	416	5	962	1753	572
Future Volume (veh/h)	428	416	5	962	1753	572
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1603	1744	1772	1744	1772	1772
Adj Flow Rate, veh/h	589	299	5	1023	1865	609
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	14	4	2	4	2	2
Cap, veh/h	705	341	27	3047	2447	760
Arrive On Green	0.23	0.23	0.67	0.67	0.67	0.67
Sat Flow, veh/h	3054	1478	6	4695	3816	1135
Grp Volume(v), veh/h	589	299	378	650	1633	841
Grp Sat Flow(s),veh/h/ln	1527	1478	1670	1444	1612	1568
Q Serve(g_s), s	29.4	31.2	0.0	15.4	54.3	61.2
Cycle Q Clear(g_c), s	29.4	31.2	14.6	15.4	54.3	61.2
Prop In Lane	1.00	1.00	0.01			0.72
Lane Grp Cap(c), veh/h	705	341	1140	1933	2158	1049
V/C Ratio(X)	0.84	0.88	0.33	0.34	0.76	0.80
Avail Cap(c_a), veh/h	792	383	1140	1933	2158	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.86	0.86	1.00	1.00
Uniform Delay (d), s/veh	58.6	59.3	11.2	11.3	17.7	18.9
Incr Delay (d2), s/veh	7.1	18.4	0.7	0.4	2.5	6.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	11.6	3.1	2.7	10.9	12.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	65.7	77.8	11.8	11.7	20.3	25.3
LnGrp LOS	E	E	B	B	C	C
Approach Vol, veh/h	888			1028	2474	
Approach Delay, s/veh	69.8			11.8	22.0	
Approach LOS	E			B	C	

Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		114.6		45.4		114.6
Change Period (Y+Rc), s		7.5		8.5		7.5
Max Green Setting (Gmax), s		102.5		41.5		102.5
Max Q Clear Time (g_c+I1), s		17.4		33.2		63.2
Green Ext Time (p_c), s		32.0		3.7		38.6

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		29.3
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.



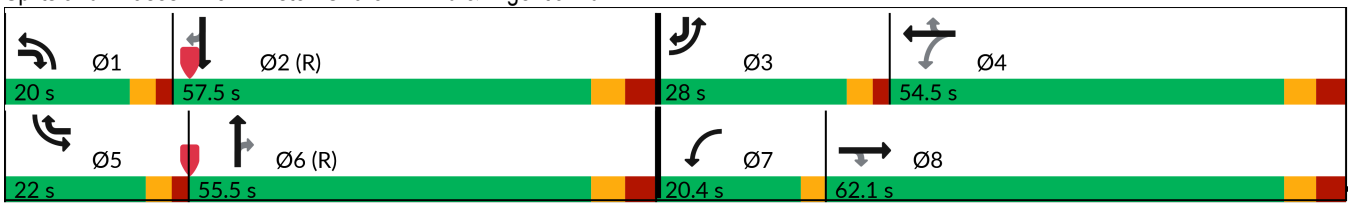
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	354	332	201	268	575	284	220	755	94	229	1235	357
Future Volume (vph)	354	332	201	268	575	284	220	755	94	229	1235	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	185.0		100.0	85.0		85.0	150.0		70.0	145.0		185.0
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (m)	7.6			2.5			7.6			7.6		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor	0.98		0.96	0.98		0.95	1.00		0.99	1.00		0.98
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3437	3510	1601	1807	3614	1601	3437	5193	1555	3471	5043	1601
Flt Permitted	0.950			0.545			0.950			0.950		
Satd. Flow (perm)	3375	3510	1530	1015	3614	1518	3434	5193	1533	3467	5043	1571
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			89			85			119			65
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		633.5			370.2			729.2			247.8	
Travel Time (s)		38.0			22.2			43.8			14.9	
Confl. Peds. (#/hr)	40		32	32		40	6		2	2		6
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Heavy Vehicles (%)	3%	4%	2%	1%	1%	2%	3%	1%	5%	2%	4%	2%
Adj. Flow (vph)	358	335	203	271	581	287	222	763	95	231	1247	361
Shared Lane Traffic (%)												
Lane Group Flow (vph)	358	335	203	271	581	287	222	763	95	231	1247	361
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)		7.4			7.4			7.4			7.4	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			1.6			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	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	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	0.0	0.0
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	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	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

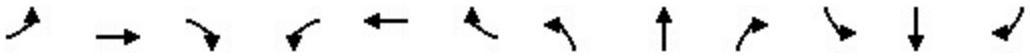
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Prot	NA	pm+ov	pm+pt	NA	pm+ov	Prot	NA	Perm	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4	5	1	6		5	2	3
Permitted Phases			8	4		4			6			2
Detector Phase	3	8	1	7	4	5	1	6	6	5	2	3
Switch Phase												
Minimum Initial (s)	7.0	10.0	7.0	7.0	10.0	7.0	7.0	10.0	10.0	7.0	10.0	7.0
Minimum Split (s)	12.0	54.5	12.0	11.5	54.5	12.0	12.0	51.5	51.5	12.0	51.5	12.0
Total Split (s)	28.0	62.1	20.0	20.4	54.5	22.0	20.0	55.5	55.5	22.0	57.5	28.0
Total Split (%)	17.5%	38.8%	12.5%	12.8%	34.1%	13.8%	12.5%	34.7%	34.7%	13.8%	35.9%	17.5%
Maximum Green (s)	23.0	54.6	15.0	17.4	47.0	17.0	15.0	48.0	48.0	17.0	50.0	23.0
Yellow Time (s)	3.0	4.0	3.0	3.0	4.0	3.0	3.0	4.0	4.0	3.0	4.0	3.0
All-Red Time (s)	2.0	3.5	2.0	0.0	3.5	2.0	2.0	3.5	3.5	2.0	3.5	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	7.5	5.0	3.0	7.5	5.0	5.0	7.5	7.5	5.0	7.5	5.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	None
Walk Time (s)		10.0			10.0			10.0	10.0		10.0	
Flash Don't Walk (s)		37.0			37.0			34.0	34.0		34.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effct Green (s)	20.8	37.6	55.6	53.8	32.0	50.4	15.6	66.3	66.3	15.9	66.6	89.9
Actuated g/C Ratio	0.13	0.24	0.35	0.34	0.20	0.32	0.10	0.41	0.41	0.10	0.42	0.56
v/c Ratio	0.80	0.41	0.34	0.63	0.80	0.53	0.66	0.35	0.13	0.67	0.59	0.39
Control Delay (s/veh)	81.5	52.3	19.0	42.5	69.7	30.8	79.3	34.4	3.1	58.2	47.7	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.5	52.3	19.0	42.5	69.7	30.8	79.3	34.4	3.1	58.2	47.7	25.0
LOS	F	D	B	D	E	C	E	C	A	E	D	C
Approach Delay (s/veh)		56.4			53.4			40.8			44.6	
Approach LOS		E			D			D			D	

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:SBT and 6:NBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.80
Intersection Signal Delay (s/veh): 47.9 Intersection LOS: D
Intersection Capacity Utilization 107.2% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 3: Winston Churchill Blvd & Argentia Rd

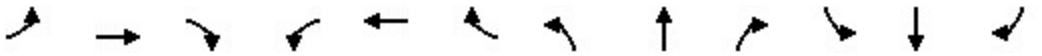




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	358	335	203	271	581	287	222	763	95	231	1247	361
v/c Ratio	0.80	0.41	0.34	0.63	0.80	0.53	0.66	0.35	0.13	0.67	0.59	0.39
Control Delay (s/veh)	81.5	52.3	19.0	42.5	69.7	30.8	79.3	34.4	3.1	58.2	47.7	25.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.5	52.3	19.0	42.5	69.7	30.8	79.3	34.4	3.1	58.2	47.7	25.0
Queue Length 50th (m)	58.8	49.1	24.6	61.5	94.5	50.7	36.5	61.9	0.0	36.5	129.8	66.4
Queue Length 95th (m)	76.5	60.2	39.0	78.5	110.1	70.1	49.8	83.7	8.0	m46.1	159.2	m98.2
Internal Link Dist (m)		609.5			346.2			705.2			223.8	
Turn Bay Length (m)	185.0		100.0	85.0		85.0	150.0		70.0	145.0		185.0
Base Capacity (vph)	494	1197	605	428	1061	561	355	2150	704	384	2097	935
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.28	0.34	0.63	0.55	0.51	0.63	0.35	0.13	0.60	0.59	0.39

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	354	332	201	268	575	284	220	755	94	229	1235	357
Future Volume (veh/h)	354	332	201	268	575	284	220	755	94	229	1235	357
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	0.98		0.96	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1841	1870	1885	1885	1870	1856	1885	1826	1870	1841	1870
Adj Flow Rate, veh/h	358	335	203	271	581	287	222	763	0	231	1247	361
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	4	2	1	1	2	3	1	5	2	4	2
Cap, veh/h	413	1074	592	481	1013	557	268	1852		278	1819	762
Arrive On Green	0.12	0.31	0.31	0.11	0.28	0.28	0.08	0.36	0.00	0.16	0.72	0.72
Sat Flow, veh/h	3428	3497	1523	1795	3582	1518	3428	5147	1547	3456	5025	1577
Grp Volume(v), veh/h	358	335	203	271	581	287	222	763	0	231	1247	361
Grp Sat Flow(s),veh/h/ln	1714	1749	1523	1795	1791	1518	1714	1716	1547	1728	1675	1577
Q Serve(g_s), s	16.4	11.7	15.1	17.3	22.2	23.8	10.2	17.8	0.0	10.4	21.7	15.1
Cycle Q Clear(g_c), s	16.4	11.7	15.1	17.3	22.2	23.8	10.2	17.8	0.0	10.4	21.7	15.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1074	592	481	1013	557	268	1852		278	1819	762
V/C Ratio(X)	0.87	0.31	0.34	0.56	0.57	0.52	0.83	0.41		0.83	0.69	0.47
Avail Cap(c_a), veh/h	493	1193	644	481	1052	573	321	1852		367	1819	762
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.52	0.52	0.52
Uniform Delay (d), s/veh	69.1	42.5	34.9	35.1	49.1	40.0	72.7	38.5	0.0	66.1	17.1	11.0
Incr Delay (d2), s/veh	13.2	0.2	0.3	1.5	0.7	0.7	14.0	0.7	0.0	6.4	1.1	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	4.1	4.4	6.1	8.2	7.1	4.4	6.0	0.0	3.9	4.2	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.3	42.6	35.2	36.7	49.8	40.7	86.7	39.2	0.0	72.5	18.2	12.1
LnGrp LOS	F	D	D	D	D	D	F	D		E	B	B
Approach Vol, veh/h		896			1139			985			1839	
Approach Delay, s/veh		56.8			44.4			49.9			23.8	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	65.4	24.3	52.8	17.9	65.1	20.4	56.6
Change Period (Y+Rc), s	5.0	7.5	5.0	7.5	5.0	7.5	3.0	7.5
Max Green Setting (Gmax), s	15.0	50.0	23.0	47.0	17.0	48.0	17.4	54.6
Max Q Clear Time (g_c+I1), s	12.2	23.7	18.4	25.8	12.4	19.8	19.3	17.1
Green Ext Time (p_c), s	0.3	21.5	0.9	10.6	0.5	13.6	0.0	7.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	40.0
HCM 6th LOS	D

Notes

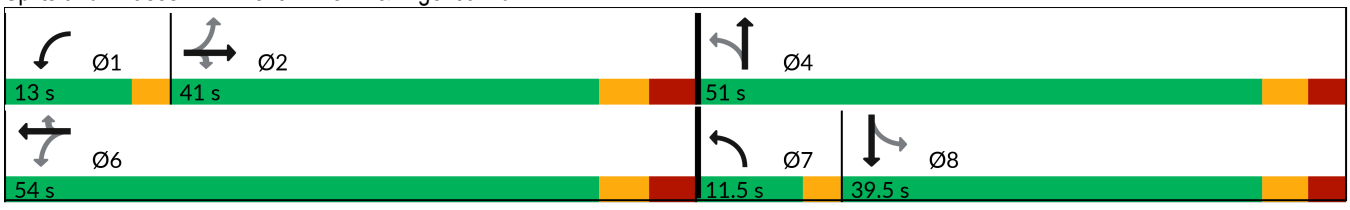
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

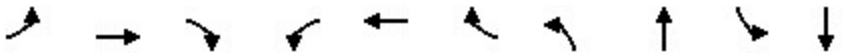
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	370	109	451	531	6	64	1	281	6	7	5
Future Volume (vph)	1	370	109	451	531	6	64	1	281	6	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	20.0		0.0	0.0		0.0	130.0		0.0	45.0		0.0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. 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
Ped Bike Factor	0.99		0.96	0.99		0.97	0.99	0.98		1.00	0.99	
Frt			0.850			0.850		0.850			0.942	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	913	1830	1601	1825	1865	1361	1755	1603	0	1825	1796	0
Flt Permitted	0.450			0.403			0.576			0.575		
Satd. Flow (perm)	430	1830	1534	767	1865	1314	1056	1603	0	1100	1796	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			117			68		302			5	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		577.3			633.5			748.2			479.2	
Travel Time (s)		34.6			38.0			53.9			34.5	
Confl. Peds. (#/hr)	8		12	12		8	8		7	7		8
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	100%	5%	2%	0%	3%	20%	4%	0%	0%	0%	0%	0%
Adj. Flow (vph)	1	398	117	485	571	6	69	1	302	6	8	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1	398	117	485	571	6	69	303	0	6	13	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)		11.1			11.1			3.7			3.7	
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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2	1	1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	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		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	6.1	1.8	6.1	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		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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	
Protected Phases		2		1	6		7	4			8	
Permitted Phases	2		2	6		6	4			8		
Detector Phase	2	2	2	1	6	6	7	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	7.0	10.0	10.0	7.0	10.0		10.0	10.0	
Minimum Split (s)	35.5	35.5	35.5	11.5	35.5	35.5	11.5	39.5		39.5	39.5	
Total Split (s)	41.0	41.0	41.0	13.0	54.0	54.0	11.5	51.0		39.5	39.5	
Total Split (%)	39.0%	39.0%	39.0%	12.4%	51.4%	51.4%	11.0%	48.6%		37.6%	37.6%	
Maximum Green (s)	33.5	33.5	33.5	10.0	46.5	46.5	8.5	44.5		33.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	4.0	3.0	3.5		3.5	3.5	
All-Red Time (s)	3.5	3.5	3.5	0.0	3.5	3.5	0.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.5	7.5	7.5	3.0	7.5	7.5	3.0	6.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead			Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max	Max	None	Max	Max	None	Min		Min	Min	
Walk Time (s)	10.0	10.0	10.0		10.0	10.0		10.0		10.0	10.0	
Flash Don't Walk (s)	18.0	18.0	18.0		18.0	18.0		23.0		23.0	23.0	
Pedestrian Calls (#/hr)	0	0	0		0	0		0		0	0	
Act Effct Green (s)	33.6	33.6	33.6	51.2	46.7	46.7	22.2	18.7		10.0	10.0	
Actuated g/C Ratio	0.42	0.42	0.42	0.64	0.59	0.59	0.28	0.24		0.13	0.13	
v/c Ratio	0.01	0.51	0.16	0.77	0.52	0.01	0.19	0.50		0.04	0.06	
Control Delay (s/veh)	15.0	20.6	3.9	18.7	12.6	0.0	22.3	6.4		32.8	26.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	15.0	20.6	3.9	18.7	12.6	0.0	22.3	6.4		32.8	26.8	
LOS	B	C	A	B	B	A	C	A		C	C	
Approach Delay (s/veh)		16.8			15.3			9.3			28.7	
Approach LOS		B			B			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 79.4			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 14.7		Intersection LOS: B	
Intersection Capacity Utilization 83.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Tenth Line W & Argentia Rd

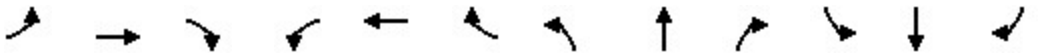




Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	1	398	117	485	571	6	69	303	6	13
v/c Ratio	0.01	0.51	0.16	0.77	0.52	0.01	0.19	0.50	0.04	0.06
Control Delay (s/veh)	15.0	20.6	3.9	18.7	12.6	0.0	22.3	6.4	32.8	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.0	20.6	3.9	18.7	12.6	0.0	22.3	6.4	32.8	26.8
Queue Length 50th (m)	0.2	47.2	0.0	34.5	52.0	0.0	8.0	0.1	0.8	1.1
Queue Length 95th (m)	1.8	74.2	9.2	#64.0	79.6	0.0	17.4	18.0	4.3	6.0
Internal Link Dist (m)		553.3			609.5			724.2		455.2
Turn Bay Length (m)	20.0						130.0		45.0	
Base Capacity (vph)	182	775	717	628	1096	800	369	1034	458	752
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.51	0.16	0.77	0.52	0.01	0.19	0.29	0.01	0.02

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	370	109	451	531	6	64	1	281	6	7	5
Future Volume (veh/h)	1	370	109	451	531	6	64	1	281	6	7	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	1.00		0.99	0.99		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	418	1826	1870	1900	1856	1604	1841	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	398	117	485	571	6	69	1	302	6	8	5
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	100	5	2	0	3	20	4	0	0	0	0	0
Cap, veh/h	151	726	621	506	1024	742	439	1	449	209	195	122
Arrive On Green	0.40	0.40	0.40	0.12	0.55	0.55	0.07	0.28	0.28	0.18	0.18	0.18
Sat Flow, veh/h	186	1826	1561	1810	1856	1344	1753	5	1592	1086	1087	680
Grp Volume(v), veh/h	1	398	117	485	571	6	69	0	303	6	0	13
Grp Sat Flow(s),veh/h/ln	186	1826	1561	1810	1856	1344	1753	0	1597	1086	0	1767
Q Serve(g_s), s	0.3	14.1	4.1	10.0	16.8	0.2	2.5	0.0	14.2	0.4	0.0	0.5
Cycle Q Clear(g_c), s	4.1	14.1	4.1	10.0	16.8	0.2	2.5	0.0	14.2	6.0	0.0	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.38
Lane Grp Cap(c), veh/h	151	726	621	506	1024	742	439	0	450	209	0	318
V/C Ratio(X)	0.01	0.55	0.19	0.96	0.56	0.01	0.16	0.00	0.67	0.03	0.00	0.04
Avail Cap(c_a), veh/h	151	726	621	506	1024	742	499	0	844	439	0	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	19.5	16.5	20.1	12.2	8.5	23.4	0.0	26.8	33.3	0.0	28.6
Incr Delay (d2), s/veh	0.1	3.0	0.7	29.6	2.2	0.0	0.2	0.0	1.8	0.1	0.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	0.8	5.5	2.2	0.0	0.7	0.0	3.5	0.1	0.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	17.8	22.5	17.2	49.7	14.4	8.5	23.6	0.0	28.6	33.3	0.0	28.6
LnGrp LOS	B	C	B	D	B	A	C		C	C		C
Approach Vol, veh/h		516			1062			372			19	
Approach Delay, s/veh		21.3			30.5			27.6			30.1	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4		6	7	8				
Phs Duration (G+Y+Rc), s	13.0	41.0		30.2		54.0	8.6	21.6				
Change Period (Y+Rc), s	3.0	7.5		6.5		7.5	3.0	6.5				
Max Green Setting (Gmax), s	10.0	33.5		44.5		46.5	8.5	33.0				
Max Q Clear Time (g_c+I1), s	12.0	16.1		16.2		18.8	4.5	8.0				
Green Ext Time (p_c), s	0.0	6.1		5.6		10.6	0.1	0.1				

Intersection Summary			
HCM 6th Ctrl Delay, s/veh		27.5	
HCM 6th LOS		C	

Notes

User approved changes to right turn type.

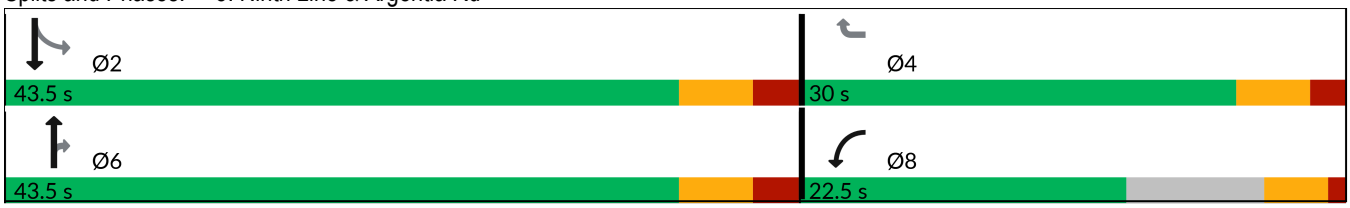


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	270	204	1006	132	77	747
Future Volume (vph)	270	204	1006	132	77	747
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		100.0	45.0	
Storage Lanes	1	1		1	1	
Taper Length (m)	7.6				7.6	
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1807	1617	3614	1617	1772	3444
Flt Permitted	0.950				0.215	
Satd. Flow (perm)	1807	1617	3614	1617	401	3444
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		68		138		
Link Speed (k/h)	60		60			60
Link Distance (m)	746.3		1616.5			667.9
Travel Time (s)	44.8		97.0			40.1
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	1%	1%	1%	1%	3%	6%
Adj. Flow (vph)	281	213	1048	138	80	778
Shared Lane Traffic (%)						
Lane Group Flow (vph)	281	213	1048	138	80	778
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.7		3.7			3.7
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	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
Turning Speed (k/h)	24	14		14	24	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (m)	6.1	6.1	30.5	6.1	6.1	30.5
Trailing Detector (m)	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
Detector 1 Size(m)	6.1	6.1	1.8	6.1	6.1	1.8
Detector 1 Type	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
Detector 1 Queue (s)	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
Detector 2 Position(m)			28.7			28.7
Detector 2 Size(m)			1.8			1.8
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	Perm	NA	Perm	Perm	NA
Protected Phases	8		6			2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4		6	2	
Detector Phase	8	4	6	6	2	2
Switch Phase						
Minimum Initial (s)	5.0	20.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.5	30.0	43.5	43.5	43.5	43.5
Total Split (s)	22.5	30.0	43.5	43.5	43.5	43.5
Total Split (%)	30.6%	40.8%	59.2%	59.2%	59.2%	59.2%
Maximum Green (s)	18.0	24.0	37.0	37.0	37.0	37.0
Yellow Time (s)	3.5	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	6.0	6.5	6.5	6.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	Max	Max	Max	Max
Walk Time (s)	7.0	10.0	10.0	10.0	10.0	10.0
Flash Don't Walk (s)	11.0	14.0	27.0	27.0	27.0	27.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	21.5	20.0	37.0	37.0	37.0	37.0
Actuated g/C Ratio	0.31	0.29	0.53	0.53	0.53	0.53
v/c Ratio	0.50	0.42	0.54	0.15	0.38	0.42
Control Delay (s/veh)	23.4	16.3	12.0	2.1	16.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	16.3	12.0	2.1	16.0	10.7
LOS	C	B	B	A	B	B
Approach Delay (s/veh)	20.4		10.9			11.2
Approach LOS	C		B			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 73.5			
Actuated Cycle Length: 69.5			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay (s/veh): 12.8		Intersection LOS: B	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: Ninth Line & Argentia Rd





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	281	213	1048	138	80	778
v/c Ratio	0.50	0.42	0.54	0.15	0.38	0.42
Control Delay (s/veh)	23.4	16.3	12.0	2.1	16.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.4	16.3	12.0	2.1	16.0	10.7
Queue Length 50th (m)	29.8	14.8	43.8	0.0	5.7	31.0
Queue Length 95th (m)	50.6	31.8	59.3	6.7	16.4	43.3
Internal Link Dist (m)	722.3		1592.5			643.9
Turn Bay Length (m)				100.0	45.0	
Base Capacity (vph)	663	602	1924	925	213	1833
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.35	0.54	0.15	0.38	0.42

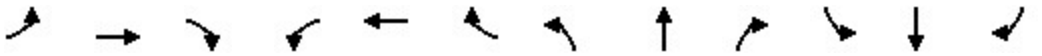
Intersection Summary



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	270	204	1006	132	77	747
Future Volume (veh/h)	270	204	1006	132	77	747
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1856	1811
Adj Flow Rate, veh/h	281	213	1048	138	80	778
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	3	6
Cap, veh/h	372	331	2189	976	330	2103
Arrive On Green	0.21	0.21	0.61	0.61	0.61	0.61
Sat Flow, veh/h	1795	1598	3676	1598	469	3532
Grp Volume(v), veh/h	281	213	1048	138	80	778
Grp Sat Flow(s),veh/h/ln	1795	1598	1791	1598	469	1721
Q Serve(g_s), s	8.9	7.4	9.7	2.2	6.9	6.9
Cycle Q Clear(g_c), s	8.9	7.4	9.7	2.2	16.6	6.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	372	331	2189	976	330	2103
V/C Ratio(X)	0.75	0.64	0.48	0.14	0.24	0.37
Avail Cap(c_a), veh/h	534	475	2189	976	330	2103
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	22.0	6.5	5.0	11.0	5.9
Incr Delay (d2), s/veh	3.7	2.1	0.8	0.3	1.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	1.3	0.2	0.1	0.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.3	24.0	7.2	5.3	12.8	6.4
LnGrp LOS	C	C	A	A	B	A
Approach Vol, veh/h	494		1186			858
Approach Delay, s/veh	25.3		7.0			7.0
Approach LOS	C		A			A

Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		43.5			43.5	17.1
Change Period (Y+Rc), s		6.5			6.5	4.5
Max Green Setting (Gmax), s		37.0			37.0	18.0
Max Q Clear Time (g_c+I1), s		18.6			11.7	10.9
Green Ext Time (p_c), s		11.7			18.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	10.6
HCM 6th LOS	B

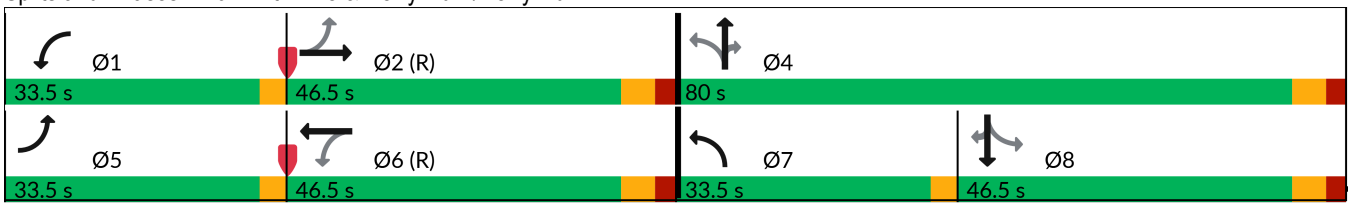


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	259	667	130	164	941	55	80	715	144	57	538	261
Future Volume (vph)	259	667	130	164	941	55	80	715	144	57	538	261
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	90.0		0.0	100.0		0.0	185.0		135.0	105.0		95.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Ped Bike Factor		1.00		1.00					0.99	1.00		
Frt		0.976			0.992				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1807	3525	0	1807	3583	0	1755	3614	1601	1825	3614	1633
Flt Permitted	0.154			0.266			0.170			0.237		
Satd. Flow (perm)	293	3525	0	506	3583	0	314	3614	1579	455	3614	1633
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			4				153			278
Link Speed (k/h)		60			60			60			60	
Link Distance (m)		242.0			667.9			1508.4			1616.5	
Travel Time (s)		14.5			40.1			90.5			97.0	
Confl. Peds. (#/hr)			1	1					1	1		
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	0%	1%	1%	2%	4%	1%	2%	0%	1%	0%
Adj. Flow (vph)	276	710	138	174	1001	59	85	761	153	61	572	278
Shared Lane Traffic (%)												
Lane Group Flow (vph)	276	848	0	174	1060	0	85	761	153	61	572	278
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)		3.7			3.7			3.7			3.7	
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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
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												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6		7	4			8	
Permitted Phases	2			6			4		4	8		8
Detector Phase	5	2		1	6		7	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	7.0	10.0		7.0	10.0		7.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.5	42.5		11.5	42.5		11.5	40.5	40.5	40.5	40.5	40.5
Total Split (s)	33.5	46.5		33.5	46.5		33.5	80.0	80.0	46.5	46.5	46.5
Total Split (%)	20.9%	29.1%		20.9%	29.1%		20.9%	50.0%	50.0%	29.1%	29.1%	29.1%
Maximum Green (s)	30.5	40.0		30.5	40.0		30.5	73.5	73.5	40.0	40.0	40.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	0.0	2.5		0.0	2.5		0.0	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	3.0	6.5		3.0	6.5		3.0	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	None
Walk Time (s)		10.0			10.0			10.0	10.0	10.0	10.0	10.0
Flash Don't Walk (s)		26.0			26.0			24.0	24.0	24.0	24.0	24.0
Pedestrian Calls (#/hr)		0			0			0	0	0	0	0
Act Effct Green (s)	102.7	80.5		95.9	76.2		50.8	47.3	47.3	33.0	33.0	33.0
Actuated g/C Ratio	0.64	0.50		0.60	0.48		0.32	0.30	0.30	0.21	0.21	0.21
v/c Ratio	0.72	0.48		0.40	0.62		0.42	0.71	0.27	0.66	0.77	0.50
Control Delay (s/veh)	28.2	28.8		15.7	35.9		43.5	53.6	6.0	88.6	66.8	8.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.2	28.8		15.7	35.9		43.5	53.6	6.0	88.6	66.8	8.2
LOS	C	C		B	D		D	D	A	F	E	A
Approach Delay (s/veh)		28.7			33.1			45.4			50.4	
Approach LOS		C			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 154 (96%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay (s/veh): 38.5		Intersection LOS: D	
Intersection Capacity Utilization 90.1%		ICU Level of Service E	
Analysis Period (min) 15			

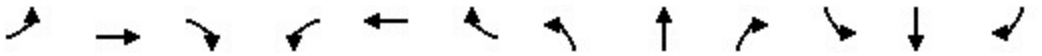
Splits and Phases: 6: Ninth Line & Derry Rd E/Derry Rd W





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	276	848	174	1060	85	761	153	61	572	278
v/c Ratio	0.72	0.48	0.40	0.62	0.42	0.71	0.27	0.66	0.77	0.50
Control Delay (s/veh)	28.2	28.8	15.7	35.9	43.5	53.6	6.0	88.6	66.8	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.2	28.8	15.7	35.9	43.5	53.6	6.0	88.6	66.8	8.2
Queue Length 50th (m)	35.3	90.6	20.9	130.6	20.1	115.0	0.0	18.0	92.0	0.0
Queue Length 95th (m)	72.1	135.3	38.2	196.7	30.7	123.9	15.4	34.7	107.0	23.0
Internal Link Dist (m)		218.0		643.9		1484.4			1592.5	
Turn Bay Length (m)	90.0		100.0		185.0		135.0	105.0		95.0
Base Capacity (vph)	478	1779	571	1708	374	1660	808	113	906	617
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.48	0.30	0.62	0.23	0.46	0.19	0.54	0.63	0.45

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	667	130	164	941	55	80	715	144	57	538	261
Future Volume (veh/h)	259	667	130	164	941	55	80	715	144	57	538	261
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1900	1885	1885	1870	1841	1885	1870	1900	1885	1900
Adj Flow Rate, veh/h	276	710	138	174	1001	59	85	761	153	61	572	278
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	0	1	1	2	4	1	2	0	1	0
Cap, veh/h	367	1565	304	407	1701	100	195	1116	494	123	874	392
Arrive On Green	0.09	0.52	0.52	0.06	0.49	0.49	0.05	0.31	0.31	0.24	0.24	0.24
Sat Flow, veh/h	1795	2990	581	1795	3437	203	1753	3582	1584	620	3582	1608
Grp Volume(v), veh/h	276	425	423	174	522	538	85	761	153	61	572	278
Grp Sat Flow(s),veh/h/ln	1795	1791	1780	1795	1791	1849	1753	1791	1584	620	1791	1608
Q Serve(g_s), s	11.6	23.7	23.8	7.6	33.2	33.2	5.7	29.7	11.8	15.3	23.0	25.3
Cycle Q Clear(g_c), s	11.6	23.7	23.8	7.6	33.2	33.2	5.7	29.7	11.8	34.1	23.0	25.3
Prop In Lane	1.00		0.33	1.00		0.11	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	367	937	932	407	886	915	195	1116	494	123	874	392
V/C Ratio(X)	0.75	0.45	0.45	0.43	0.59	0.59	0.44	0.68	0.31	0.50	0.65	0.71
Avail Cap(c_a), veh/h	541	937	932	633	886	915	443	1645	727	127	895	402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	23.8	23.8	18.7	28.8	28.8	42.8	48.1	42.0	67.8	54.4	55.3
Incr Delay (d2), s/veh	2.9	1.3	1.4	0.7	2.9	2.8	1.5	0.7	0.4	3.1	1.7	5.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	7.4	7.3	2.2	10.9	11.2	2.1	10.7	3.8	2.1	8.7	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.9	25.2	25.2	19.4	31.6	31.6	44.4	48.9	42.3	70.8	56.1	60.8
LnGrp LOS	C	C	C	B	C	C	D	D	D	E	E	E
Approach Vol, veh/h		1124			1234			999			911	
Approach Delay, s/veh		25.4			29.9			47.5			58.5	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.4	90.3		56.4	17.9	85.7	10.8	45.5				
Change Period (Y+Rc), s	3.0	6.5		6.5	3.0	6.5	3.0	6.5				
Max Green Setting (Gmax), s	30.5	40.0		73.5	30.5	40.0	30.5	40.0				
Max Q Clear Time (g_c+I1), s	9.6	25.8		31.7	13.6	35.2	7.7	36.1				
Green Ext Time (p_c), s	0.8	9.3		18.2	1.3	4.1	0.3	2.8				

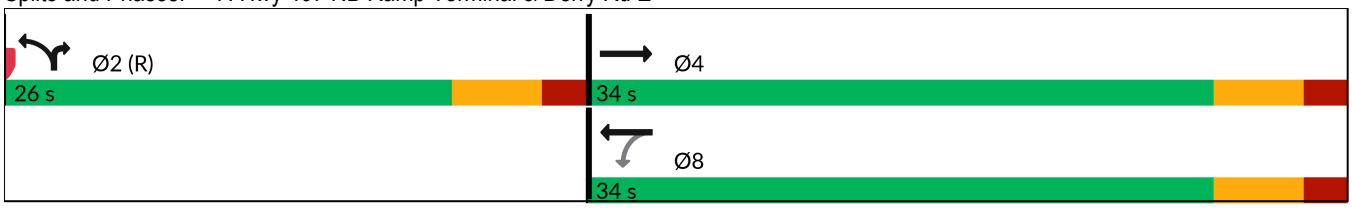
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			38.9									
HCM 6th LOS			D									

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	949	70	2	1234	51	184
Future Volume (vph)	949	70	2	1234	51	184
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	0.95	0.95	0.95	0.95	0.97	1.00
Frt	0.990					0.850
Flt Protected					0.950	
Satd. Flow (prot)	3390	0	0	3423	3135	1517
Flt Permitted				0.954	0.950	
Satd. Flow (perm)	3390	0	0	3266	3135	1517
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	17					69
Link Speed (k/h)	80			60	60	
Link Distance (m)	358.0			242.0	515.1	
Travel Time (s)	16.1			14.5	30.9	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	1%	8%	1%	7%	2%
Adj. Flow (vph)	968	71	2	1259	52	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1039	0	0	1261	52	188
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	7.4	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2			2	1	1
Detector Template	Thru			Thru	Left	Right
Leading Detector (m)	30.5			30.5	6.1	6.1
Trailing Detector (m)	0.0			0.0	0.0	0.0
Detector 1 Position(m)	0.0			0.0	0.0	0.0
Detector 1 Size(m)	1.8			1.8	6.1	6.1
Detector 1 Type	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0			0.0	0.0	0.0
Detector 1 Queue (s)	0.0			0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0	0.0	0.0
Detector 2 Position(m)	28.7			28.7		
Detector 2 Size(m)	1.8			1.8		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Perm	NA	Prot	Prot
Protected Phases	4			8	2	2
Permitted Phases			8			
Detector Phase	4		8	8	2	2
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	8.0		8.0	8.0	8.0	8.0
Minimum Split (s)	26.0		26.0	26.0	26.0	26.0
Total Split (s)	34.0		34.0	34.0	26.0	26.0
Total Split (%)	56.7%		56.7%	56.7%	43.3%	43.3%
Maximum Green (s)	28.0		28.0	28.0	20.0	20.0
Yellow Time (s)	4.0		4.0	4.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0
Total Lost Time (s)	6.0			6.0	6.0	6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	Max		Max	Max	C-Min	C-Min
Walk Time (s)	8.0		8.0	8.0	8.0	8.0
Flash Don't Walk (s)	12.0		12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)	0		0	0	0	0
Act Effct Green (s)	37.1			37.1	10.9	10.9
Actuated g/C Ratio	0.62			0.62	0.18	0.18
v/c Ratio	0.49			0.62	0.09	0.57
Control Delay (s/veh)	6.3			9.5	19.2	20.7
Queue Delay	0.0			0.0	0.0	0.0
Total Delay (s/veh)	6.3			9.5	19.2	20.7
LOS	A			A	B	C
Approach Delay (s/veh)	6.3			9.5	20.4	
Approach LOS	A			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2:NBL and 6:, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay (s/veh): 9.2		Intersection LOS: A	
Intersection Capacity Utilization 54.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Hwy 407 NB Ramp Terminal & Derry Rd E



Lane Group	EBT	WBT	NBL	NBR
Lane Group Flow (vph)	1039	1261	52	188
v/c Ratio	0.49	0.62	0.09	0.57
Control Delay (s/veh)	6.3	9.5	19.2	20.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.3	9.5	19.2	20.7
Queue Length 50th (m)	14.1	37.3	2.6	12.1
Queue Length 95th (m)	26.4	71.0	5.9	26.0
Internal Link Dist (m)	334.0	218.0	491.1	
Turn Bay Length (m)				
Base Capacity (vph)	2103	2020	1045	551
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.49	0.62	0.05	0.34

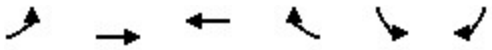
Intersection Summary



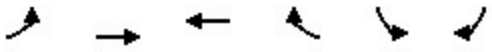
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	949	70	2	1234	51	184
Future Volume (veh/h)	949	70	2	1234	51	184
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1786	1786	1688	1786	1702	1772
Adj Flow Rate, veh/h	968	71	2	1259	52	188
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	8	1	7	2
Cap, veh/h	1496	110	61	1553	1048	501
Arrive On Green	0.47	0.47	0.47	0.47	0.33	0.33
Sat Flow, veh/h	3295	235	1	3409	3144	1502
Grp Volume(v), veh/h	512	527	676	585	52	188
Grp Sat Flow(s),veh/h/ln	1697	1744	1784	1544	1572	1502
Q Serve(g_s), s	13.8	13.8	0.0	19.5	0.7	5.7
Cycle Q Clear(g_c), s	13.8	13.8	19.5	19.5	0.7	5.7
Prop In Lane		0.13	0.00		1.00	1.00
Lane Grp Cap(c), veh/h	792	814	893	721	1048	501
V/C Ratio(X)	0.65	0.65	0.76	0.81	0.05	0.38
Avail Cap(c_a), veh/h	792	814	893	721	1048	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.78	0.78	1.00	1.00
Uniform Delay (d), s/veh	12.2	12.2	13.7	13.7	13.6	15.2
Incr Delay (d2), s/veh	4.1	4.0	4.7	7.7	0.1	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.1	1.4	1.8	0.1	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.3	16.2	18.4	21.4	13.6	17.4
LnGrp LOS	B	B	B	C	B	B
Approach Vol, veh/h	1039			1261	240	
Approach Delay, s/veh	16.2			19.8	16.6	
Approach LOS	B			B	B	

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	26.0	34.0	34.0
Change Period (Y+Rc), s	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	28.0	28.0
Max Q Clear Time (g_c+I1), s	7.7	15.8	21.5
Green Ext Time (p_c), s	1.0	9.4	5.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	18.1
HCM 6th LOS	B



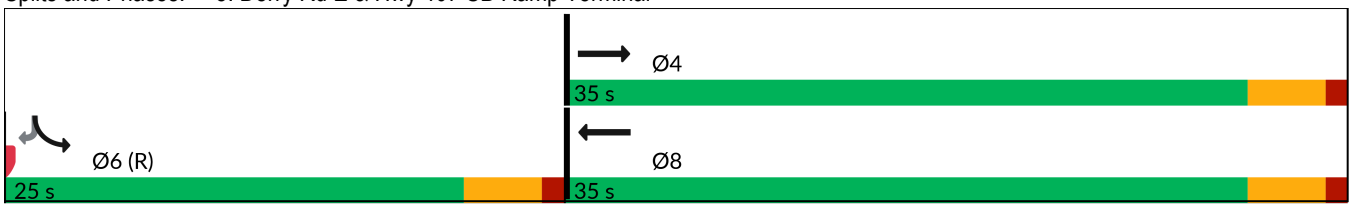
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	864	1105	148	209	296
Future Volume (vph)	0	864	1105	148	209	296
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	0.95	0.95	0.95	0.97	1.00
Frt			0.982			0.850
Flt Protected					0.950	
Satd. Flow (prot)	0	3390	3362	0	3288	1532
Flt Permitted					0.950	
Satd. Flow (perm)	0	3390	3362	0	3288	1532
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			35			56
Link Speed (k/h)		80	80		60	
Link Distance (m)		1052.5	358.0		426.8	
Travel Time (s)		47.4	16.1		25.6	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	1%	2%	1%	1%	2%	1%
Adj. Flow (vph)	0	882	1128	151	213	302
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	882	1279	0	213	302
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		0.0	0.0		7.4	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.9	4.9		4.9	
Two way Left Turn Lane						
Headway Factor	1.06	1.06	1.06	1.06	1.06	1.06
Turning Speed (k/h)	24			14	24	14
Number of Detectors		2	2		1	1
Detector Template		Thru	Thru		Left	Right
Leading Detector (m)		30.5	30.5		6.1	6.1
Trailing Detector (m)		0.0	0.0		0.0	0.0
Detector 1 Position(m)		0.0	0.0		0.0	0.0
Detector 1 Size(m)		1.8	1.8		6.1	6.1
Detector 1 Type		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0	0.0		0.0	0.0
Detector 2 Position(m)		28.7	28.7			
Detector 2 Size(m)		1.8	1.8			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type		NA	NA		Prot	Perm
Protected Phases		4	8		6	
Permitted Phases						6
Detector Phase		4	8		6	6
Switch Phase						

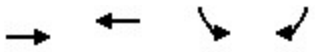


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Initial (s)		5.0	5.0		5.0	5.0
Minimum Split (s)		22.5	22.5		22.5	22.5
Total Split (s)		35.0	35.0		25.0	25.0
Total Split (%)		58.3%	58.3%		41.7%	41.7%
Maximum Green (s)		30.5	30.5		20.5	20.5
Yellow Time (s)		3.5	3.5		3.5	3.5
All-Red Time (s)		1.0	1.0		1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0
Total Lost Time (s)		4.5	4.5		4.5	4.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Recall Mode		Max	Max		C-Min	C-Min
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effct Green (s)		36.1	36.1		14.9	14.9
Actuated g/C Ratio		0.60	0.60		0.25	0.25
v/c Ratio		0.43	0.63		0.26	0.72
Control Delay (s/veh)		8.1	7.4		17.7	25.9
Queue Delay		0.0	0.0		0.0	0.0
Total Delay (s/veh)		8.1	7.4		17.7	25.9
LOS		A	A		B	C
Approach Delay (s/veh)		8.1	7.4		22.5	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 60			
Offset: 0 (0%), Referenced to phase 2: and 6:SBL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 10.6		Intersection LOS: B	
Intersection Capacity Utilization 64.1%		ICU Level of Service C	
Analysis Period (min) 15			

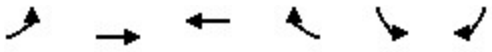
Splits and Phases: 8: Derry Rd E & Hwy 407 SB Ramp Terminal





Lane Group	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	882	1279	213	302
v/c Ratio	0.43	0.63	0.26	0.72
Control Delay (s/veh)	8.1	7.4	17.7	25.9
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.1	7.4	17.7	25.9
Queue Length 50th (m)	24.5	22.2	9.7	24.5
Queue Length 95th (m)	45.2	43.5	14.9	41.8
Internal Link Dist (m)	1028.5	334.0	402.8	
Turn Bay Length (m)				
Base Capacity (vph)	2041	2039	1123	560
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.43	0.63	0.19	0.54

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↰↰	↱
Traffic Volume (veh/h)	0	864	1105	148	209	296
Future Volume (veh/h)	0	864	1105	148	209	296
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	0	1772	1786	1786	1772	1786
Adj Flow Rate, veh/h	0	882	1128	151	213	302
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	2	1	1	2	1
Cap, veh/h	0	1711	1529	204	1119	517
Arrive On Green	0.00	0.51	0.51	0.51	0.34	0.34
Sat Flow, veh/h	0	3544	3098	402	3274	1514
Grp Volume(v), veh/h	0	882	635	644	213	302
Grp Sat Flow(s),veh/h/ln	0	1683	1697	1714	1637	1514
Q Serve(g_s), s	0.0	10.5	17.6	17.8	2.7	9.8
Cycle Q Clear(g_c), s	0.0	10.5	17.6	17.8	2.7	9.8
Prop In Lane	0.00			0.23	1.00	1.00
Lane Grp Cap(c), veh/h	0	1711	862	871	1119	517
V/C Ratio(X)	0.00	0.52	0.74	0.74	0.19	0.58
Avail Cap(c_a), veh/h	0	1711	862	871	1119	517
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	9.8	11.6	11.6	13.9	16.2
Incr Delay (d2), s/veh	0.0	1.1	5.6	5.6	0.4	4.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	1.3	1.4	0.3	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	10.9	17.2	17.2	14.3	21.0
LnGrp LOS		B	B	B	B	C
Approach Vol, veh/h		882	1279		515	
Approach Delay, s/veh		10.9	17.2		18.2	
Approach LOS		B	B		B	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			35.0		25.0	35.0
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			30.5		20.5	30.5
Max Q Clear Time (g_c+I1), s			12.5		11.8	19.8
Green Ext Time (p_c), s			11.7		2.1	9.4

Intersection Summary		
HCM 6th Ctrl Delay, s/veh		15.3
HCM 6th LOS		B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	73	28	6	13	0
Future Volume (vph)	0	73	28	6	13	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.961		
Satd. Flow (prot)	1629	0	0	1810	1883	0
Flt Permitted				0.961		
Satd. Flow (perm)	1629	0	0	1810	1883	0
Link Speed (k/h)	48			50	50	
Link Distance (m)	117.6			479.2	92.6	
Travel Time (s)	8.8			34.5	6.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	79	30	7	14	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	79	0	0	37	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			3.7	3.7	
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)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 19.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	73	28	6	13	0
Future Vol, veh/h	0	73	28	6	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	79	30	7	14	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	81	14	14	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	67	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	921	1066	1604	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	956	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	904	1066	1604	-	-	-
Mov Cap-2 Maneuver	904	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	956	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.6	6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1604	-	1066	-	-
HCM Lane V/C Ratio	0.019	-	0.074	-	-
HCM Ctrl Dly (s/v)	7.3	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	9	2	0	0	0
Future Volume (vph)	0	9	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.950		
Satd. Flow (prot)	1629	0	0	908	1883	0
Flt Permitted				0.950		
Satd. Flow (perm)	1629	0	0	908	1883	0
Link Speed (k/h)	48			50	50	
Link Distance (m)	124.9			92.6	104.9	
Travel Time (s)	9.4			6.7	7.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	101%	2%	2%	2%
Adj. Flow (vph)	0	10	2	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	2	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.7			0.0	0.0	
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)	24	14	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 13.3%		ICU Level of Service A	
Analysis Period (min) 15			

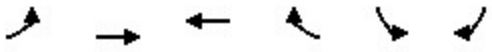
Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	9	2	0	0	0
Future Vol, veh/h	0	9	2	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	101	2	2	2
Mvmt Flow	0	10	2	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	5	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	4	-	-	-	-	-
Critical Hdwy	6.42	6.22	5.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	3.109	-	-	-
Pot Cap-1 Maneuver	1017	1084	1157	-	-	-
Stage 1	1022	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1015	1084	1157	-	-	-
Mov Cap-2 Maneuver	1015	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.4	8.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1157	-	1084	-	-
HCM Lane V/C Ratio	0.002	-	0.009	-	-
HCM Ctrl Dly (s/v)	8.1	0	8.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0	-	-



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	10	269	1133	16	45	23
Future Volume (vph)	10	269	1133	16	45	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.998		0.954	
Flt Protected		0.998			0.968	
Satd. Flow (prot)	0	3571	3571	0	1739	0
Flt Permitted		0.998			0.968	
Satd. Flow (perm)	0	3571	3571	0	1739	0
Link Speed (k/h)		60	60		48	
Link Distance (m)		746.3	577.3		446.6	
Travel Time (s)		44.8	34.6		33.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	292	1232	17	49	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	303	1249	0	74	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.7	3.7		3.7	
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)	24			14	24	14
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	269	1133	16	45	23
Future Vol, veh/h	10	269	1133	16	45	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	292	1232	17	49	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1249	0	-	0	1409	625
Stage 1	-	-	-	-	1241	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	553	-	-	-	130	428
Stage 1	-	-	-	-	236	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	553	-	-	-	127	428
Mov Cap-2 Maneuver	-	-	-	-	127	-
Stage 1	-	-	-	-	230	-
Stage 2	-	-	-	-	844	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.5	0	42.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	553	-	-	-	167
HCM Lane V/C Ratio	0.02	-	-	-	0.443
HCM Ctrl Dly (s/v)	11.6	0.1	-	-	42.6
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q (veh)	0.1	-	-	-	2

Appendix F:
Vehicle Maneuvering Diagrams

ENTRY MANEUVER- PASSENGER PARKING – WEST OF DATA CENTRE & RIGHT OF INDUSTRIAL BUILDING DC 5

EXIT MANEUVER- PASSENGER PARKING – WEST OF DATA CENTRE & RIGHT OF INDUSTRIAL BUILDING DC 5

M
E
ELECTRICAL ROOM ±105.51 SM (±1,135 SF)
FH
SNOW STORAGE AREA
G
PROPERTY LINE
40 PARKING SPACES TOTAL
TENANT OFFICE ±238.02 SM (±2562 SF)
SETBACK
FDC

5.60
1.10 3.20
P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

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7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
PASSENGER VEHICLE CIRCULATION

1:500

DRAWING No. 01

DATE SEP 2026

ENTRY MANEUVER – PASSENGER PARKING – ABOVE UTILITY YARD

EXIT MANEUVER – PASSENGER PARKING – ABOVE UTILITY YARD

77 PARKING

63 PARKING

77 PARKING SPACE

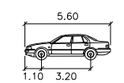
63 PARKING SPACE

P
TAC–2017 (CA)

FH

K 1

LOCK 1



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

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PASSENGER VEHICLE CIRCULATION

1:200

DRAWING No.
02

DATE
SEP 2026

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ENTRY MANEUVER – PASSENGER PARKING – ABOVE UTILITY YARD

EXIT MANEUVER – PASSENGER PARKING – ABOVE UTILITY YARD

ES (BLDG DC4)

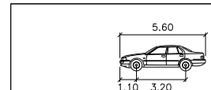
ES (BLDG DC5)

ACES (BLDG DC4)

ACES (BLDG DC5)

LIMIT OF BLOCK 2

P
TAC – 2017 (CA)



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

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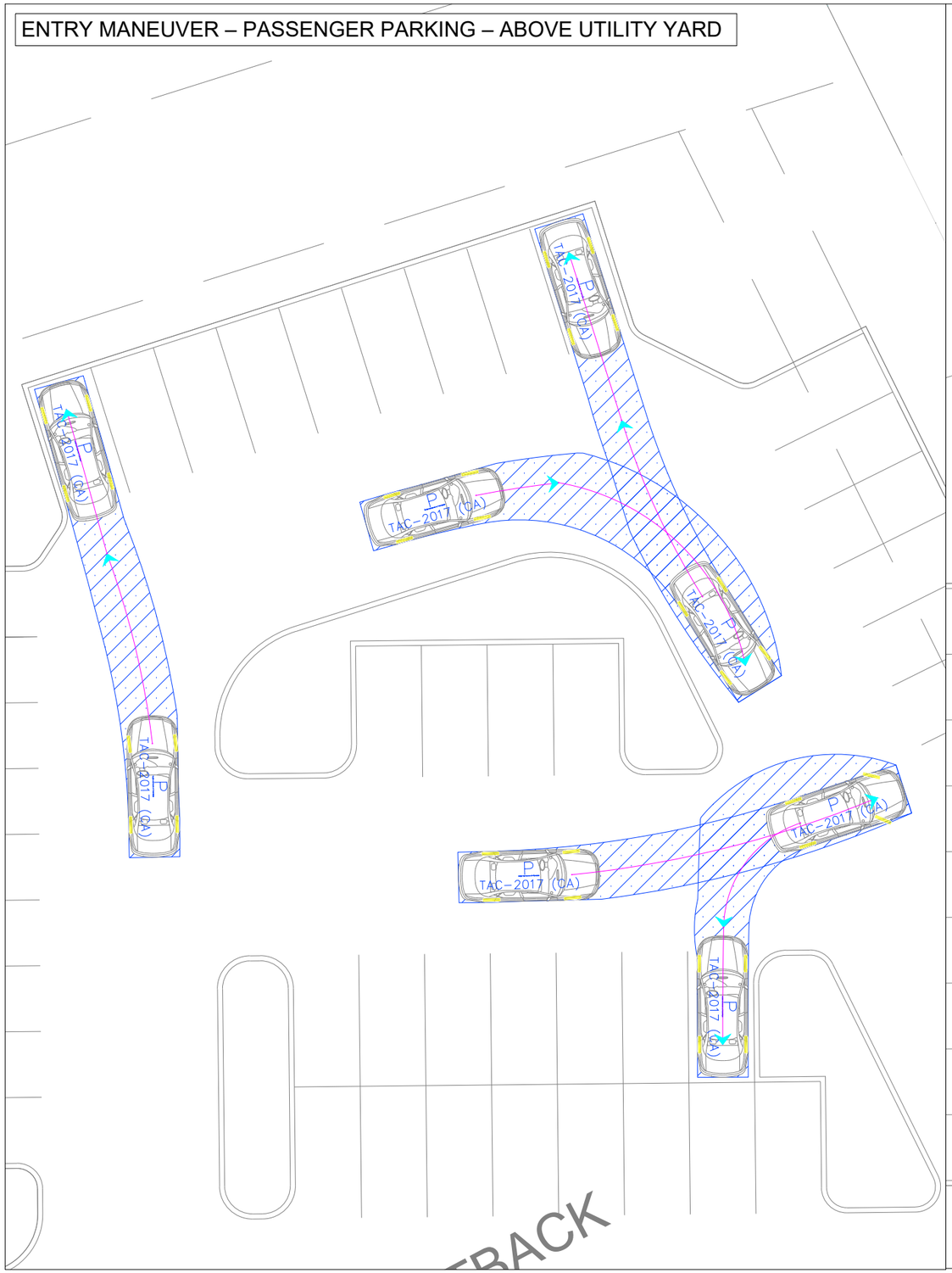
7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
PASSENGER VEHICLE CIRCULATION

1:200

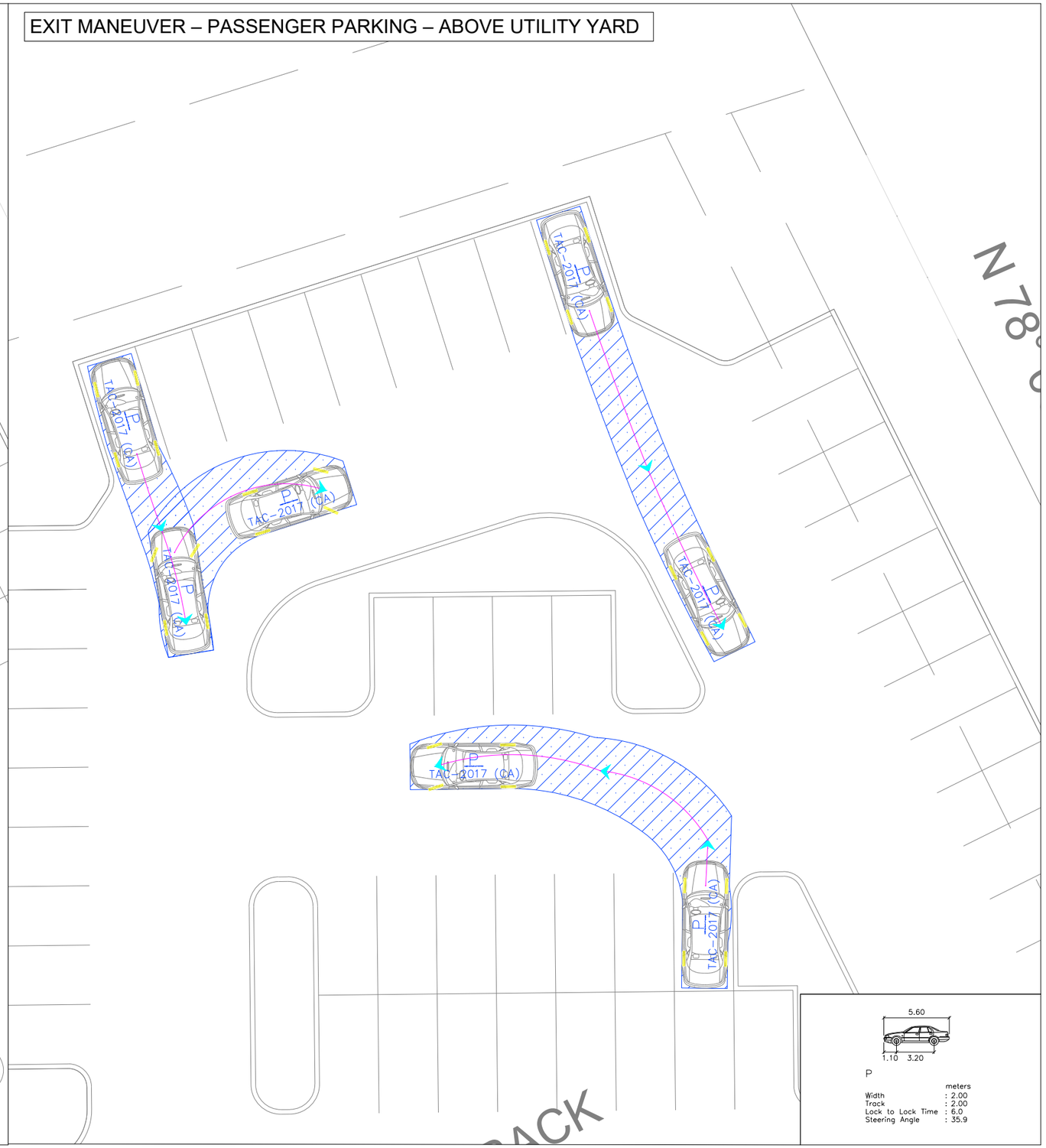
DRAWING No.
03

DATE
SEP 2026

ENTRY MANEUVER – PASSENGER PARKING – ABOVE UTILITY YARD



EXIT MANEUVER – PASSENGER PARKING – ABOVE UTILITY YARD



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7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
PASSENGER VEHICLE CIRCULATION

1:200

DRAWING No. 04

DATE SEP 2026

ENTRY MANEUVER – PASSENGER PARKING – ABOVE UTILITY YARD

EXIT MANEUVER – PASSENGER PARKING – ABOVE UTILITY YARD

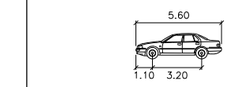
N 78° 06' 10" W

SETBACK

77 PARKING SPACES (BLDG DC4)
63 PARKING SPACES (BLDG DC5)

LIMIT OF BLOCK 1

LIMIT OF BLOCK 2



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

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VEHICLE MANEUVERING DIAGRAMS
PASSENGER VEHICLE CIRCULATION

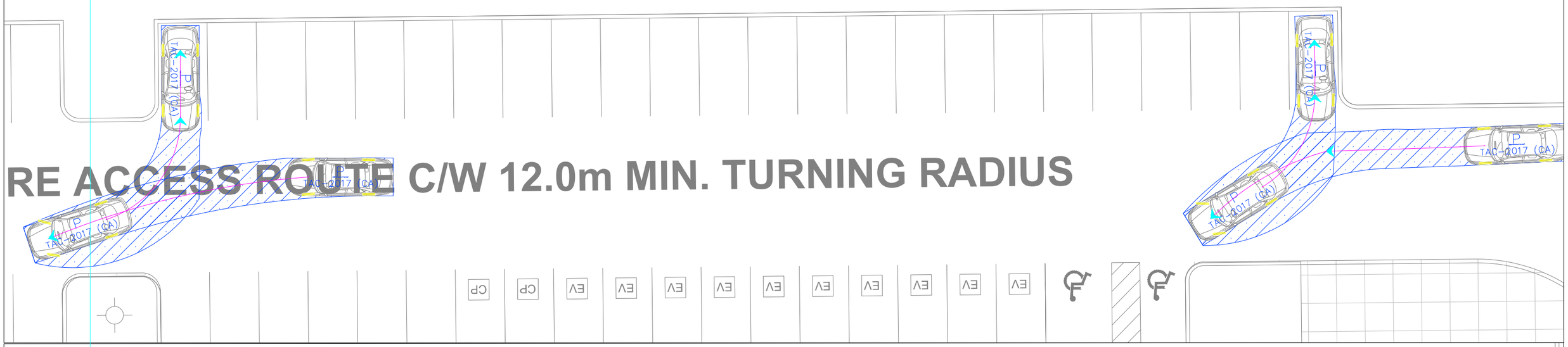
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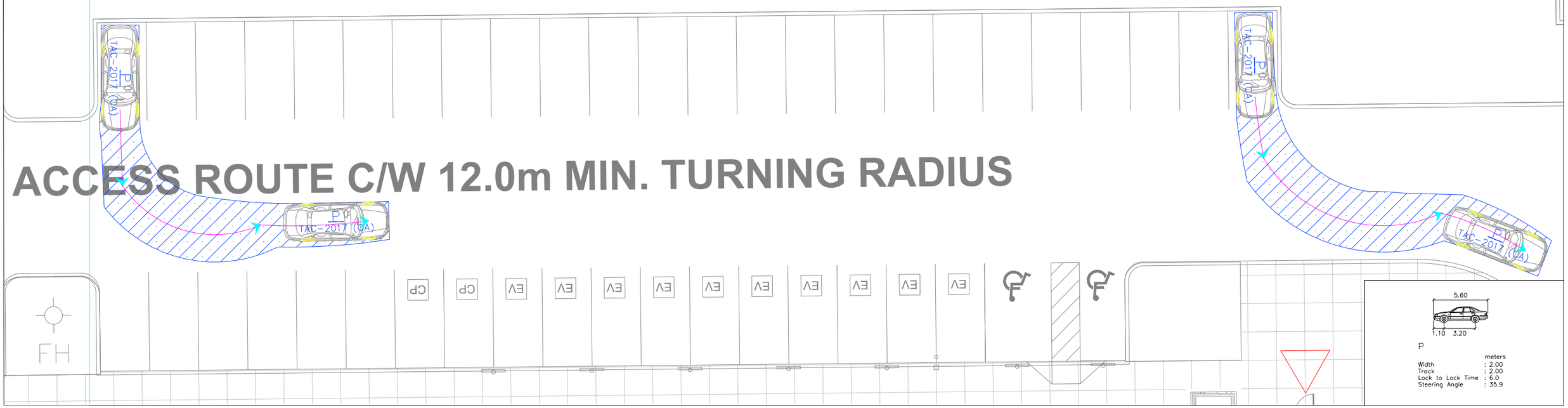
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SEP 2026

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ENTRY MANEUVER – PASSENGER PARKING – ABOVE INDUSTRIAL BUILDING DC4



EXIT MANEUVER – PASSENGER PARKING – ABOVE INDUSTRIAL BUILDING DC4



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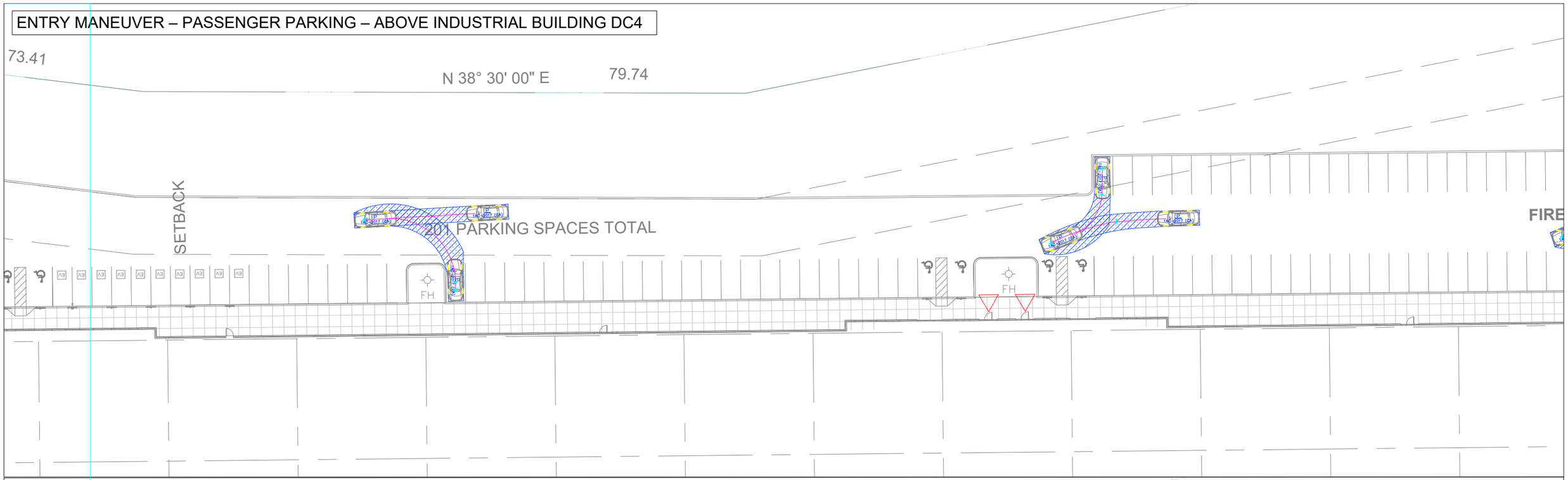
7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
PASSENGER VEHICLE CIRCULATION

1:200

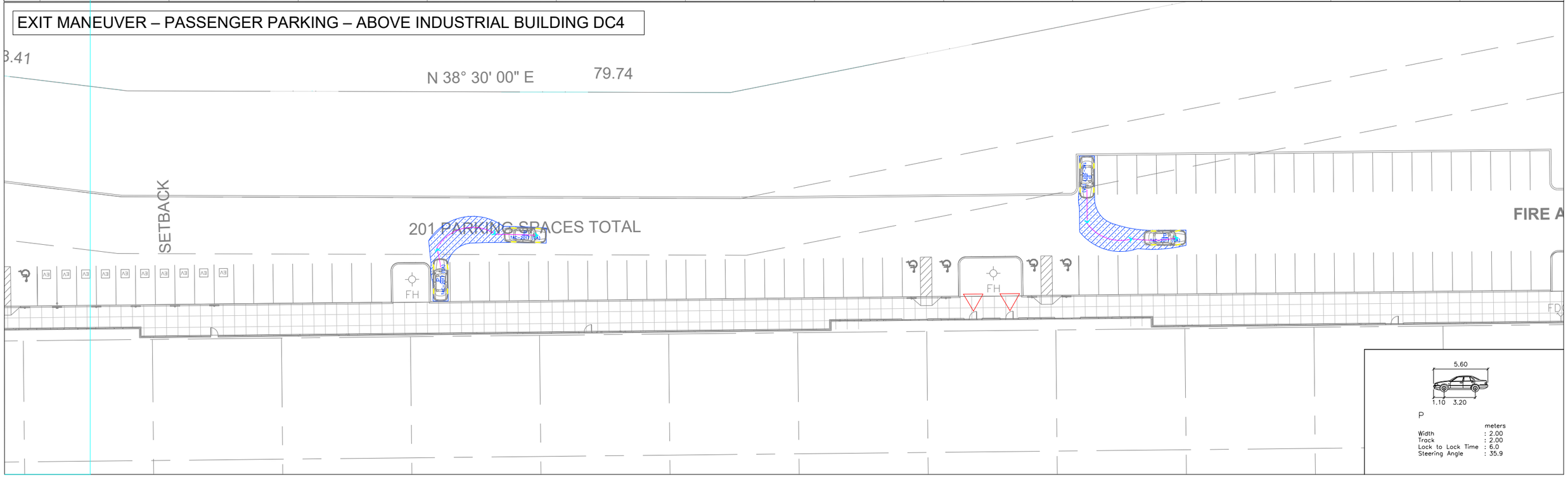
DRAWING No.
06

DATE
SEP 2026

ENTRY MANEUVER – PASSENGER PARKING – ABOVE INDUSTRIAL BUILDING DC4



EXIT MANEUVER – PASSENGER PARKING – ABOVE INDUSTRIAL BUILDING DC4



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VEHICLE MANEUVERING DIAGRAMS
PASSENGER VEHICLE CIRCULATION

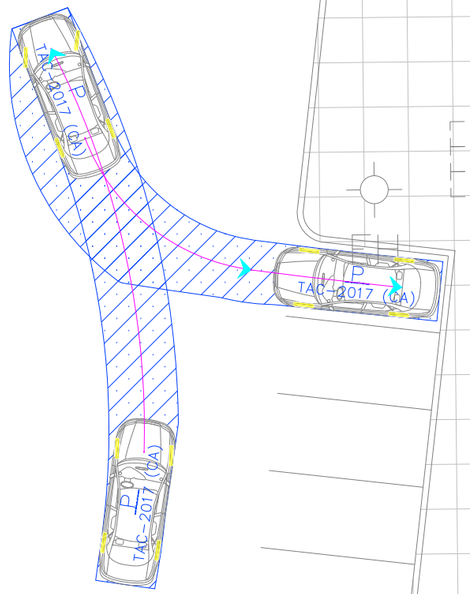
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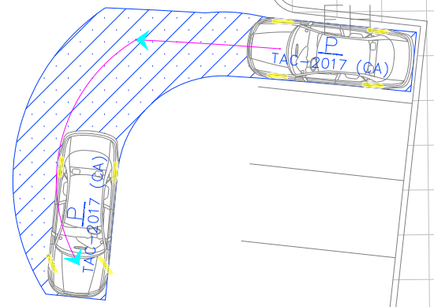
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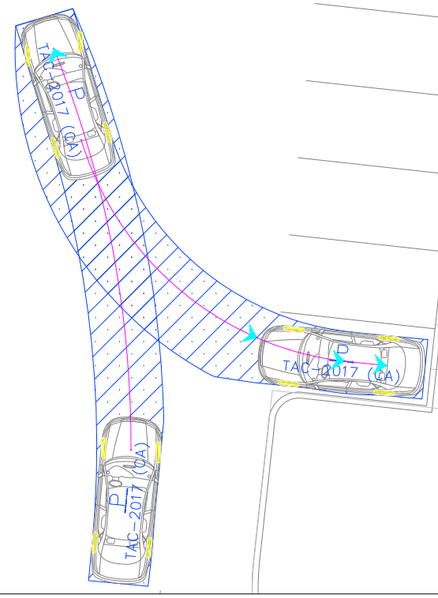
ENTRY MANEUVER – PASSENGER PARKING – LEFT SIDE OF INDUSTRIAL BUILDING DC4



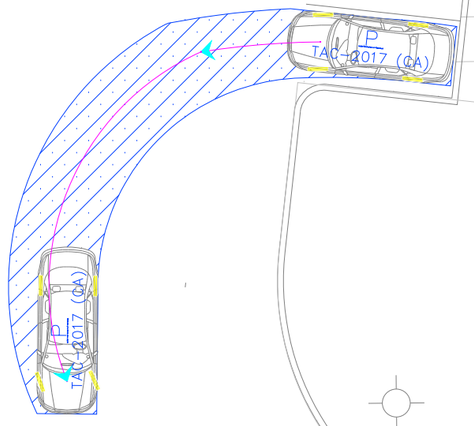
EXIT MANEUVER – PASSENGER PARKING – LEFT SIDE OF INDUSTRIAL BUILDING DC4

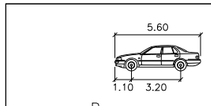


ENTRY MANEUVER – PASSENGER PARKING – LEFT SIDE OF INDUSTRIAL BUILDING DC4



EXIT MANEUVER – PASSENGER PARKING – LEFT SIDE OF INDUSTRIAL BUILDING DC4





P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

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VEHICLE MANEUVERING DIAGRAMS
PASSENGER VEHICLE CIRCULATION

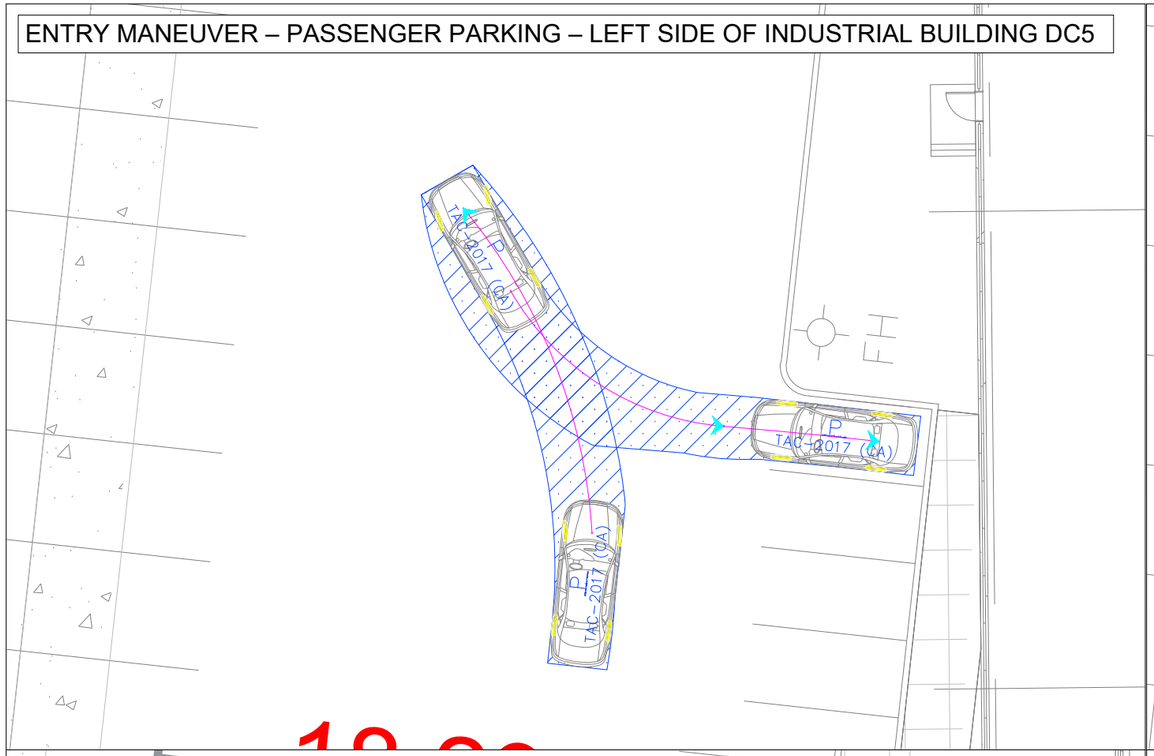
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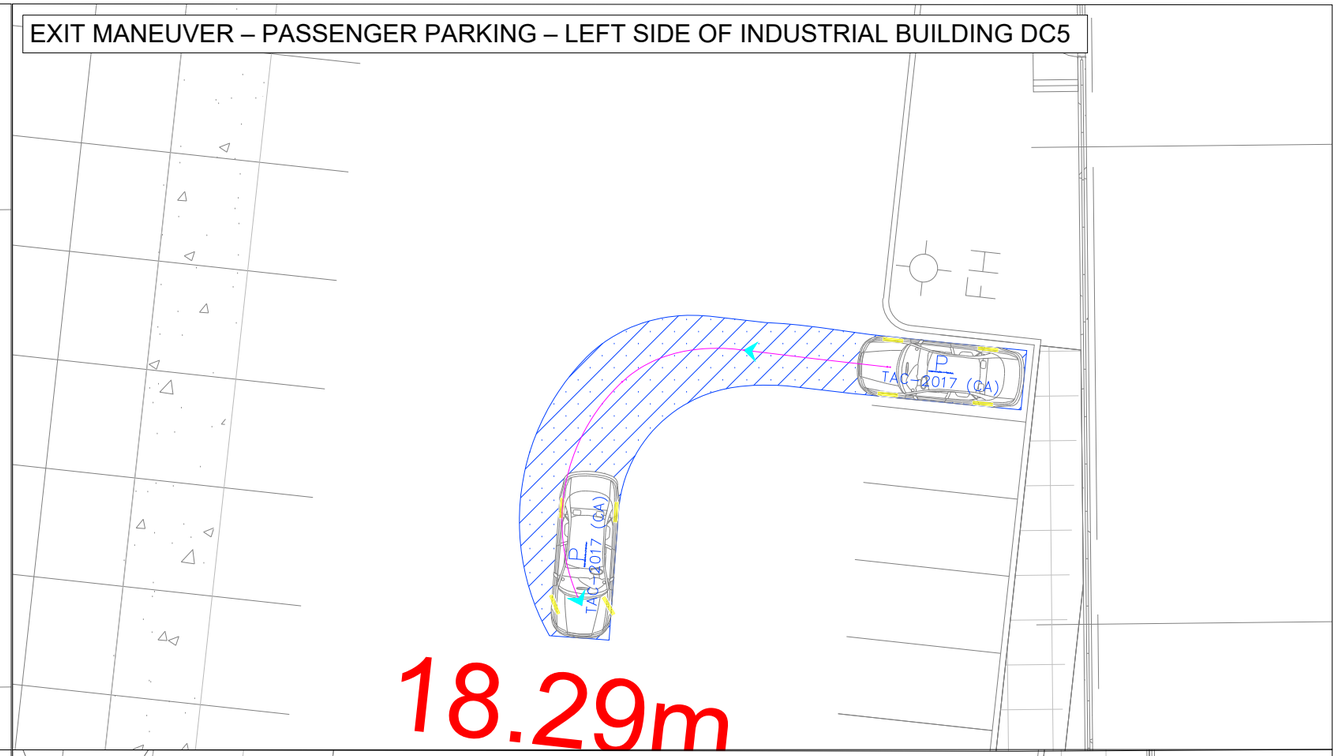
DATE
SEP 2026

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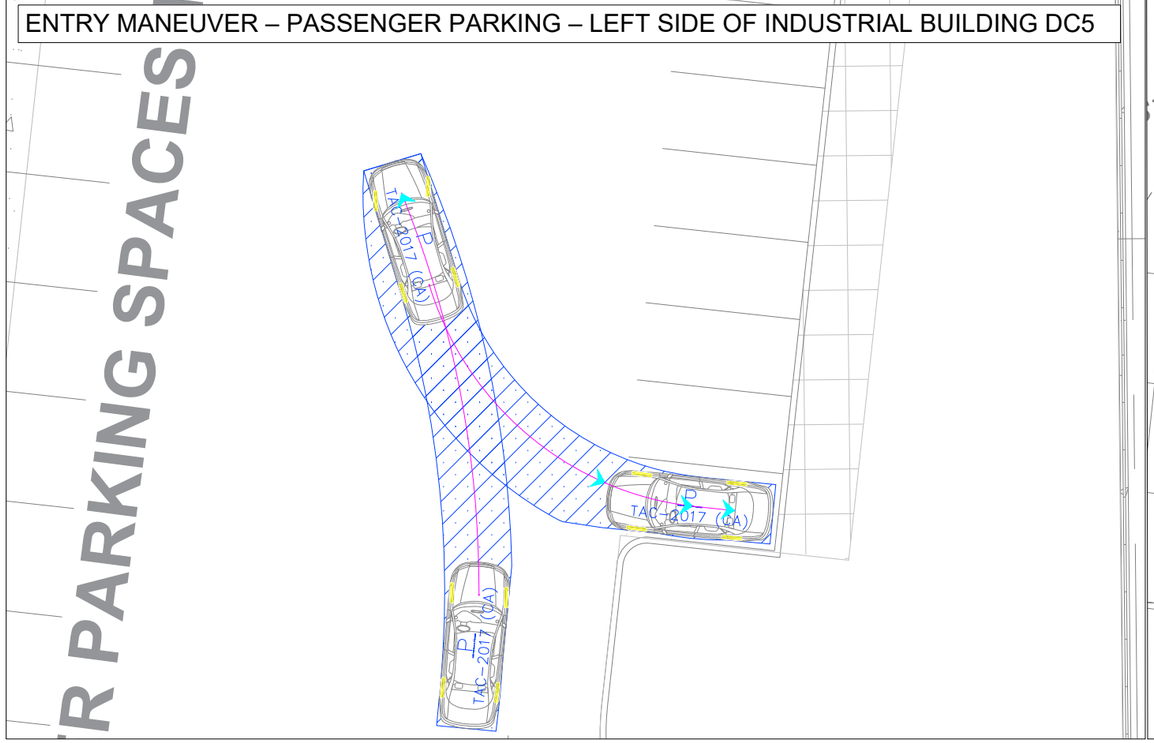
ENTRY MANEUVER – PASSENGER PARKING – LEFT SIDE OF INDUSTRIAL BUILDING DC5



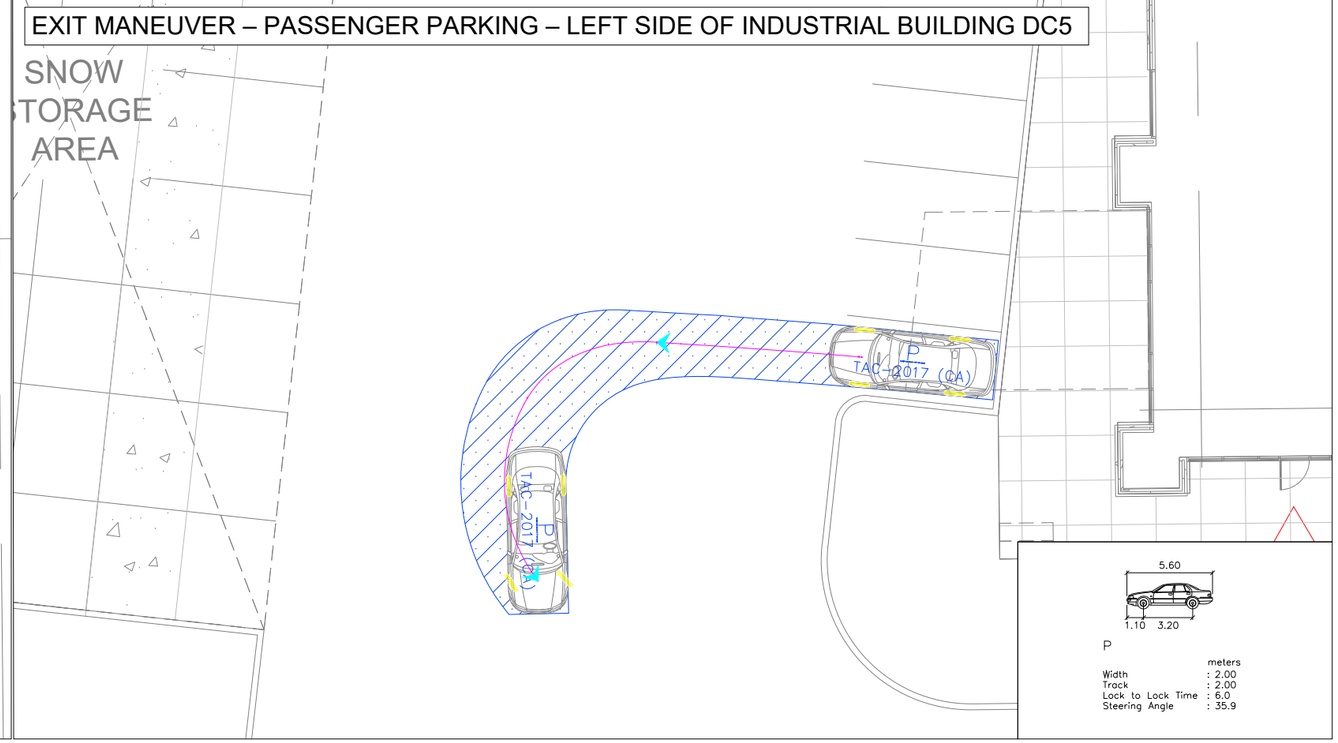
EXIT MANEUVER – PASSENGER PARKING – LEFT SIDE OF INDUSTRIAL BUILDING DC5



ENTRY MANEUVER – PASSENGER PARKING – LEFT SIDE OF INDUSTRIAL BUILDING DC5



EXIT MANEUVER – PASSENGER PARKING – LEFT SIDE OF INDUSTRIAL BUILDING DC5



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7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
PASSENGER VEHICLE CIRCULATION

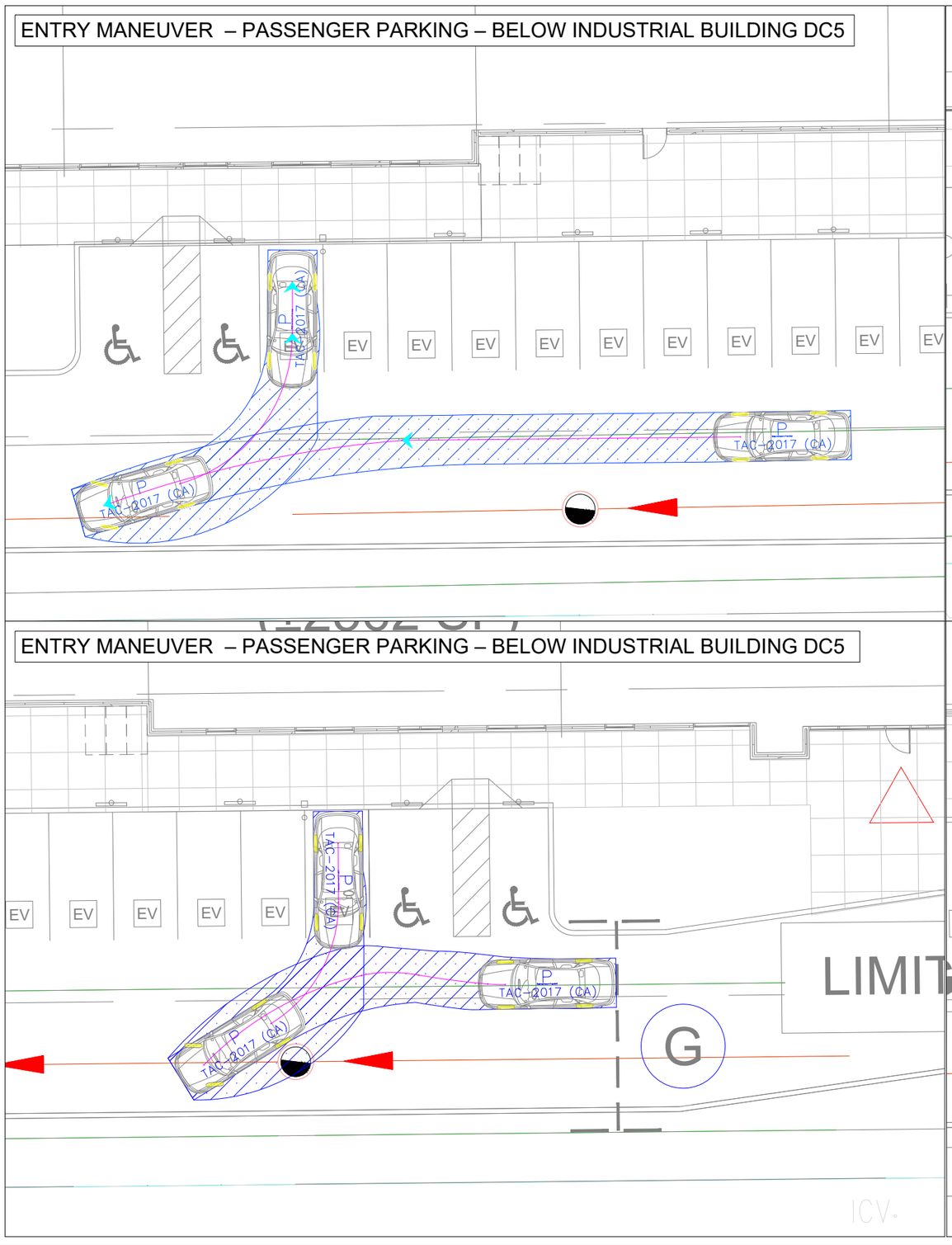
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DRAWING No.
09

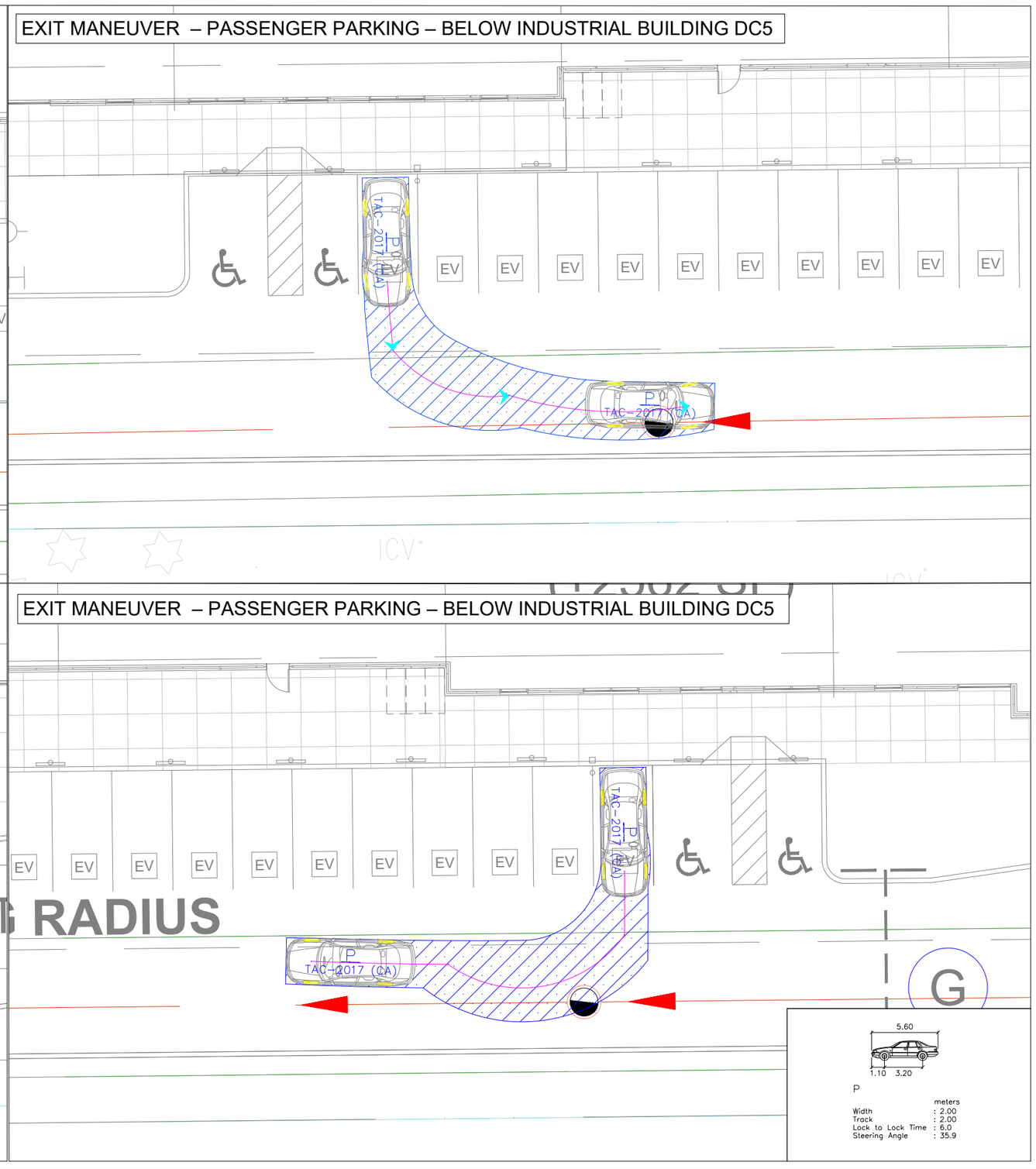
DATE
SEP 2026

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ENTRY MANEUVER – PASSENGER PARKING – BELOW INDUSTRIAL BUILDING DC5



EXIT MANEUVER – PASSENGER PARKING – BELOW INDUSTRIAL BUILDING DC5



ENTRY MANEUVER – PASSENGER PARKING – BELOW INDUSTRIAL BUILDING DC5

EXIT MANEUVER – PASSENGER PARKING – BELOW INDUSTRIAL BUILDING DC5

P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

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7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
PASSENGER VEHICLE CIRCULATION

1:200

DRAWING No.
10

DATE
SEP 2026

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ENTRY MANEUVER – INDUSTRIAL BUILDING DC4

ROOM
±68.82 SM
(±740 SF)

ELECTRICAL
ROOM
±105.51 SM
(±1,135 SF)

M E

18.29m
[60'-0"]

WB–20
TAC–2017 (CA)

PROPERTY LINE

EXIT MANEUVER – INDUSTRIAL BUILDING DC4

(±740 SF)

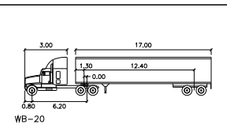
ELECTRICAL
ROOM
±105.51 SM
(±1,135 SF)

M E

18.29m
[60'-0"]

PROPERTY LINE

FUTURE DEVE
PURSUANT TO
APPLICATI



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7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
WB20 TRAILER TRUCK CIRCULATION

1:500

DRAWING No. 11

DATE SEP 2026

T:\OITYLin-TORLI\Company\Projects\2025\1000658- 7564 10th Line West-Industrial-Prologis\03 Analysis\03 Site review & Circulation\02 Vehicle Swept Path\20250730

ENTRY MANEUVER – INDUSTRIAL BUILDING DC5

EXIT MANEUVER – INDUSTRIAL BUILDING DC5

18.29m [60'-0"]

K DOORS

M E

ELECTRICAL ROOM ±105.51 SM

PROPERTY LINE

FH

WB–20 TAC–2017 (CA)

G

SNOW STORAGE

FUTURE DEVELOPMENT (EM
PURSUANT TO MISSISSAUGA
APPLICATION NO. SP25

WB–20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

T:\01\TYLin-TOR\LICompany\Projects\2025\100658- 7564 10th Line West-Industrial-Prologis\03 Analysis\03 Site review & Circulation\02 Vehicle Swept Path\20250730

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M2H 3S8
P: 905.738.5700

7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
WB20 TRAILER TRUCK CIRCULATION

1:500

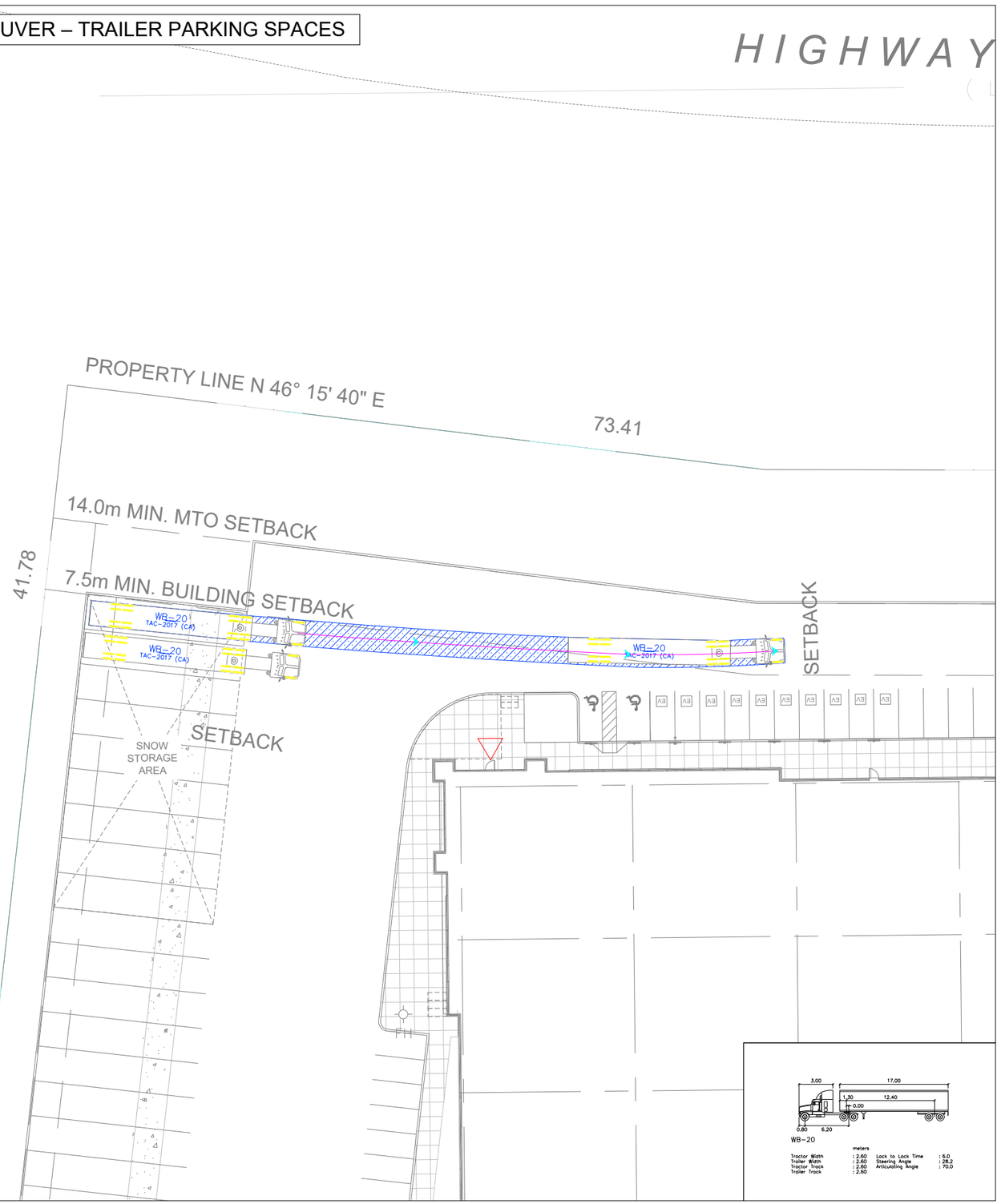
DRAWING No. 12

DATE SEP 2026

ENTRY MANEUVER – TRAILER PARKING SPACES



EXIT MANEUVER – TRAILER PARKING SPACES



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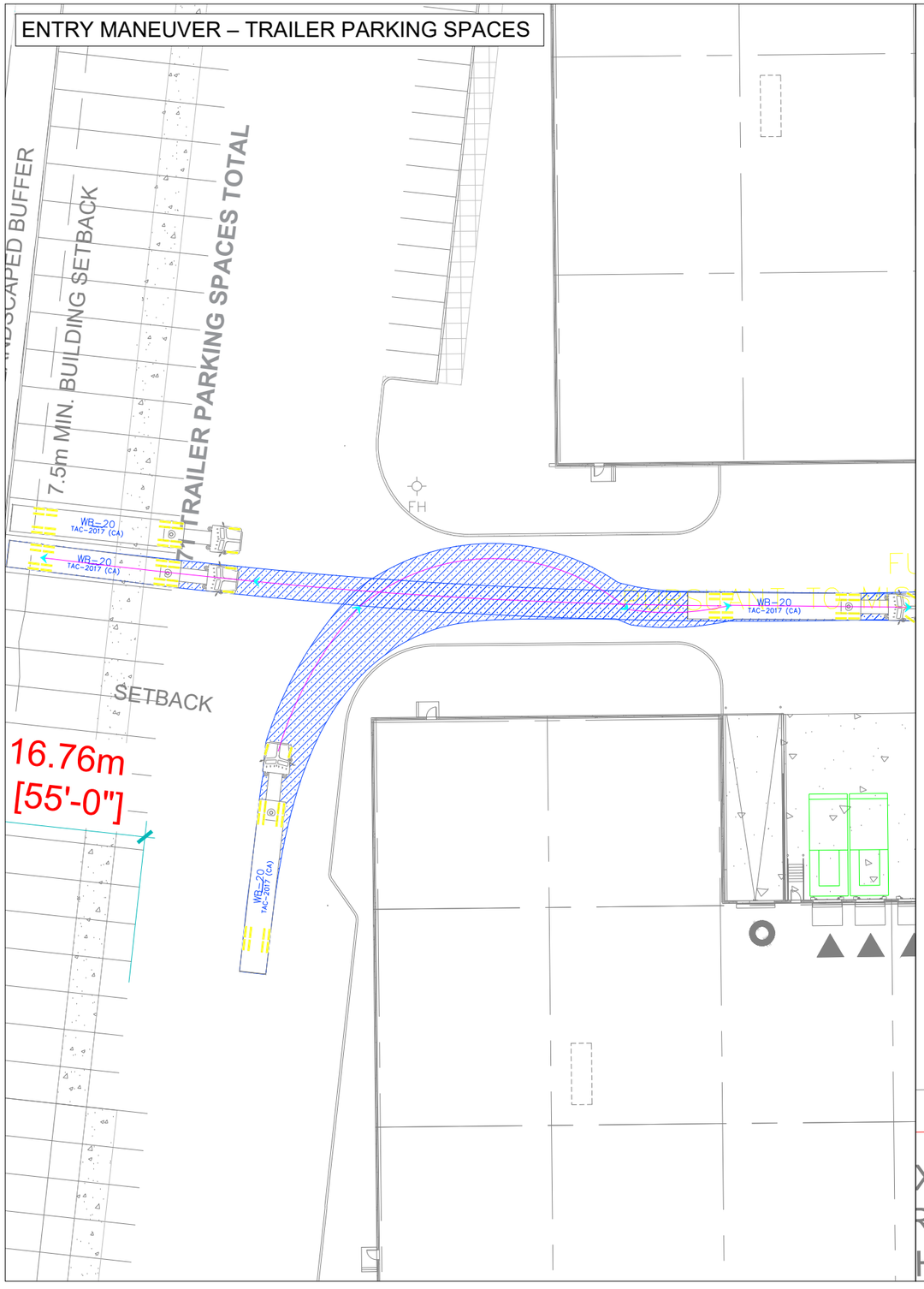
7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
WB20 TRAILER TRUCK CIRCULATION

1:500

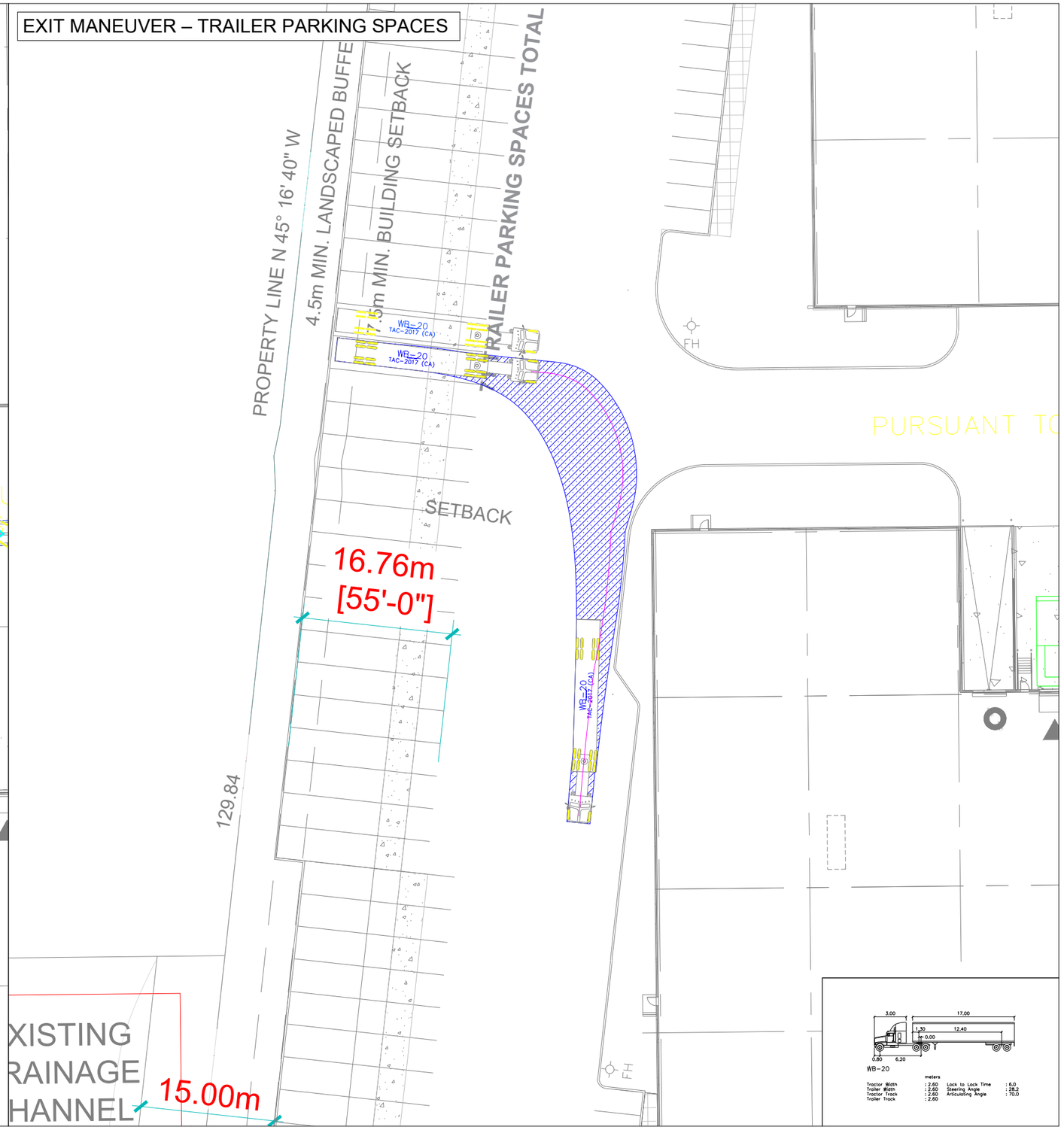
DRAWING No. 13

DATE SEP 2026

ENTRY MANEUVER – TRAILER PARKING SPACES



EXIT MANEUVER – TRAILER PARKING SPACES



T:\01\TYLin-TOR\LICompany\Projects\2025\100658- 7564 10th Line West-Industrial-Prologis\03 Analysis\03 Site review & Circulation\02

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7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
WB20 TRAILER TRUCK CIRCULATION

1:500

DRAWING No.
14

DATE
SEP 2026

ENTRY MANEUVER – TRAILER PARKING SPACES

EXIT MANEUVER – TRAILER PARKING SPACES

)m

18.29m
[60'-0"]

7.51m

SNOW
STORAGE
AREA

WB-20
TAC-2017 (CA)

6.01m EASEMENT

FH

EV

CONCRETE

CURB

ICV

XISTING
RAINAGE
HANNEL

15.00m

7.49m

7.51m

18.29m
[60'-0"]

PROPERTY LINE N 45° 26' 25" W

6.01m

BOTTOM OF SLOPE

CROSS
414348

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

WB-20

meters

T:\OIT\TYLin-TORLI\Company\Projects\20251100658- 7564 10th Line West-Industrial-Prologis\03 Analysis\03 Site review & Circulation\02 Vehicle Swept Path\20250730

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7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
WB20 TRAILER TRUCK CIRCULATION

1:500

DRAWING No.
15

DATE
SEP 2026

ENTRY MANEUVER

EXIT MANEUVER

ELECTRICAL ROOM ±105.51 SM (±1,135 SF)

MECHANICAL ROOM ±68.82 SM (±740 SF)

TENANT OFFICE ±238.02 SM (±2562 SF)

FUTURE DEVELOPMENT (EMPLOYMENT) PURSUANT TO MISSISSAUGA SITE PLAN APPLICATION NO. SP25-63 W9

PROPERTY LINE

40 PARKING SPACES TOTAL

SETBACK

LIMIT OF BLOCK 1

LIMIT OF BLOCK 2

FIRE ACCESS ROUTE C/W 12.0m MIN. TURNING RADIUS

EXISTING FIRE ACCESS ROUTE

664.12

[60'-0"]

E2-117
EXISTING
EMPLOYMENT USE

REGISTERED PLAN 43M-1930

WB-20

	meters		
Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

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7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
WB20 TRAILER TRUCK CIRCULATION

1:1000

DRAWING No. 16

DATE SEP 2026

T:\OTYLin-TOR\LICompany\Projects\2025\100658- 7564 10th Line West-Industrial-Prologis\03 Analysis\03 Site review & Circulation\02 Vehicle Swepth Path\20250730

±68.82 SM
(±740 SF)

ELECTRICAL
ROOM
±105.51 SM
(±1,135 SF)

M E

18.29m
[60'-0"]

K DOORS

K A
AC

DOCK DOORS

MECHANICAL
ROOM
±68.82 SM
(±740 SF)

ELECTRICAL
ROOM
±105.51 SM
(±1,135 SF)

ED 1-STOREY
L BUILDING DC5
TAL GFA:
M (±328,332 SF)

TENANT
OFFICE
±238.02 SM
(±2562 SF)

FBC

FIRE ACCESS ROUTE C/W 12.0m MIN. TURNING RADIUS

55 PARKING SPACES TOTAL

664.12

EXISTING FIRE ACCESS ROUTE

BLOCK 1, REGISTERED PLAN 43M-1930

NG FIRE ACCESS ROUTE

LIMIT OF BLOCK 1

SETBACK

Peel Region Waste

PROPERTY LINE

40 PARKING SPACES TOTAL

FUTURE DEVELOPMENT (EMPLOYMENT)
PURSUANT TO MISSISSAUGA SITE PLAN
APPLICATION NO. SP25-63 W9

PROPERTY LINE N 41° 13' 40" E

91.06

PROPERTY LINE N 86° 27' 20" E

TRUCKS ONLY

SETBACK

PROPOSED 2-STOREY
DATA CENTRE
TOTAL GFA:
±21,224 SM (±226,520 SF)

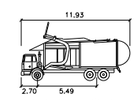
BLOCK B
±10.10 AC
(INCL. UTILITY
YARD)

FIRE ACCESS ROUTE

SETBACK

LIMIT OF BLOCK 2

E2-117
EXISTING
EMPLOYMENT USE



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7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
PEEL REGION WASTE TRUCK CIRCULATION

1:1000

DRAWING No.
17

DATE
SEP 2026

T:\O\TYLin-TORIL\Company\Projects\2025\100658- 7564 10th Line West-Industrial-Prologis\03 Analysis\03 Site review & Circulation\02 Vehicle Swepth Path\20250730

71 TRAILER PARKING SP

BACK

±45 DOCK DOORS

18.29m [60'-0"]

FUTURE DEVELOPMENT (EMPLOYMENT)

BLOCK A
±29.96 AC

±56 DOCK DOORS

18.29m [60'-0"]

M E

MECHANICAL ROOM ±68.82 SM (±740 SF)

ELECTRICAL ROOM ±105.51 SM (±1,135 SF)

FUTURE PURSUA APP

PROPERTY LINE

40 PARKING SPACES TOTAL

SWM STORAGE AREA

PROPOSED 1-STOREY INDUSTRIAL BUILDING DC5
TOTAL GFA:
±30,503 SM (±328,332 SF)

18.29m
60'-0"

TENANT OFFICE ±238.02 SM (±2562 SF)

SETBACK

SETBACK

FIRE ACCESS ROUTE C/W 12.0m MIN. TURNING RADIUS

FIRE ACCESS ROUTE

664.12

EXISTING FIRE ACCESS ROUTE

BLOCK 1, REGISTERED PLAN 43M-1930

IN GROSS PR1940225

SUBJECT TO EASEMENT IN GROSS AS IN INSTRUMENT No. PR2414348

11.93
2.70 5.49

Peel Region Waste

	meters
Width	: 2.77
Track	: 2.40
Lock to Lock Time	: 6.0
Steering Angle	: 25.0

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7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
PEEL REGION WASTE TRUCK CIRCULATION

1:1000

DRAWING No. 18

DATE SEP 2026

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Peel Region Waste(Rear-Loading)
Custom

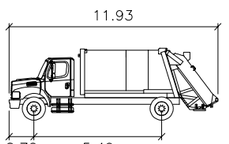
Peel Region Waste(Rear-Loading)
Custom

Peel Region Waste(Rear-Loading)
Custom

Peel Region Waste(Rear-Loading)
Custom

Peel Region Waste(Rear-Loading)
Custom

Peel Region Waste(Rear-Loading)
Custom



Peel Region Waste(Rear-Loading)

meters

Width	: 2.77
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 25.0

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7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
PEEL REGION (REAR LOADING) WASTE TRUCK CIRCULATION

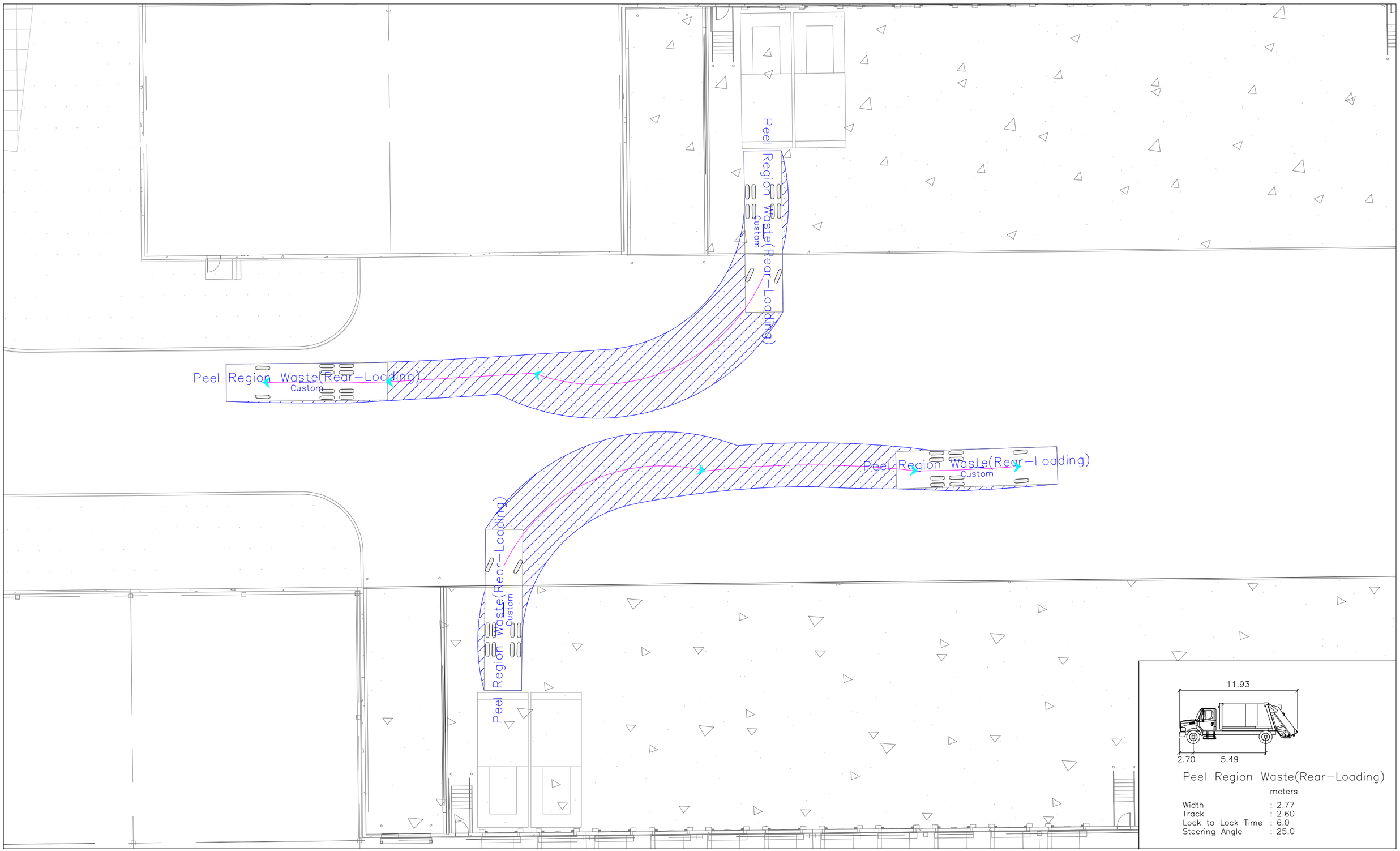
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DRAWING No. 19

DATE SEP 2026

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7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
PEEL REGION (REAR LOADING) WASTE TRUCK CIRCULATION

4:1

DRAWING No.
20

DATE
SEP 2026

T:\OLTYLin-TORLL\Company\Projects\2025\100658- 7564 10th Line West-Industrial-Prologis\03 Analysis\03 Site review & Circulation\02 Vehicle Swept Path\20250730

THE KING'S HIGHWAY N° 401
(DESIGNATED AS CONTROLLED-ACCESS HIGHWAY BY ORDER-IN-COUNCIL No. OC-2029 / 89, REGISTERED AS INSTRUMENT No. RO913844)

HIGHWAY NO. 401
(LANDS EXPROPRIATED BY PLAN RO1111778)

D-8
DEVELOPMENT

PROPERTY LINE N 46° 15' 40" E 73.41

N 38° 30' 00" E 79.74

14.0m MIN. MTO SETBACK

7.5m MIN. BUILDING SETBACK

SETBACK

PB2
PARKWAY BELT

PROPERTY LINE N 46° 15' 40" E 116.52

4.5m MIN. LANDSCAPED BUFFER

7.5m MIN. BUILDING SETBACK

11 TRAILER PARKING SPACES TOTAL

SETBACK

16.76m [55'-0"]

EXISTING DRAINAGE CHANNEL

15.00m

7.49m

7.51m

18.29m [60'-0"]

6.01m

4.57m EASEMENT

FIRE ACCESS ROUTE C/W 12.0m MIN. TURNING RADIUS

PROPOSED 1-STOREY
INDUSTRIAL BUILDING DC4
TOTAL GFA:
±26,823 SM (±288,720 SF)

TENANT OFFICE ±238.02 SM (±2562 SF)

MECHANICAL ROOM ±68.82 SM (±740 SF)

ELECTRICAL ROOM ±105.51 SM (±1,135 SF)

±45 DOCK DOORS

18.29m [60'-0"]

LIMIT OF BLOCK 1

LIMIT OF BLOCK 2

FIRE ACCESS ROUTE

PROPERTY LINE

BLOCK A
±29.86 AC

FUTURE DEVELOPMENT (EMPLOYMENT)
PURSUANT TO MISSISSAUGA SITE PLAN APPLICATION NO. SP25-65 W9

77 PARKING SPACES (BLDG DC4)
63 PARKING SPACES (BLDG DC5)

PROPERTY LINE N 41° 13' 40" E 91.06

PROPERTY LINE S 89° 57' 20" E

FUTURE DEVELOPMENT (EMPLOYMENT)
PURSUANT TO MISSISSAUGA SITE PLAN
APPLICATION NO. SP25-63 W9

TRUCKS ONLY

(7564 TENTH LINE DESIGNATED BY BY-LAW 0108-2024 (INST. No. PR4365273).
AMENDING BY-LAW 857-79 (INST. No. RO535201) AS BEING OF CULTERIAL HERITAGE VALUE OR INTEREST)

NOTE

NOTE

BEARING COMPARISON NOTE

ELEVATION NOTE

PROPOSED 1-STOREY
INDUSTRIAL BUILDING DC5
TOTAL GFA:
±30,503 SM (±328,332 SF)

±45 DOCK DOORS

18.29m [60'-0"]

MECHANICAL ROOM ±68.82 SM (±740 SF)

ELECTRICAL ROOM ±105.51 SM (±1,135 SF)

TENANT OFFICE ±238.02 SM (±2562 SF)

FIRE ACCESS ROUTE C/W 12.0m MIN. TURNING RADIUS

664.12

EXISTING FIRE ACCESS ROUTE

PROPOSED 2-STOREY
DATA CENTRE
TOTAL GFA:
±21,224 SM (±226,520 SF)

BLOCK B
±10.10 AC
(INCL. UTILITY YARD)

40 PARKING SPACES TOTAL

SETBACK

LIMIT OF BLOCK 2

FIRE ACCESS ROUTE

TENTH LINE WEST
KNOWN AS

EXISTING INDUSTRIAL
BUILDING DC2
3275 ARGENTIA ROAD

BLOCK 1 REGISTERED PLAN 43M-1930

E2-117
EXISTING
EMPLOYMENT USE

EXISTING INDUSTRIAL
BUILDING DC1
3255 ARGENTIA ROAD

LEGEND

10.25
2.24
5.37

Mississauga Pumper Fire

	meters
Width	: 2.44
Track	: 2.59
Lock to Lock Time	: 6.0
Steering Angle	: 41.8

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7564 TENTH LINE WEST
VEHICLE MANEUVERING DIAGRAMS
EMERGENCY PUMPER FIRE TRUCK CIRCULATION

1:2000

DRAWING No.
21

DATE
SEP 2026

Appendix G:
Pedestrian Circulation Plan

T:\OTTYLin-TORL\Company\Projects\2025\100658- 7564 10th Line West-Industrial-Prologis\03 Analysis\03 Site review & Circulation\02 Vehicle Swept Path\20250730

PROPERTY LINE N 46° 15' 40" E
73.41
N 38° 30' 00" E
79.74
122.10
TOP OF SLOPE
N 76° 08' 10" W
14.0m MIN. MTO SETBACK
7.5m MIN. BUILDING SETBACK
41.78
SETBACK
SNOW STORAGE AREA
201 PARKING SPACES TOTAL
FIRE ACCESS ROUTE C/W 12.0m MIN. TURNING RADIUS
77 PARKING SPACES (BLDG DC4)
63 PARKING SPACES (BLDG DC5)
TENANT OFFICE ±238.02 SM (±2562 SF)
PROPOSED 1-STOREY
INDUSTRIAL BUILDING DC4
TOTAL GFA:
~~±26,823 SM (±288,720 SF)~~
MECHANICAL ROOM ±68.82 SM (±740 SF)
ELECTRICAL ROOM ~~±105.51 SM~~ (±1,135 SF)
±45 DOCK DOORS
18.29m [60'-0"]
FIRE ACCESS ROUTE
PROPERTY LINE
191.76
PROPERTY LINE N 45° 16' 40" W
4.5m MIN. LANDSCAPED BUFFER
7.5m MIN. BUILDING SETBACK
71 TRAILER PARKING SPACES TOTAL
116.52
PB2
ARKWAY BELT
FUTURE DEVELOPMENT (EMPLOYMENT)
PURSUANT TO MISSISSAUGA SITE PLAN APPLICATION NO. SP25-65 W9
BLOCK A
±29.86 AC
FUTURE DEVELOPMENT (EMPLOYMENT)
PURSUANT TO MISSISSAUGA SITE PLAN APPLICATION NO. SP25-63 W9
SETBACK
16.76m [55'-0"]
129.84
±56 DOCK DOORS
18.29m [60'-0"]
MECHANICAL ROOM ±68.82 SM (±740 SF)
ELECTRICAL ROOM ±105.51 SM (±1,135 SF)
40 PARKING SPACES TOTAL
PROPOSED 1-STOREY
INDUSTRIAL BUILDING DC5
TOTAL GFA:
±30,503 SM (±328,332 SF)
TENANT OFFICE ±238.02 SM (±2562 SF)
SETBACK
SETBACK
EXISTING DRAINAGE CHANNEL
15.00m
7.49m
7.51m
18.29m [60'-0"]
6.01m
PROPERTY LINE N 45° 26' 40" W
20.0m EASEMENT
FIRE ACCESS ROUTE
155 PARKING SPACES TOTAL
FIRE ACCESS ROUTE C/W 12.0m MIN. TURNING RADIUS
664.12

LEGEND

PEDESTRIAN FACILITIES

TYLin
3381 STEELES AVE E,
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PROLOGIS INC - 7564 TENTH LINE WEST
PEDESTRIAN CIRCULATION PLAN

N.T.S

DRAWING No. 01

DATE SEP 2026