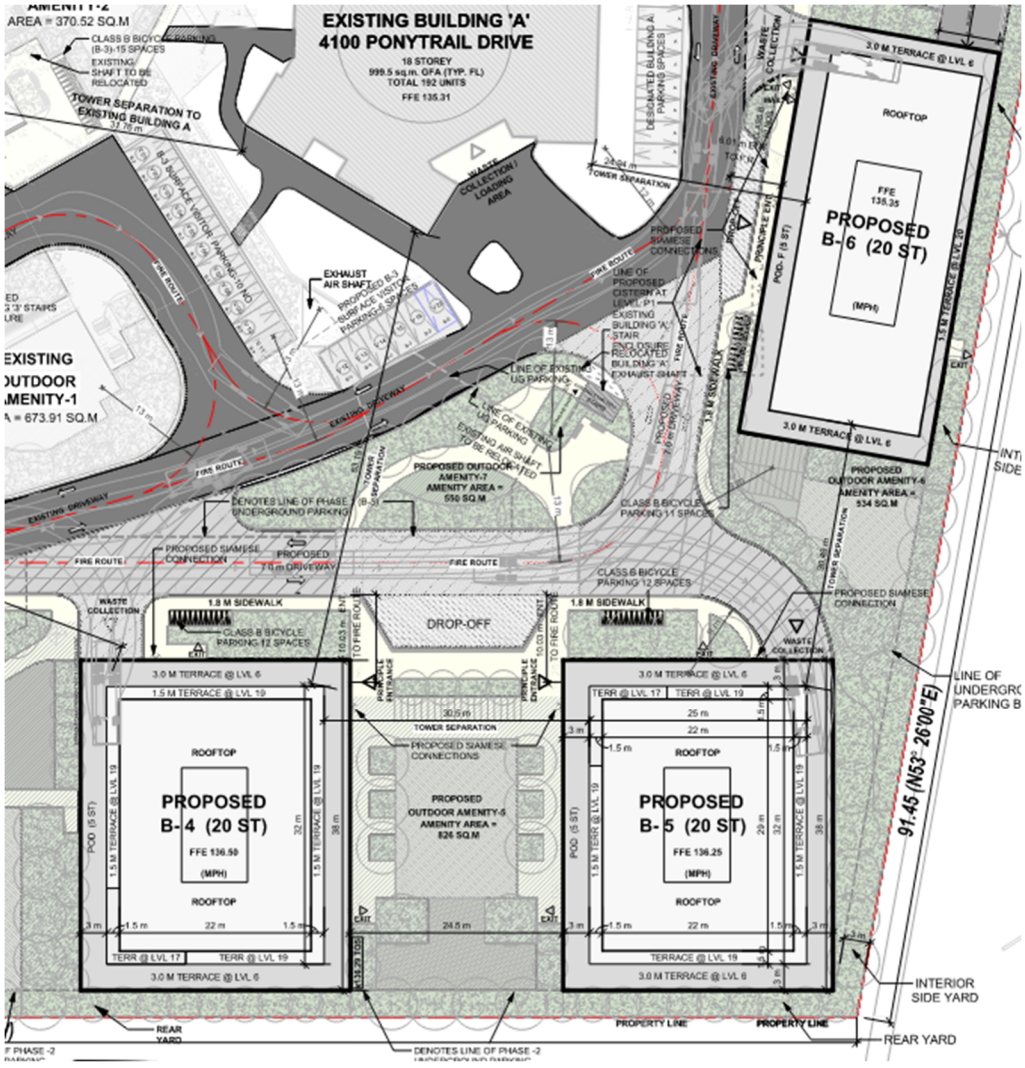

Supplemental Traffic Impact Study

Forest Park Circle – Buildings B4-B6 (OPA/ZBA Application)

December 2025 | Project # 100839

Chelsea on the Green I Limited Partnership

TYLin

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1 INTRODUCTION

1.1 Scope and Objective

T.Y. Lin International Canada Inc. (TYLin) was retained by Chelsea on the Green I Limited Partnership to prepare a Supplemental Transportation Impact Study (TIS) in support of the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications for the proposed residential development (Buildings B4, B5, and B6) located at 4100 Ponytrail Drive and 1850 Rathburn Road East, within the City of Mississauga ("the City") and the Region of Peel ("the Region").

The existing site currently contains two 18-storey apartment towers with a total of 385 dwelling units (192 units in Tower A and 193 units in Tower B). Building B3 is a 25-storey residential tower containing approximately 285 dwelling units, proposed under a separate Site Plan Application (SPA).

The proposed OPA/ZBA development consists of three 20-storey residential towers (Buildings B4, B5, and B6) comprising a total of approximately 695 dwelling units (B4 – 220 units; B5 – 220 units; B6 – 255 units) with a total Gross Floor Area (GFA) of approximately 45,678 m^2. This Supplemental TIS builds on the previously Site Plan Application (SPA) Building B3 TIS and assesses the incremental transportation effects of B4–B6; for forecasting, B3 is included in the Future Background.

The scope of this TIS includes the following key components:

- Assessment of traffic operations during the weekday AM and PM peak hours, accounting for background traffic growth and relevant area developments;
- Estimation and assignment of site-generated trips for the proposed development within the established study area network;
- Evaluation of intersection operations under Existing and Future (2030) conditions; and
- Confirmation that the surrounding transportation network can accommodate projected traffic volumes associated with the proposed residential development.
- Evaluation of internal site circulation, including swept path assessments for applicable design vehicles;
- A site-wide parking assessment to confirm the adequacy of parking supply and support the proposed Zoning By-law Amendment.

This study provides a planning-level assessment in support of the OPA/ZBA applications. It estimates site-generated traffic during the weekday AM and PM peak periods, evaluates its effects on the adjacent roadway network, and confirms that the proposed access and circulation can be supported without the need for major infrastructure improvements. The Consultant Certification Form and the approved Pre-Consultation Checklist (TOR) are provided in **Appendix A**.

2 SITE CHARACTERISTICS

2.1 Study Environment

The subject site is located at 4100 Ponytrail Drive in the City of Mississauga, near the intersection of Rathburn Road East and Ponytrail Drive. The site currently contains two existing 18-storey residential apartment buildings (Towers A and B) and associated surface parking areas. A 25-storey residential tower (Building B3) is proposed within the same property under a separate Site Plan Application (SPA).

The site is bounded by Rathburn Road East to the north and Ponytrail Drive to the west. Low-density residential neighbourhoods surround the site to the east and south, while commercial and institutional uses are located north of Rathburn Road East.

The proposed site and surrounding road network are illustrated in **Figure 2-1**.

Figure 2-1 Site Location

Google Earth

2.2 Development Context

The existing property is currently occupied by two 18-storey residential apartment towers (Towers A and B) containing 192 and 193 dwelling units, respectively, along with associated surface parking areas.

The proposed Forest Park Circle redevelopment includes three additional residential towers (Buildings B4, B5, and B6) located on the same property as Building B3, which is proposed which is proposed as a 25-storey residential tower containing approximately 285 dwelling units, under a separate Site Plan Application (SPA).

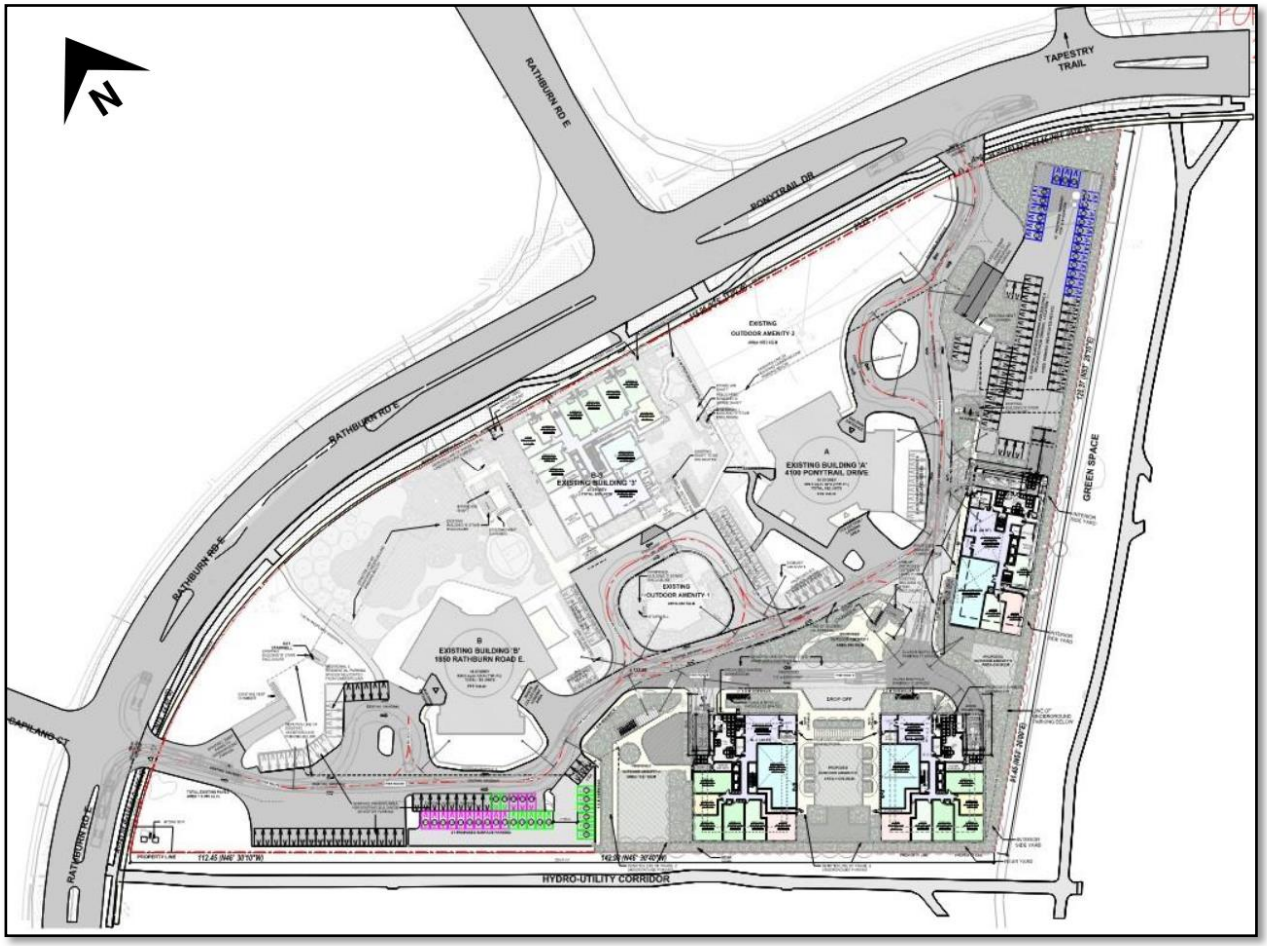
Buildings B4 and B5 each consist of 20 storeys and 220 dwelling units, while Building B6 consists of 20 storeys and 255 dwelling units. Together, the three towers will accommodate a total of approximately 695 residential units. The unit mix across the new towers includes a combination of one-, two-, and three-bedroom units.

The site will continue to be served by two existing driveway access points:

- The west access connects to Rathburn Road East at Capilano Court / West Site Access (unsignalized).
- The east access connects to Ponytrail Drive at East Site Access (unsignalized).

The proposed development concept, including building and access locations, is illustrated in **Figure 2-2**, with the full concept plan provided in **Appendix B**.

Figure 2-2 Site Plan



2.3 Study Area Intersections

The following existing intersections have been included in the study area:

- Rathburn Road East at Fieldgate Drive (signalized)
- Rathburn Road East at Capilano Court / West Site Access (unsignalized)
- Rathburn Road East at Ponytrail Drive (signalized)
- Ponytrail Drive at East Site Access (unsignalized)
- Ponytrail Drive at Tapestry Trail (unsignalized)
- Ponytrail Drive at Maple Ridge Drive / Lookout Court (unsignalized)
- Burnhamthorpe Road East at Ponytrail Drive (signalized)

3 EXISTING CONDITIONS

3.1 Road Network

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

Burnhamthorpe Road East is an east–west arterial roadway under the jurisdiction of the City of Mississauga. Within the study area, it generally provides a four-lane cross-section, with two lanes per direction, and a posted speed limit of 60 km/h. Sidewalks are provided along both sides of the roadway. Burnhamthorpe Road East serves as a primary corridor across Mississauga, accommodating commuter traffic, local travel, and transit services.

Rathburn Road East is an east–west Minor arterial road under the jurisdiction of the City of Mississauga. Within the study area, it has a four-lane cross-section consisting of two lanes per direction. The posted speed limit is 50 km/h, and sidewalks are provided along both the north and south sides of the roadway.

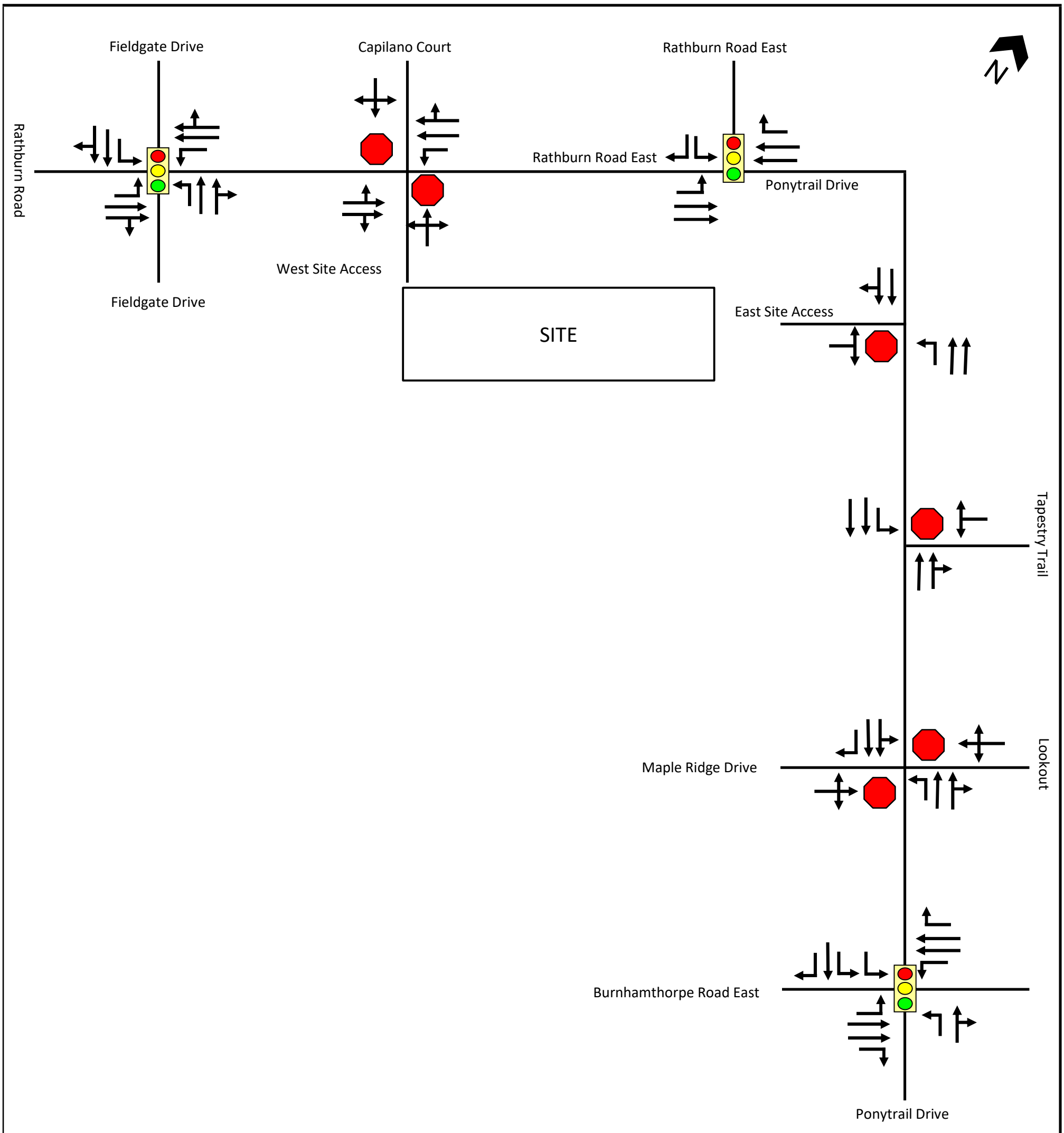
Ponytrail Drive is a north–south major collector roadway under the jurisdiction of the City of Mississauga. It typically provides a two-lane cross-section with one lane per direction and a posted speed limit of 50 km/h. Sidewalks are provided along both the east and west sides of the roadway; however, due to ongoing construction, pedestrian connectivity is temporarily disrupted along certain segments. Ponytrail Drive serves as a north–south link between Rathburn Road East and Burnhamthorpe Road East, connecting local neighbourhoods to the arterial road network.

Fieldgate Drive is a north–south minor collector roadway under the jurisdiction of the City of Mississauga. It generally provides a two-lane cross-section with one lane per direction and a posted speed limit of 40 km/h. Sidewalks are provided on both sides of the roadway. Fieldgate Drive connects the surrounding residential areas to Rathburn Road East and Burnhamthorpe Road East.

Maple Ridge Drive is an east–west minor collector roadway under the jurisdiction of the City of Mississauga. It typically provides a two-lane cross-section, with one lane per direction, and has a posted speed limit of 40 km/h. Sidewalks are provided along both sides of the roadway. Maple Ridge Drive primarily serves local residential traffic and provides connections to Fieldgate Drive and Ponytrail Drive.

Tapestry Trail is a north–south local roadway under the jurisdiction of the City of Mississauga. It provides a two-lane cross-section, with one lane per direction, and a posted speed limit of 40 km/h. Sidewalks are provided along both sides of the street. Tapestry Trail provides access to the surrounding residential neighbourhoods and connects to Ponytrail Drive.

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



TYLin

Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic

Figure 3-1

Existing Lane Configuration

3.2 Transit Network

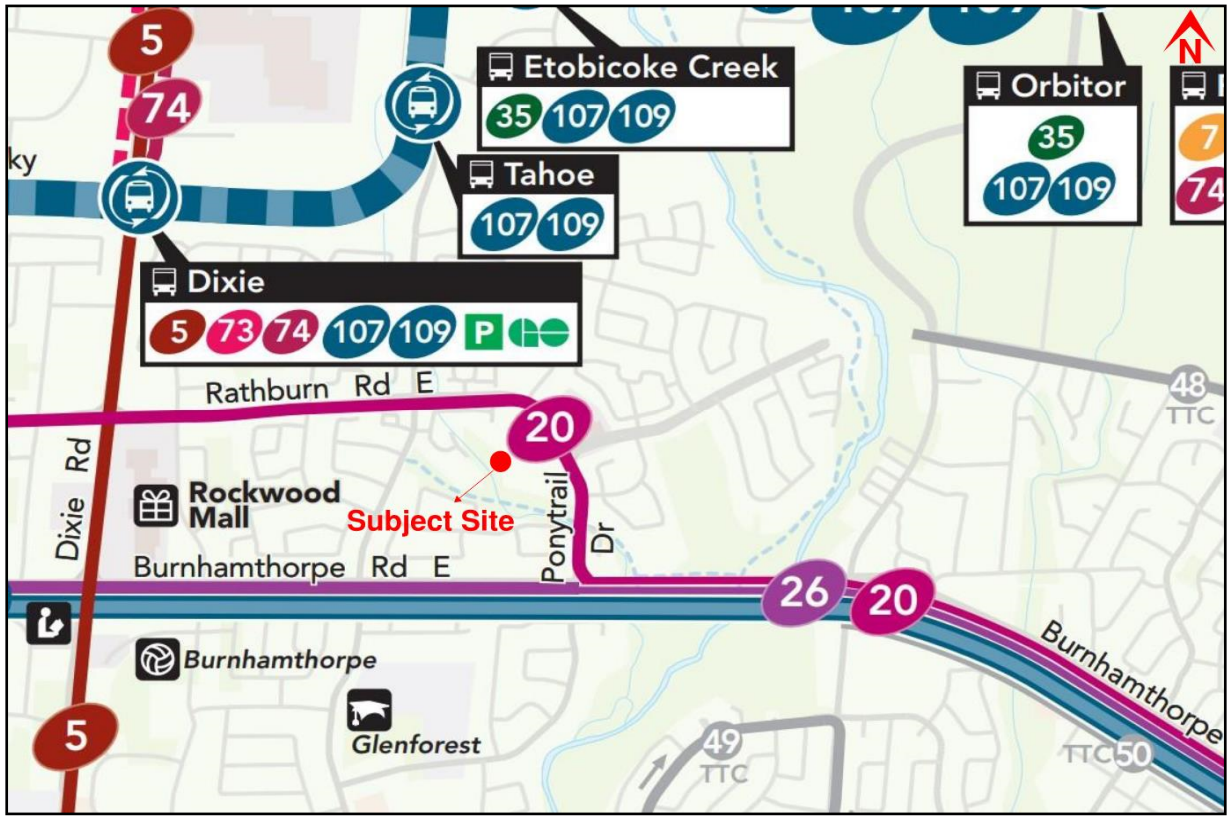
Within the study area, the subject site is currently served by MiWay bus services operated by City of Mississauga.

The closest transit service to the site is provided by **MiWay Route 20 (Rathburn)**, with a stop located at Rathburn Road and Ponytrail Drive, approximately 220 metres (a three-minute walk) from the site. Route 20 operates along Rathburn Road, providing connections between the City Centre Transit Terminal and the Kipling Bus Terminal. Service operates nearly continuously throughout the day, with weekday headways ranging from approximately 20 to 38 minutes and reduced frequencies on weekends.

Additional service is provided by **MiWay Route 26 (Burnhamthorpe)**, with the nearest stop located at Burnhamthorpe Road and Ponytrail Drive, approximately 450 metres from the site. Route 26 provides an east–west connection along Burnhamthorpe Road between South Common Centre, the City Centre, and the Kipling Bus Terminal. Service is frequent, operating every 15 to 30 minutes during most weekday periods, with slightly longer headways during weekends.

The MiWay transit system network is shown in Error! Not a valid bookmark self-reference..

Figure 3-2 GO Transit Network



MiWay Transit- 2025

3.3 Pedestrian Network

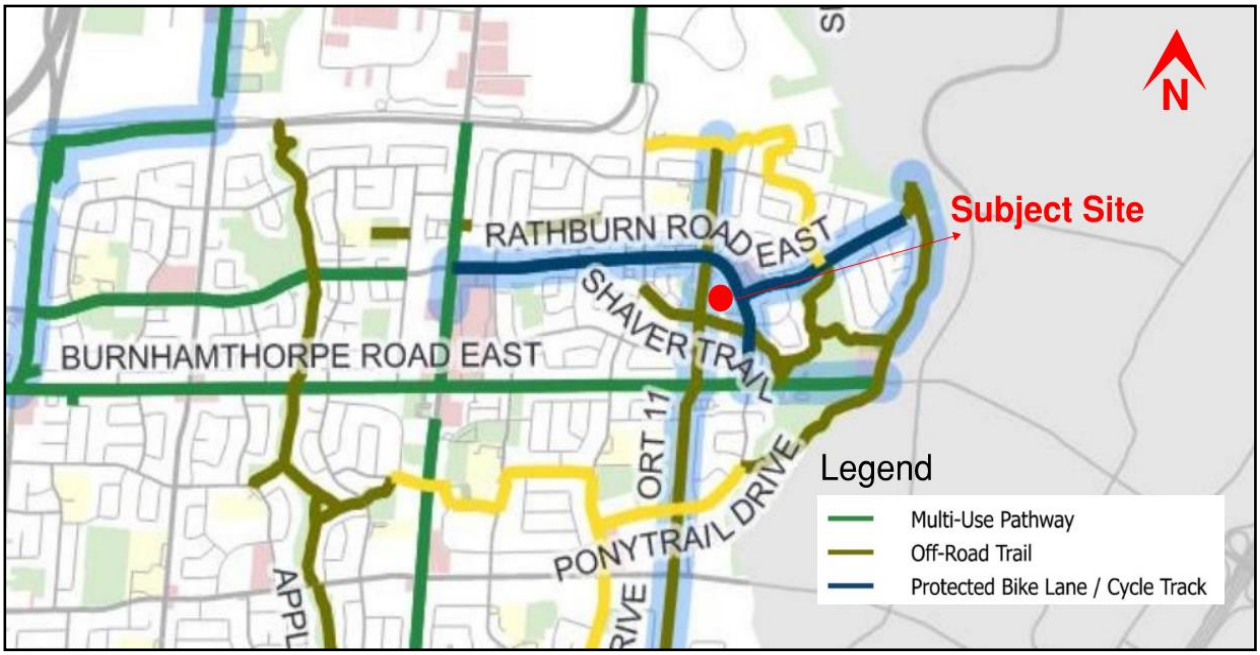
Sidewalks are provided along both sides of Rathburn Road East and Burnhamthorpe Road East within the study area, as well as along both sides of Ponytrail Drive. These facilities provide continuous pedestrian connectivity to nearby MiWay bus stops and surrounding residential neighbourhoods. Local residential streets such as Fieldgate Drive, Maple Ridge Drive, and Tapestry Trail are also equipped with sidewalks, ensuring access to community amenities and transit services within walking distance.

3.4 Cycling Network

The City of Mississauga's Cycling Master Plan identifies existing and planned cycling facilities in the study area. Existing on-road bike lanes are provided along Burnhamthorpe Road East, forming part of an east–west cycling corridor. Multi-use paths (MUPs) are currently provided along both sides of Ponytrail Drive and Rathburn Road East, offering continuous connections to Burnhamthorpe Road East and Dixie Road. These facilities accommodate both cyclists and pedestrians and form part of the City's long-term active transportation network. Local residential streets such as Fieldgate Drive, Maple Ridge Drive, and Tapestry Trail function as low-volume, bicycle-friendly connections, providing access to the arterial multi-use paths.

The existing cycling facilities in the study area are illustrated in **Figure 3-3**.

Figure 3-3 Existing Cycling Network



City of Mississauga Cycling Master Plan- Updated Presentation 2025

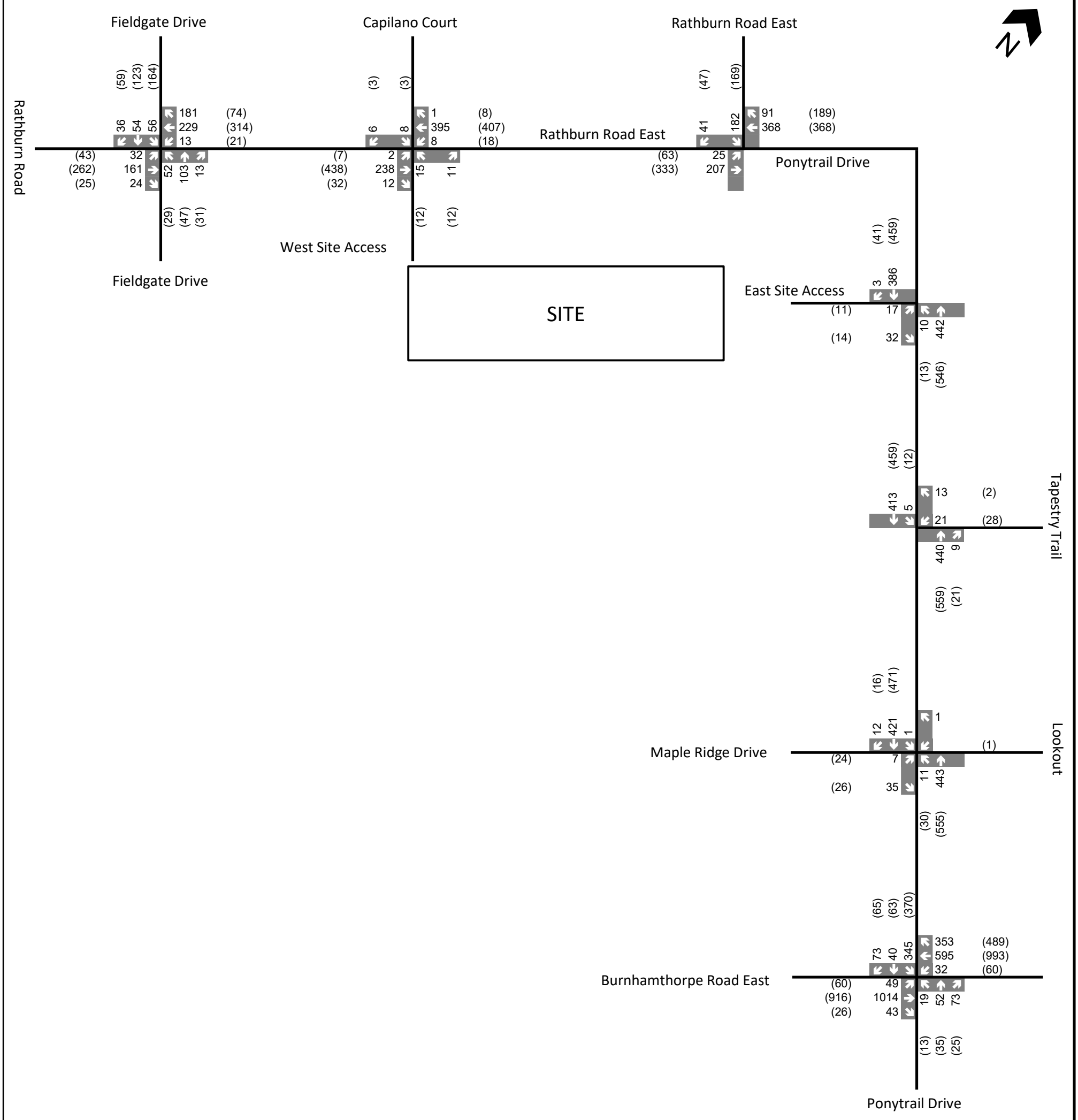
3.5 Existing Traffic Volumes

Turning Movement Count (TMC) data was collected by TYLin on September 9, 2025, during the weekday AM peak period (7:00–10:00 a.m.) and PM peak period (4:00–7:00 p.m.) at the study area intersections, including:

- Rathburn Road East at Fieldgate Drive (signalized)
- Rathburn Road East at Capilano Court / West Site Access (unsignalized)
- Rathburn Road East at Ponytrail Drive (signalized)
- Ponytrail Drive at East Site Access (unsignalized)
- Ponytrail Drive at Tapestry Trail (unsignalized)
- Ponytrail Drive at Maple Ridge Drive / Lookout Court (unsignalized)
- Burnhamthorpe Road East at Ponytrail Drive (signalized)

The detailed TMC data is provided in **Appendix C**. These surveyed volumes form the basis for the analysis of existing traffic conditions associated with the proposed residential buildings.

The existing traffic volumes are illustrated in **Figure 3-4**.



TYLin

Legend

xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic

Figure 3-4

Existing Traffic Volumes (2025)

4 FUTURE CONDITIONS

4.1 Horizon Years

In accordance with the City of Mississauga Transportation Impact Study (TIS) Guidelines (December 2022), this analysis considers a 2025 Baseline (Existing) horizon year and a 2030 Future horizon year, representing a standard five-year planning horizon.

The 2025 horizon year reflects existing traffic conditions, which represent current traffic volumes and operating conditions at the time of the study.

The 2030 horizon year represents future conditions, which include:

- **Future Background Traffic:** accounting for background traffic growth and approved developments within the study area; and
- **Future Total Traffic:** which further includes site-generated traffic associated with the proposed Buildings B4, B5, and B6 under this OPA/ZBA application.

4.2 Background Growth

A background traffic growth rate was applied to the existing traffic volumes to account for expected increases in traffic within the study area over time. The rates were applied to through movements at the study intersections to represent overall network growth independent of site-generated traffic.

Based on the City of Mississauga Transportation Impact Study (TIS) Guidelines, compounded annual growth rates from 2025 to 2030 were applied as follows:

- **Burnhamthorpe Road East:** 1.5% (AM) and 1.0% (PM)
- **Rathburn Road East / Ponytrail Drive:** 1.5% (AM and PM)

These rates are consistent with the City's recommended values for major arterial corridors and reflect anticipated traffic growth in the study area to the 2030 horizon year.

4.3 Background Developments

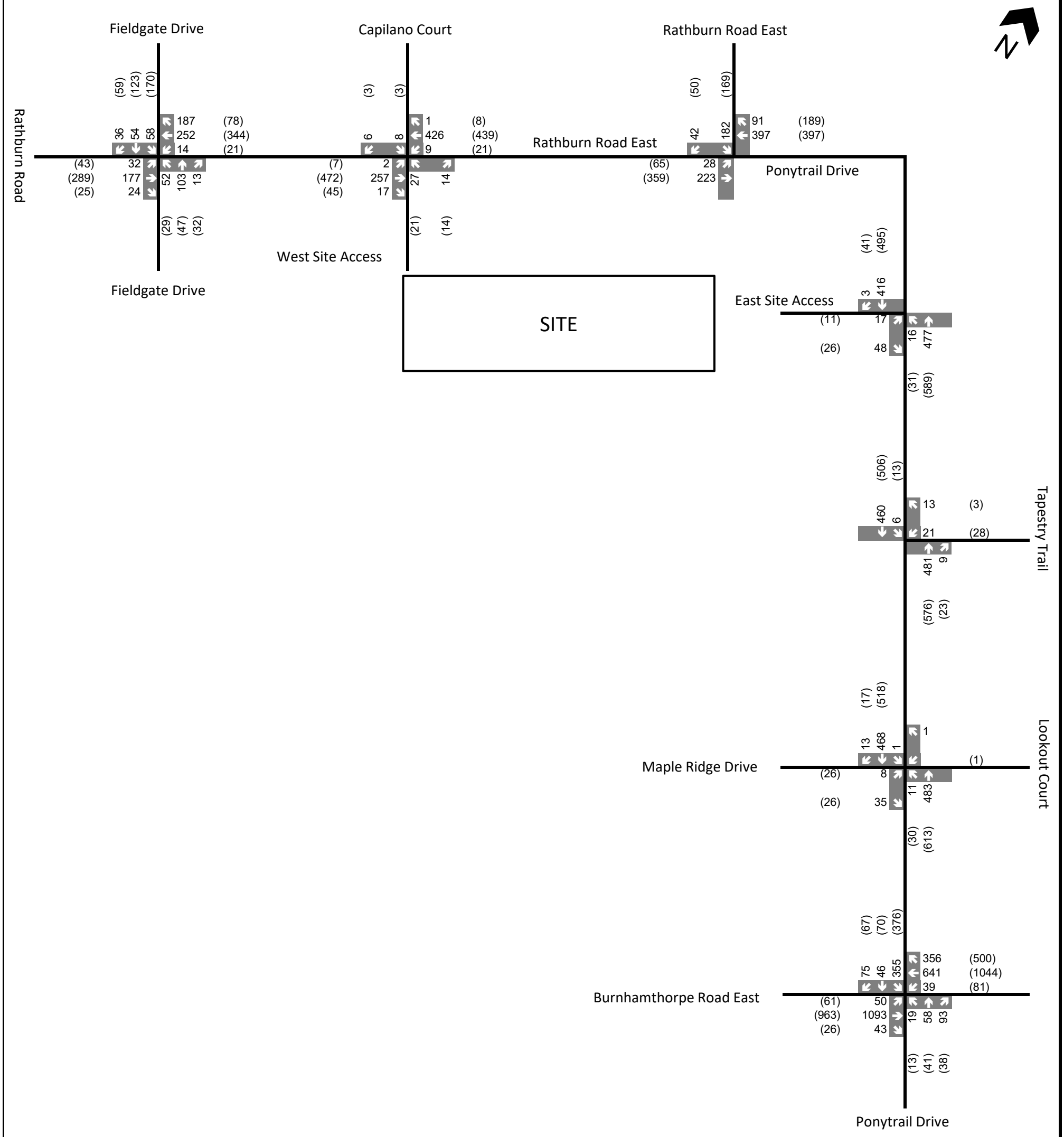
Based on a review of the City of Mississauga's Active Development Applications mapping, one nearby development was identified for inclusion in the 2030 Future Background traffic forecasts. In addition, generated traffic from the proposed Building B3 has been incorporated into the background traffic reflects cumulative site development. The background developments included in the 2030 Future Background scenario are summarized in **Table 4-1**. Detailed background development traffic volumes are provided in **Appendix D**.

Table 4-1 Background Developments

Number	Development	Description
1	3403–3445 Fieldgate Drive (CROZIER, December 2024)	Proposed multi-building residential redevelopment consisting of mid- to high-rise apartments, totaling approximately 300–400 dwelling units.
2	Forest Park Circle – Building B3 (TYLin, November 2025)	25-storey residential tower containing approximately 285 dwelling units. Building B3 is part of the same site

4.4 Future Background Traffic Volumes

The 2030 Future Background weekday AM and PM peak-hour traffic volumes were developed from the 2025 Baseline by applying the background growth rates and adding generated traffic from identified background developments. These volumes represent 2030 conditions before adding site-generated traffic from Buildings B4–B6 and form the basis for the Future Total analysis. The 2030 Future Background traffic volumes are shown in **Figure 4-1**.



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xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic

TYLin

Figure 4-1

Future Background Traffic Volumes (2030)

4.5 Future Transportation Infrastructure Improvements

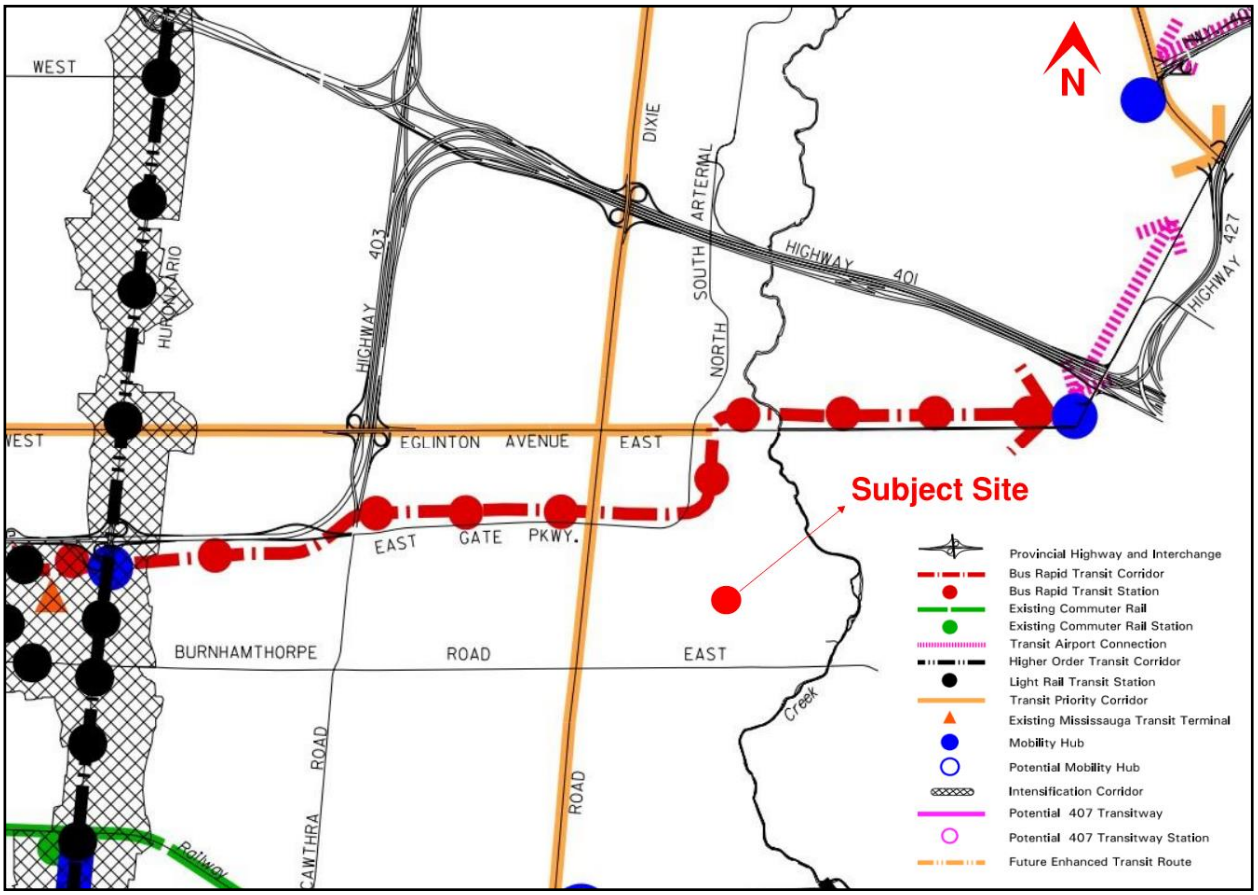
Future transportation infrastructure improvements in the study area have been identified based on the City of Mississauga's Transportation Master Plan (2019) and Mississauga Official Plan schedules for long-term networks. These improvements include planned upgrades to the transit network, cycling facilities, and roadway network that will support long-term mobility and active transportation in the area.

4.5.1 Transit Improvements

The City of Mississauga TMP identifies a number of future transit service enhancements along major corridors, including Burnhamthorpe Road and Rathburn Road, which are located within the study area. These improvements are intended to provide increased service frequency, improved connectivity to regional transit (including Kipling Bus Terminal and future higher-order transit connections), and enhanced integration with MiWay's frequent transit network.

The future transit network improvements are presented in **Figure 4-2**.

Figure 4-2 Future Transit Network



Mississauga Official Plan Schedule 6: Long-Term Transit Network

4.5.2 Active Transportation Improvements

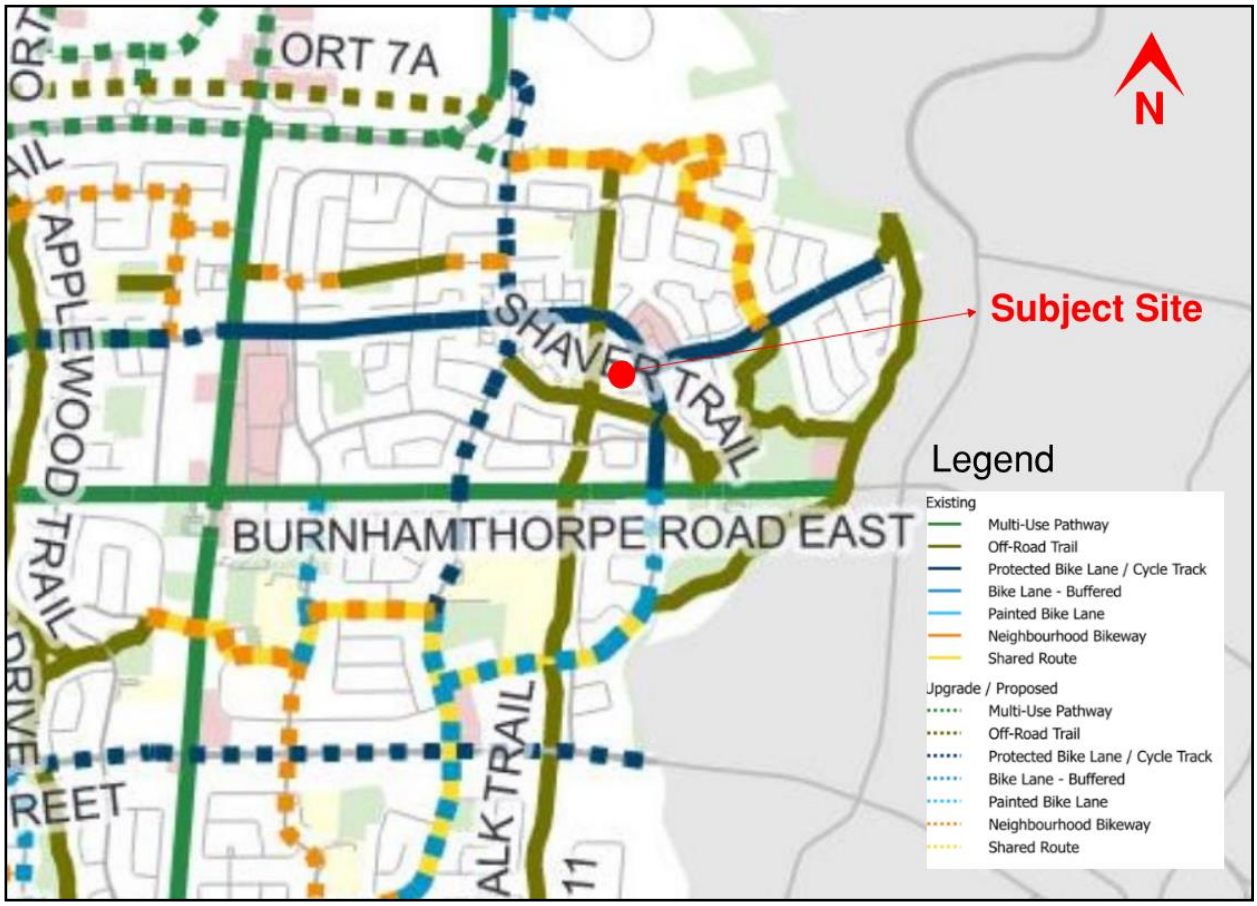
The City of Mississauga Transportation Master Plan (TMP) outlines ongoing and future improvements to the active transportation network, including the expansion of cycling and pedestrian facilities.

The Rathburn & Ponytrail Integrated Road Project identifies potential opportunities for future accessibility and safety enhancements along these corridors, such as intersection upgrades, improved crossings, and potential cycle track additions to complement the existing MUP network.

These facilities and planned improvements align with the City's long-term vision for a connected, safe, and accessible active transportation system. The future cycling network improvements are presented in **Figure 4-3**.

The proposed development will maintain continuous pedestrian connections to the surrounding municipal sidewalk and MUP network along Ponytrail Drive and Rathburn Road East.

Figure 4-3 Future Cycling Network



Mississauga Official Plan Schedule 7: Long-Term Cycling Routes

4.5.3 Road Network Improvements

Based on the City of Mississauga Transportation Master Plan (2019) and Region of Peel Long Range Transportation Plan (2019), no major roadway widenings or new road links are identified within the study area. The surrounding network is already built to its ultimate cross-sections.

Recent City-led works along Rathburn Road East and Ponytrail Drive, completed under the City's *Integrated Road Program*, have provided upgrades such as pavement rehabilitation, cycling facilities, and stormwater management improvements to enhance multimodal connectivity and safety in the area.

Future enhancements will be limited to minor operational upgrades, such as signal timing adjustments and intersection optimization, implemented as part of the City's regular capital improvement and traffic management programs.

5 SITE GENERATED TRAFFIC

5.1 Site Trip Generation

The proposed development consists of three residential towers (Buildings B4, B5, and B6) with a total of approximately 695 dwelling units and a combined gross floor area (GFA) of approximately 45,678 m^2.

Vehicle trip generation for the weekday a.m. and p.m. peak hours was estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition, Land Use Code (LUC) 222 – Multifamily Housing (High-Rise). This land use category is appropriate, as the proposed towers exceed 10 storeys.

To reflect local travel behaviour, the ITE-derived vehicle trip estimates were adjusted using modal split data from the 2016 Transportation Tomorrow Survey (TTS) for the traffic analysis zones surrounding the subject site. The TTS data indicates that a portion of trips are expected to occur by transit, walking, cycling, and other non-automobile modes, thereby reducing the number of vehicle trips assigned to the roadway network.

Based on the TTS data, the following non-auto mode shares were applied:

- **AM Peak Hour:** 26% (inbound) and 22% (outbound)
- **PM Peak Hour:** 25% (inbound) and 22% (outbound)

Table 5-1 summarizes the estimated trip generation for the proposed Buildings B4–B6, including the gross ITE auto trips, the applied non-auto mode share, and the resulting net auto trips.

Table 5-1 Site Trip Generation – Buildings B4–B6

Land Use	Parameters	Peak Hour Trip Generation					
		Weekday AM			Weekday PM		
		In	Out	Total	In	Out	Total
LUC 222 Multi-Family (High-Rise): 695 Units	Average Rate	0.20			0.26		
	Trip Distribution	29%	71%	-	61%	39%	-
	Gross Auto Trips	41	98	139	110	70	180
	Non-Auto Mode Split Reduction	26%	22%	-	25%	22%	-
	Non-Auto Trips	10	22	32	28	16	44
Total Trips		**31**	**76**	**107**	**82**	**54**	**136**

A total of 107 net auto site trips, consisting of 31 inbound and 76 outbound trips, are predicted to be generated by the subject site during the AM peak hour. During the PM peak hour, 82 inbound and 54 outbound net auto site trips are predicted, totaling 136 trips.

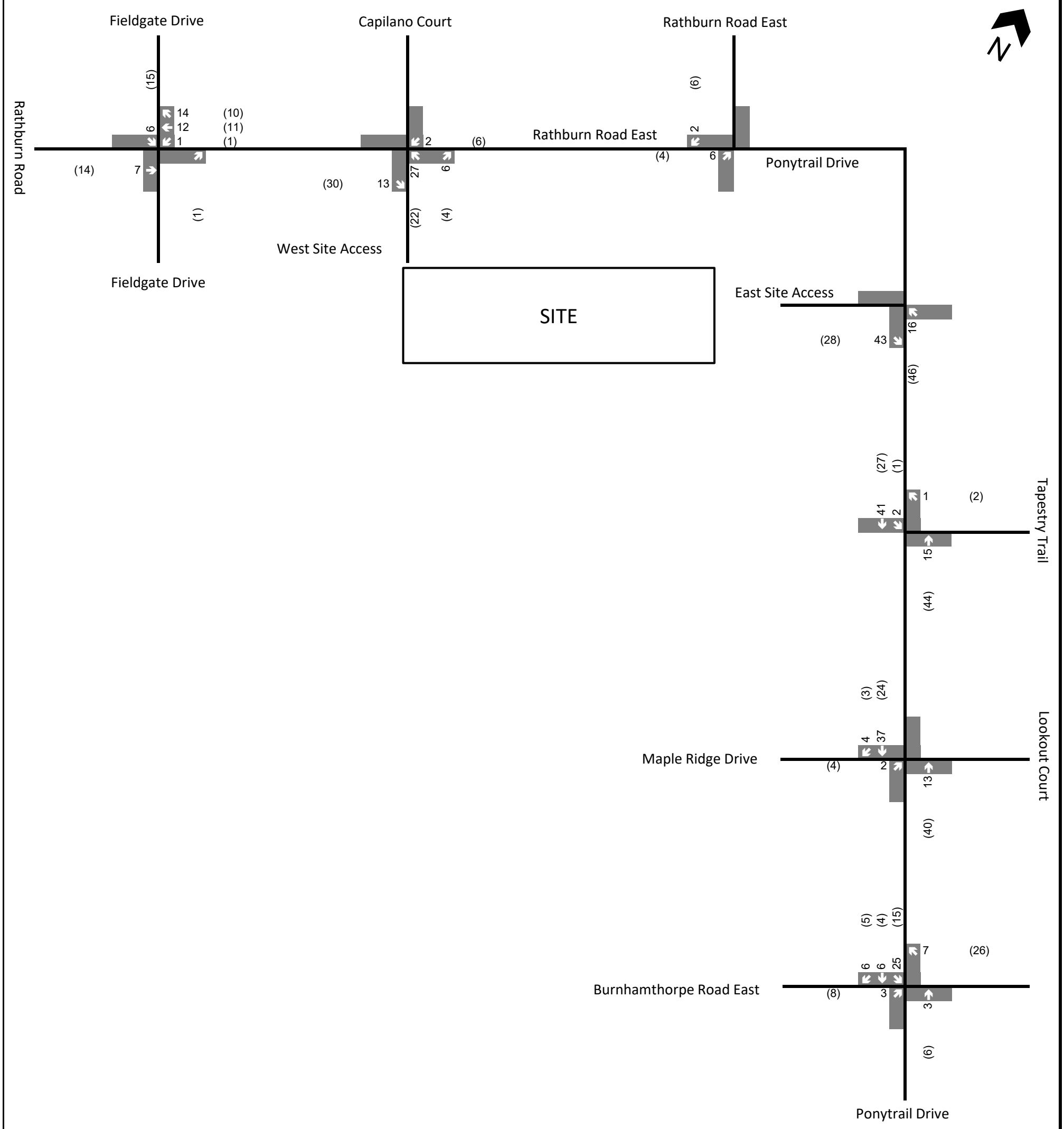
5.2 Site Trip Distribution and Assignment

The distribution of site-generated traffic was determined using 2016 Transportation Tomorrow Survey (TTS) data for Traffic Analysis Zones (TAZs) 3622, 3675, and 3682, representing travel patterns in the City of Mississauga surrounding the subject site. Trip distribution percentages were derived from the TTS dataset and refined using engineering judgment to reflect existing travel patterns and road network connectivity within the study area. The resulting directional splits were applied to both AM and PM peak hour trips and assigned to the adjacent road network.

The directional distribution of inbound and outbound trips during the weekday AM and PM peak hours is summarized in **Table 5-2**, and the assigned site traffic volumes are illustrated in **Figure 5-1**.

Table 5-2 Site Trip Distribution

Trip Orientation	Inbound / Outbound Distribution			
	AM Peak Period		PM Peak Period	
	Inbound	Outbound	Inbound	Outbound
Northwest	16%	13%	11%	11%
North	7%	10%	11%	5%
Northeast	10%	16%	18%	17%
East	10%	10%	8%	9%
Southeast	3%	14%	11%	9%
South	12%	9%	11%	12%
Southwest	15%	11%	9%	9%
West	26%	17%	21%	28%
Total	**100%**	**100%**	**100%**	**100%**



TYLin

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xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic

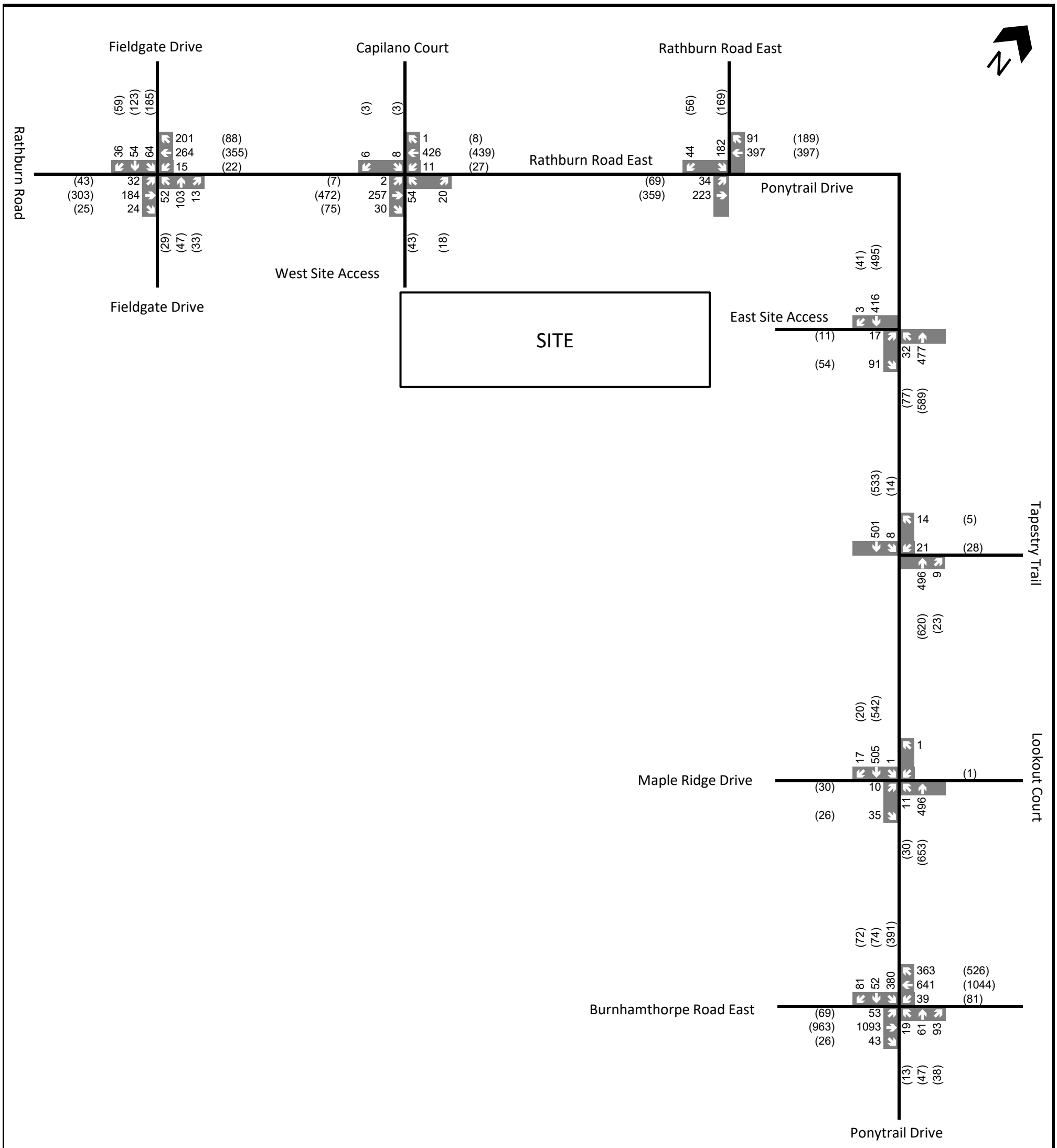
Figure 5-1

Site Traffic Volumes

6 FUTURE TOTAL TRAFFIC VOLUMES

The future total traffic volumes during the weekday peak hours for the 2030 planning horizon were derived by combining the projected future background traffic with the estimated site-generated traffic.

Figure 6-1 summarizes the future total traffic volumes for the 2030 planning horizon during the weekday AM and PM peak hours.



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xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic

TYLin

Figure 6-1

Future Total Traffic Volumes (2030)

7 TRAFFIC CAPACITY ANALYSIS

The intersection capacity analysis evaluates the operational performance of study intersections and site access driveways under existing and future traffic conditions. The analysis was conducted using the Highway Capacity Manual (HCM) methodology implemented in Synchro (Version 11) and SimTraffic for detailed queue assessments.

The volume-to-capacity (v/c) ratio represents the degree of saturation for each movement, while the level of service (LOS) indicates the average delay per vehicle. Queue lengths were assessed using SimTraffic to ensure adequate storage and assess potential blockages.

In accordance with the City of Mississauga Traffic Impact Study Guidelines (December 2022) and Region of Peel standards, the following performance thresholds were applied to identify critical movements:

Signalized Intersections:

- Overall intersection v/c ratio reaching or exceeding 0.85.
- Individual through or turning movement v/c ratio reaching or exceeding 1.00.
- Estimated 95th percentile queue length exceeding available turning lane storage.
- Estimated 95th percentile queue length for through lanes blocking access to turning lanes.

Unsignalized Intersections:

- Individual movement operating at LOS E or worse (based on average delay per vehicle).
- Estimated 95th percentile queue length exceeding available storage.

The analysis incorporated the City of Mississauga signal timing plans for the signalized intersections, as described in Section 7.1.

Traffic operations were evaluated for the Baseline (2025), Future Background (2030), and Future Total (2030) scenarios during the weekday a.m. and p.m. peak hours. Detailed Synchro and SimTraffic reports are provided in **Appendix F** and **Appendix G**, respectively.

7.1 Baseline (2025) Conditions

The traffic capacity analysis results for the study area intersections under baseline (2025) traffic conditions are summarized in **Table 7-1** for the weekday AM and PM peak hours.

The most recent signal timing plans for the three signalized study intersections, Rathburn Road East at Fieldgate Drive, Rathburn Road East at Ponytrail Drive, and Burnhamthorpe Road East at Ponytrail Drive, were obtained from the City of Mississauga and are provided in **Appendix E**.

Table 7-1 Baseline 2025 Capacity Analysis

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Rathburn Road East at Fieldgate Drive (Signalized)	*Overall*	*0.22*	*19*	*B*	*0.39*	*19*	*B*
	EBL	0.20	20	B	0.22	20	B
	EBTR	0.35	22	C	0.52	24	C
	WBL	0.06	18	B	0.10	18	B
	WBTR	0.56	26	C	0.67	27	C
	NBL	0.08	6	A	0.05	6	A
	NBTR	0.07	8	A	0.04	8	A
	SBL	0.09	6	A	0.26	7	A
	SBTR	0.05	8	A	0.10	8	A
Rathburn Road East at Capilano Court/West Site Access	EBLTR	0.09	0	A	0.17	0	A
	WBL	0.01	8	A	0.02	9	A
	WBTR	0.17	0	A	0.18	0	A
	NBLTR	0.06	13	B	0.07	16	C
	SBLTR	0.04	13	B	0.02	14	B
Rathburn Road East at Ponytrail Drive (Signalized)	*Overall*	*0.30*	*12*	*B*	*0.27*	*10*	*B*
	EBL	0.05	6	A	0.11	6	A
	EBT	0.12	8	A	0.17	8	A
	WBT	0.21	8	A	0.19	7	A
	WBR	0.07	6	A	0.13	6	A
	SBL	0.56	26	C	0.50	26	C
	SBR	0.03	21	C	0.03	22	C
Ponytrail Drive at East Site Access	EBLR	0.8	13	B	0.05	13	B
	NBL	0.01	8	A	0.01	8	A
	NBT	0.14	0	A	0.16	0	A
	SBTR	0.16	0	A	0.18	0	A
Ponytrail Drive at Tapestry Trail	WBLR	0.08	14	B	0.01	18	C
	NBTR	0.19	0	A	0.22	0	A
	SBL	0.00	8	A	0.01	9	A
	SBT	0.13	0	A	0.14	0	A
Ponytrail Drive at Maple Ridge Drive / Lookout Court	EBLTR	0.07	11	B	0.06	12	B
	WBLTR	0.00	10	A	0.00	21	C
	NBL	0.01	8	A	0.03	9	A
	NBTR	0.18	0	A	0.22	0	A
	SBT	0.18	0	A	0.14	0	A
	SBR	0.01	0	A	0.01	0	A
Burnhamthorpe Road East at Ponytrail Drive (Signalized)	*Overall*	*0.63*	*21*	*C*	*0.60*	*22*	*C*
	EBL	0.17	15	B	0.37	23	C
	EBT	0.72	24	C	0.65	23	C
	EBR	0.03	13	B	0.02	14	B
	WBL	0.23	18	B	0.33	21	C
	WBT	0.42	19	B	0.69	24	C
	WBR	0.24	15	B	0.37	18	B
	NBL	0.07	28	C	0.05	29	C
	NBTR	0.29	34	C	0.14	32	C
	SBL	0.41	21	C	0.39	20	B
	SBT	0.09	25	C	0.11	23	C
	SBR	0.05	23	C	0.04	20	C

Under baseline (2025) traffic conditions, all study area intersections operate within acceptable capacity limits during both the AM and PM peak hours. The signalized intersections perform efficiently with overall LOS B–C, and the unsignalized intersections operate well with LOS A–C across all approaches. Overall, intersection operations are satisfactory with only minor localized delays.

7.2 Future Background (2030) Conditions

The traffic capacity analysis results for the study area intersections under 2030 future background conditions are summarized in Error! Not a valid bookmark self-reference. for both the weekday AM and PM peak hours.

Table 7-2 Future Background 2030 Capacity Analysis

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Rathburn Road East at Fieldgate Drive (Signalized)	*Overall*	0.23	19	B	0.42	19	B
	EBL	0.20	20	B	0.22	19	B
	EBTR	0.38	22	C	0.54	24	C
	WBL	0.06	17	B	0.10	17	B
	WBTR	0.60	26	C	0.70	28	C
	NBL	0.08	6	A	0.05	7	A
	NBTR	0.08	8	A	0.04	8	A
	SBL	0.10	7	A	0.28	8	A
	SBTR	0.05	8	A	0.10	8	A
Rathburn Road East at Capilano Court/West Site Access	EBLTR	0.10	0	A	0.19	0	A
	WBL	0.01	8	A	0.02	9	A
	WBTR	0.19	0	A	0.19	0	A
	NBLTR	0.10	14	B	0.14	20	C
	SBLTR	0.04	14	B	0.02	15	C
Rathburn Road East at Ponytrail Drive (Signalized)	*Overall*	0.31	12	B	0.28	10	B
	EBL	0.06	6	A	0.12	6	A
	EBT	0.13	8	A	0.18	8	A
	WBT	0.22	8	A	0.20	8	A
	WBR	0.07	6	A	0.13	6	A
	SBL	0.56	26	C	0.50	26	C
	SBR	0.03	21	C	0.03	22	C
Ponytrail Drive at East Site Access	EBLR	0.13	13	B	0.07	13	B
	NBL	0.02	9	A	0.03	9	A
	NBT	0.15	0	A	0.18	0	A
	SBTR	0.18	0	A	0.20	0	A
Ponytrail Drive at Tapestry Trail	WBLR	0.09	15	B	0.11	19	C
	NBTR	0.20	0	A	0.13	0	A
	SBL	0.01	9	A	0.01	9	A
	SBT	0.15	0	A	0.15	0	A
Ponytrail Drive at Maple Ridge Drive / Lookout Court	EBLTR	0.08	12	B	0.15	18	C
	WBLTR	0.00	10	A	0.01	24	C
	NBL	0.01	9	A	0.03	9	A
	NBTR	0.20	0	A	0.12	0	A
	SBT	0.20	0	A	0.15	0	A
	SBR	0.01	0	A	0.01	0	A
Burnhamthorpe Road East at Ponytrail Drive (Signalized)	*Overall*	0.67	23	C	0.62	23	C
	EBL	0.19	16	B	0.42	26	C
	EBT	0.79	27	C	0.69	24	C
	EBR	0.03	14	B	0.02	14	B
	WBL	0.34	23	C	0.50	28	C
	WBT	0.46	19	B	0.72	25	C
	WBR	0.24	16	B	0.40	18	B
	NBL	0.07	28	C	0.05	29	C
	NBTR	0.37	34	C	0.17	32	C
	SBL	0.42	20	C	0.40	20	B
	SBT	0.11	25	C	0.13	23	C
	SBR	0.05	22	C	0.04	20	C

Under 2030 future background conditions, all study intersections are expected to operate within acceptable capacity limits during both the weekday AM and PM peak hours. The signalized intersections at Rathburn Road East / Fieldgate Drive and Rathburn Road East / Ponytrail Drive and At Burnhamthorpe Road East / Ponytrail Drive continue to perform efficiently with overall LOS B-C, indicating good network operations.

The unsignalized intersections (Capilano Court / West Site Access, East Site Access, Tapestry Trail, and Maple Ridge Drive / Lookout Court) operate at LOS A–C across all approaches, showing minimal delays and adequate capacity.

Overall, the road network is expected to operate efficiently with no significant operational concerns under 2030 background conditions.

7.3 Future Total (2030) Conditions

The future total road network consists of the future background traffic volumes combined with the site-generated traffic. The traffic capacity analysis results for the study area intersections under 2030 future total conditions are summarized in **Table 7-3** for both the weekday AM and PM peak hours.

Table 7-3 Future Total 2030 Capacity Analysis

Intersection	Movement	Weekday AM Peak Hour			Weekday PM Peak Hour		
		v/c	Delay (s)	LOS	v/c	Delay (s)	LOS
Rathburn Road East at Fieldgate Drive (Signalized)	*Overall*	*0.25*	*19*	*B*	*0.42*	*19*	*B*
	EBL	0.20	20	B	0.22	19	B
	EBTR	0.38	22	C	0.54	24	C
	WBL	0.07	17	B	0.10	17	B
	WBTR	0.61	26	C	0.70	28	C
	NBL	0.08	7	A	0.05	7	A
	NBTR	0.08	8	A	0.04	8	A
	SBL	0.11	7	A	0.28	8	A
	SBTR	0.05	8	A	0.10	8	A
Rathburn Road East at Capilano Court/West Site Access	EBLTR	0.00	0	A	0.19	0	A
	WBL	0.01	8	A	0.02	9	A
	WBTR	0.19	0	A	0.10	0	A
	NBLTR	0.20	16	C	0.14	20	C
	SBLTR	0.04	14	B	0.02	15	C
Rathburn Road East at Ponytrail Drive (Signalized)	*Overall*	*0.31*	*12*	*B*	*0.28*	*10*	*B*
	EBL	0.07	6	A	0.12	6	A
	EBT	0.13	8	A	0.18	8	A
	WBT	0.22	8	A	0.20	8	A
	WBR	0.07	6	A	0.13	6	A
	SBL	0.56	26	C	0.50	26	C
	SBR	0.03	21	C	0.03	22	C
Ponytrail Drive at East Site Access	EBLR	0.20	13	B	0.07	13	B
	NBL	0.03	9	A	0.03	9	A
	NBT	0.15	0	A	0.18	0	A
	SBTR	0.18	0	A	0.20	0	A
Ponytrail Drive at Tapestry Trail	WBLR	0.10	15	C	0.11	19	C
	NBTR	0.21	0	A	0.23	0	A
	SBL	0.01	9	A	0.01	9	A
	SBT	0.16	0	A	0.15	0	A
Ponytrail Drive at Maple Ridge Drive / Lookout Court	EBLTR	0.10	13	B	0.15	18	C
	WBLTR	0.00	10	A	0.01	24	C
	NBL	0.01	9	A	0.03	9	A
	NBTR	0.21	0	A	0.24	0	A
	SBT	0.21	0	A	0.15	0	A
	SBR	0.01	0	A	0.01	0	A
Burnhamthorpe Road East at Ponytrail Drive (Signalized)	*Overall*	*0.69*	*23*	*C*	*0.62*	*23*	*C*
	EBL	0.20	17	B	0.42	26	C
	EBT	0.80	28	C	0.69	24	C
	EBR	0.03	14	B	0.02	14	B
	WBL	0.36	25	C	0.50	28	C
	WBT	0.47	20	B	0.72	25	C
	WBR	0.25	16	B	0.40	18	B
	NBL	0.07	28	C	0.05	29	C
	NBTR	0.39	34	C	0.17	32	C
	SBL	0.44	20	B	0.40	20	B
	SBT	0.11	24	C	0.13	23	C
	SBR	0.06	22	C	0.04	20	C

Under the 2030 Future Total conditions, all study intersections are expected to operate within acceptable capacity limits during both the weekday AM and PM peak hours.

The signalized intersections at Rathburn Road East / Fieldgate Drive and Rathburn Road East / Ponytrail Drive and Burnhamthorpe Road East / Ponytrail Drive continue to perform efficiently with overall operations at LOC B-C.

The unsignalized site access intersections Capilano Court / West Site Access, East Site Access, Tapestry Trail, and Maple Ridge Drive / Lookout Court operate at LOS A–C, with minimal delay and sufficient capacity to accommodate the site traffic.

Overall, the addition of site-generated traffic results in negligible changes to intersection performance, and no roadway or operational improvements are required under 2030 Future Total conditions.

8 QUEUING ANALYSIS

A queuing analysis was conducted using SimTraffic (Version 11) to assess 95th percentile queues under Existing (2025), Future Background (2030), and Future Total (2030) conditions. Results are summarized in **Table 8-1**, with detailed reports provided in **Appendix G**.

Across the study area, most 95th percentile queues remain within the available storage or only slightly exceed it by approximately one vehicle. These minor overflows can typically be accommodated within taper lengths without affecting through traffic operations.

At Burnhamthorpe Road East / Ponytrail Drive, several turning movements—including the eastbound left, westbound left, and southbound left—exhibit queues that exceed available storage during peak periods. The southbound left-turn movement continues to represent the most constrained approach, with 95th percentile queues surpassing the available storage length under all scenarios. These conditions reflect existing arterial demand along Burnhamthorpe Road rather than impacts from the proposed development.

At Ponytrail Drive / East Site Access, the northbound left-turn is expected to occasionally reach or slightly exceed the available 10-metre storage (by approximately one vehicle). This condition is considered typical and manageable for unsignalized site accesses and is not anticipated to impact overall operations.

Overall, queues are considered manageable, and no physical lane modifications are required to accommodate the proposed development. Continued monitoring at Burnhamthorpe Road East / Ponytrail Drive is recommended as background traffic volumes increase.

Table 8-1 Queuing Analysis (Existing, Future Backgrounds and Future Total)

Intersection	Movement	Storage (m)	Existing 2025 (m) 95th Percentile Queue		Future Background 2030 (m) 95th Percentile Queue		Future Total 2030 (m) 95th Percentile Queue	
			AM	PM	AM	PM	AM	PM
Rathburn Road East at Fieldgate Drive (Signalized)	EBL	55	17	21	16	19	17	18
	EBT	55	18	27	20	31	20	32
	EBTR	-	36	48	40	50	39	50
	WBL	55	9	12	9	13	10	13
	WBT	-	32	37	37	38	40	40
	WBTR	-	48	45	52	45	57	48
	NBL	61	26	17	24	18	26	18
	NBT	61	34	21	34	22	36	21
	NBTR	-	20	14	19	14	20	13
	SBL	62	31	**64**	27	**68**	30	**69**
	SBT	62	31	43	22	41	22	48
	SBTR	-	15	28	16	30	15	30
Rathburn Road East at Capilano Court/West Site Access	EBLT	-	7	15	7	38	8	9
	EBTR	-	9	15	10	38	10	10
	WBL	15	4	9	4	9	4	9
	WBT	-	5	7	7	6	10	6
	WBTR	-	10	12	12	10	13	10
	NBLTR	-	14	14	16	18	20	17
	SBLTR	-	10	5	9	7	10	6
Rathburn Road East at Ponytrail Drive (Signalized)	EBL	60	17	21	16	31	18	21
	EBT	-	24	32	25	90	25	31
	WBT	-	29	27	30	27	29	27
	WBR	30	18	22	19	21	19	21
	SBL	-	31	32	32	78	33	32
	SBR	25	12	13	11	18	11	13
Ponytrail Drive at East Site Access	EBLR	-	17	16	17	17	23	14
	NBL	10	6	7	8	**11**	10	**11**
	NBT	-	7	4	7	12	7	9
	SBT	-	5	39	13	41	23	17
	SBTR	-	4	38	11	39	20	15
Ponytrail Drive at Tapestry Trail	WBLR	-	14	36	15	33	17	17
	NBT	-						
	NBTR	-		0		1		1
	SBL	10	3	7	5	8	6	8
	SBT	-	6	16	7	17	13	11
Ponytrail Drive at Maple Ridge Drive / Lookout Court	EBLTR	-	11	36	16	37	18	21
	WBLTR	-	2	3	2	3	3	3
	NBL	31	5	11	6	23	6	11
	NBT	-		2		24		
	NBTR	-		4		2		3

Intersection	Movement	Storage (m)	Existing 2025 (m) 95th Percentile Queue		Future Background 2030 (m) 95th Percentile Queue		Future Total 2030 (m) 95th Percentile Queue	
			AM	PM	AM	PM	AM	PM
	SBT	-	21	58	30	64	55	56
	SBLT	-	28		37		64	
	SBR	30	10	15	12	14	14	12
Burnhamthorpe Road East at Ponytrail Drive (Signalized)	EBL	55	43	46	49	**61**	**58**	**56**
	EBT	-	126	106	138	118	153	113
	EBR	46	30	16	37	20	33	20
	WBL	45	16	37	22	**54**	27	**51**
	WBT	-	65	108	68	112	77	112
	WBR	55	33	**68**	34	**68**	38	**67**
	NBL	32	**36**	21	**45**	22	**45**	23
	NBTR	-	146	73	183	108	194	72
	SBL	62	**97**	**109**	**102**	**108**	**111**	**106**
	SBT	-	67	93	79	112	110	102
	SBR	60	29	34	24	37	29	41

9 PARKING ASSESSMENT

9.1 Parking Requirements

The subject site is zoned RA4-46 (Exception Zone) under Zoning By-law 0076-2018, within Precinct 4 of the City of Mississauga Zoning By-law 0225-2007.

Under the Precinct 4 standards for Condominium Apartments, the minimum parking requirements are:

- 1.0 resident space per dwelling unit
- 0.2 visitor spaces per dwelling unit (Table 3.1.2.1).

However, the site-specific RA4-46 zoning and the previously approved Minor Variance A-164/19 permit a reduced visitor parking rate of 0.15 spaces per unit applicable to both existing and proposed buildings within the master-planned development.

Buildings B4, B5, and B6 contain 695 units. The corresponding parking requirement and proposed supply are summarized in **Table 9-1**.

Table 9-1 Parking Requirements and Proposed Supply – Buildings B4–B6

Land Use	Unit Counts	Applicable Standard	Required Spaces	Proposed Supply
Residential	695	1.0 space per unit	695	695
Visitor	695	0.15 spaces per unit (A-164/19)	104	104
Total			**799**	**799**

A total of 695 resident spaces and 104 visitor spaces are proposed, providing 799 spaces, which meets the combined requirements of the City's Precinct 4 parking standards, the RA4-46 zoning exception, and Minor Variance A-164/19.

9.2 Site- Wide Parking Framework

The Forest Park Circle master plan includes existing Buildings A, B, and B3, along with proposed Buildings B4–B6, all situated on a unified RA4-46 parcel under common ownership. Based on TYLin's review of the zoning framework and the coordinated, master-planned nature of the site, applying parking requirements on a site-wide basis is appropriate and consistent with the intent of the RA4-46 permissions.

A site-wide interpretation allows the total parking supply to be evaluated collectively rather than for each building individually. This approach is supported by:

- the shared lot and coordinated master-planned context;
- the ability for parking spaces to be shared or leased among buildings;
- the site-wide applicability of RA4-46 zoning permissions; and
- the previously approved visitor parking reduction (0.15 spaces/unit).
- the site's proximity to existing and planned active transportation facilities and transit services, which supports non-auto travel modes and helps moderate overall parking demand.

This framework supports the use of an **overall parking rate of 1.15 spaces per unit** (1.0 resident + 0.15 visitor) across the entire site.

9.3 Existing Parking Supply and Surplus Analysis

Existing Buildings A, B, and B3 collectively provide 933 parking spaces. When evaluated using the site-wide rate of 1.15 spaces per unit, the 670 existing units would require 770 spaces, resulting in a preliminary surplus of approximately 163 spaces. This surplus may support the Phase 2 development, subject to confirmation of actual utilization (e.g., leased versus unleased stalls).

Table 9-2 Existing Parking Supply and Surplus

Building	Unit Counts	Required (1.15 sp/unit)	Existing Parking Supply	Surplus
Building A	192	221	302	+81
Building B	193	222	303	+81
Building B3	285	328	328	0
Total	**670**	**770**	**933**	**+163 spaces**

9.4 Site- Wide Parking Summary Including Proposed Buildings

When the proposed Buildings B4–B6 are included, the full site contains 1,365 units. At a site-wide rate of 1.15 spaces per unit, the total parking requirement is 1,569 spaces. With 1,732 spaces provided across existing and proposed phases, the site exhibits an overall surplus of 163 spaces.

Table 9-3 Site-Wide Parking Surplus Summary

Building	Units	Required (1.15 sp/unit)	Provided	Surplus
Existing Buildings (A, B, B3)	670	770	933	+163
Proposed Buildings (B4-B6)	193	799	799	0
Total Site	**1,365**	**1,569**	**1,732**	**+163 spaces**

9.5 Shared Parking Considerations

The existing surplus of approximately 163 spaces provides flexibility to:

- accommodate shared parking arrangements;
- allocate unleased resident spaces to support demand in new buildings;
- implement leased parking where necessary; and
- secure reciprocal access agreements, if required.

The site-wide parking assessment confirms that Buildings B4–B6 fully satisfy the applicable zoning and site-specific parking requirements and that the master-planned site provides an overall surplus of approximately 163 parking spaces when applying a unified rate of 1.15 spaces per unit. This surplus within the existing buildings is sufficient to support the proposed Phase 2 development, with flexibility to accommodate shared parking, unleased resident spaces, and leasing arrangements as required. Overall, the Forest Park Circle development can effectively meet the parking needs of both existing and future phases under a coordinated, site-wide parking strategy.

9.6 Accessible Parking Requirements

Accessible parking spaces are required in accordance with Section 3.1.3 of the City of Mississauga Zoning By-law 0225-2007. For residential developments, accessible spaces apply to the total required visitor parking supply.

In accordance with Table 3.1.3.1, Accessible Parking Regulations, where the total number of required visitor parking spaces is between 101 and 200, the minimum requirement is 1 space plus 3% of the total visitor spaces. For Buildings B4–B6, this results in:

Table 9-4 Accessible Parking Requirements – Buildings B4-B6

Land Use	Requirement (By-law 0225-2007)	Minimum Required	Proposed
Residential (Visitor Parking)	1 space + 3% of 104 visitor spaces	4 spaces	4 spaces

Accordingly, a minimum of four accessible parking spaces would be required to satisfy the City's Zoning By-law 0225-2007 standards for the proposed development.

9.7 Electric Vehicle Ready Parking Spaces

Section 3.1.1.12.1 of *Zoning By-law 0225-2007* requires electric vehicle (EV) ready parking spaces to be provided in accordance with Table 3.1.1.12 – Minimum Required Number of Electric Vehicle Ready Parking Spaces.

For Condominium Apartments, the standards are:

- Resident parking: 20% of the total required resident spaces (minimum 1 space).
- Visitor parking: 10% of the total required visitor spaces (minimum 1 space).

For Buildings B4-B6, this results in the following requirements:

Table 9-5 Required EV-Ready Parking Spaces – Buildings B4-B6

Land Use	Parking Supply Rate	Minimum Required	Proposed
Residential Parking (695 spaces)	20% of Total	139	139
Visitor Parking (104 spaces)	10% of total	10	10
Total		**149 spaces**	**149 spaces**

A total of approximately 149 EV-ready parking spaces are anticipated, consistent with the requirements of the *City's Zoning By-law 0225-2007*.

9.8 Bicycle Parking Requirements

In addition to vehicular parking, bicycle parking spaces are required to support both long-term (resident) and short-term (visitor) use. Bicycle parking promotes active transportation and supports integration with the City of Mississauga's cycling network.

According to *Zoning By-law 0225-2007*, Table 3.1.6.5.1, the following minimum rates apply to apartment developments:

- Class A (Resident / Long-Term): 0.6 spaces per unit
- Class B (Visitor / Short-Term): the greater of 0.05 spaces per unit or 6 spaces

For Buildings B4–B6 (a total of 695 dwelling units), the resulting bicycle parking requirements are summarized below.

Table 9-6 Bicycle Parking Requirements – Buildings B4-B6

Land Use	Minimum Bicycle Parking Rate	Units/ Density	Minimum Required Parking Supply	Proposed Parking Supply
Residential (Class A – Long-Term)	0.6 spaces per unit	695	417 spaces	417 spaces
Visitor (Class B – Short-Term)	0.05 spaces per unit (min. 6)	695	35 spaces	35 spaces
Total			**452 spaces**	**452 spaces**

A total of approximately 452 bicycle parking spaces are anticipated for the proposed development, satisfying the requirements of the *City's Zoning By-law 0225-2007*.

10 SITE CIRCULATION REVIEW

Vehicle maneuvering diagrams were prepared for the proposed development to assess the adequacy of site access, circulation, loading, and emergency service accommodation for Buildings B4-B6. These reviews included simulations for heavy vehicles, waste collection vehicles, passenger vehicles, and fire route access. This analysis confirms compliance with the City's internal circulation requirements and demonstrates that efficient ingress and egress are provided at all access points. The vehicle maneuvering diagrams are provided in **Appendix H**.

10.1 Heavy Vehicles

Heavy vehicle turning movements were simulated using the Transportation Association of Canada (TAC) Heavy Single Unit (HSU) truck template. Results confirm that HSU trucks can safely enter and exit the site and complete all required maneuvers at loading and service areas associated with Buildings B4–B6 without encroachment or operational conflict.

10.2 Waste Collection Vehicles

Waste collection operations were reviewed using the Region of Peel front-end waste collection vehicle template. The simulations demonstrate that the waste truck can access designated waste collection areas for Buildings B4–B6, complete the necessary pick-up maneuvers, and exit the site efficiently and without conflict.

10.3 Passenger Vehicles

Passenger vehicle movements were simulated using the TAC Passenger Car (P-TAC) template. The review confirms that passenger vehicles can enter and exit the site, circulate within internal drive aisles, and access the parking areas serving Buildings B4–B6 without operational issues.

10.4 Fire Route Vehicle

Emergency access was assessed using the City of Mississauga Aerial Fire Truck template. Simulations confirm that emergency vehicles can circulate throughout the site, access designated fire route locations, and maintain appropriate clearances around Buildings B4–B6 in accordance with City of Mississauga Fire and Emergency Services requirements.

These reviews confirm that all design vehicles can access and circulate the site in accordance with City of Mississauga Fire and Emergency Services design requirements.

11 CONCLUSIONS AND RECOMMENDATIONS

This Supplemental Transportation Impact Study supports the OPA/ZBA applications for Buildings B4–B6 at 4100 Ponytrail Drive, City of Mississauga. The analysis evaluated 2025 Baseline, 2030 Future Background, and 2030 Future Total conditions using current TMCs, City signal timing, and standard HCM methods in Synchro/SimTraffic (v11).

- Site Trip Generation: Using ITE 12th LUC 222 with TTS non-auto adjustments, net auto trips are AM 42 (12 in/31 out) and PM 57 (34 in/23 out).
- Intersection Operations: Under 2030 FB/FT, all study intersections operate within acceptable limits, signalized LOS B–C, unsignalized LOS A–C, with negligible v/c or delay changes from site traffic; no signal/geometrics are warranted.
- Queuing: 95th-percentile queues are generally within storage or approximately 1 vehicle over and accomodated by tapers; at Burnhamthorpe/Ponytrail, SBL remains the critical movement (storage exceedance), with minor exceedances on EBL/WBL/WBR; at East Site Access, NBL may reach approximately 10 m storage. Monitor Burnhamthorpe/Ponytrail as volumes grow.
- Parking Requirements: Buildings B4–B6 provide 799 parking spaces (695 resident, 104 visitor), consistent with RA4-46 and Minor Variance A-164/19. Accessible parking totals 4 spaces (1 space plus 3% of required visitor spaces). EV-ready provisions include 149 spaces (20% of residents and 10% of visitor supply). Bicycle parking includes 452 spaces (417 Class A long-term and 35 Class B short-term), satisfying ZBL 0225-2007.
- Site-Wide Parking Assessment: When applying a unified rate of 1.15 spaces per unit across the master-planned site, the combined existing and proposed developments provide an overall surplus of approximately 163 parking spaces. The existing surplus enables shared parking flexibility and confirms that the consolidated parking supply is adequate to support both current and future phases without additional parking infrastructure.
- Site Access and Circulation: Site access, internal circulation, vehicle maneuvering, and pedestrian connections conform to City of Mississauga and Region of Peel design standards, based on swept-path analyses for all required design vehicles.

The analysis confirms that surrounding road network can accommodate traffic generated by Buildings B4–B6 without requiring operational upgrades, supporting the proposed development for OPA/ZBA approval.

Appendix A:
Certification Form and TOR Checklist

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 _____ this_____ day of _____, 20___.
(City)

Name: _____

Professional Title: _____

Signature: _____

Office Contact Information (Please Print)

Address: _____

City/Postal Code: _____

Telephone/Extension: _____

E-mail Address: _____

Appendix B:
Site Plan

4 ARCHITECTURE INC.
8966 Woodbine Avenue, Suite 300
Markham, Ontario L3R 0J7
T.905.470.7121 / F.905.737.7326 / email : mail@4architecture.ca

Name of Project - Forest Park Circle - 425030
Location: 4100 Ponytrail Drive & 1850 Rathburn Road East, Mississauga, ON
Block EE, Registered Plan M-58
Proposed Residential Development

Seal must be signed to be valid

December 2, 2025 — Project No. 425030

PHASE-2

1.0 Site Area

	Hectare	*acres*	*sq.m.*	*sq.ft.*
Area	*3.75*	*9.26*	37,489.32	403,531.68
TOTAL	**3.75**	**9.26**	**37,489.32**	**403,532.00**

2.0 GROSS FLOOR AREA

means the sum of the areas of each storey of a building above or below established grade, measured from the exterior of outside walls of the building including floor area occupied by interior walls but excluding any part of the building used for mechanical floor area, stairwells, elevators, motor vehicle parking, bicycle parking, storage lockers, below-grade storage, any enclosed area used for the collection or storage of disposable or recyclable waste generated within the building, common facilities for the use of the residents of the building, a day care and amenity area. (6174-2017)

2.1 BUILDING-4 (LEVELS 1 - 20)

		floors	*sq.m.*	*sq.m.*	*sq.ft.*
Level	1	1 x	693.90	693.90	7,469
Level	2	1 x	736.62	736.62	7,929
Level	3	1 x	1,054.09	1,054.09	11,346
Levels	4 to 5	2 x	1,127.44	2,254.88	24,271
Level	6	1 x	642.81	642.81	6,919
Levels	7 to 16	10 x	749.46	7,494.60	80,671
Levels	17 to 18	2 x	723.95	1,447.90	15,585
Levels	19 to 20	2 x	587.87	1,175.74	12,656
Total GFA				**15,500.54**	**166,846**

2.2 BUILDING-5 (LEVELS 1 - 20)

		floors	*sq.m.*	*sq.m.*	*sq.ft.*
Level	1	1 x	693.90	693.90	7,469
Level	2	1 x	736.62	736.62	7,929
Level	3	1 x	1,054.09	1,054.09	11,346
Levels	4 to 5	2 x	1,127.44	2,254.88	24,271
Level	6	1 x	642.81	642.81	6,919
Levels	7 to 16	10 x	749.46	7,494.60	80,671
Levels	17 to 18	2 x	723.95	1,447.90	15,585
Levels	19 to 20	2 x	587.87	1,175.74	12,656
Total GFA				**15,500.54**	**166,846**

2.3 BUILDING-6 (LEVELS 1 - 20)

		floors	*sq.m.*	*sq.m.*	*sq.ft.*
Level	1	1 x	562.66	562.66	6,056
Level	2	1 x	783.84	783.84	8,437
Level	3	1 x	897.13	897.13	9,657
Levels	4 to 5	2 x	1,003.38	2,006.76	21,601
Levels	6 to 17	12 x	745.51	8,946.12	96,295
Levels	18 to 19	2 x	721.62	1,443.24	15,535
Level	20	1 x	658.88	658.88	7,092
Total GFA				**15,298.63**	**164,673**

2.4 — ***Total GFA (B-4, B-5, B-6)*** — ***46,300 sq.m.*** — ***498,365.00***

3.0 GROSS BUILDING AREA

3.1 GROSS BUILDING AREA - PARKING LEVELS

		floors	*sq.m.*	*sq.m.*	*sq.ft.*
Level	P3	1 x	8,027.50	8,027.50	86,407
Level	P2	1 x	7,931.61	7,931.61	85,375
Level	P1	1 x	7,936.07	7,936.07	85,423
Total Gross Building Area - Parking Levels				**23,895.18**	**257,205**

3.2 BUILDING-4 (LEVELS 1 - 20)

		floors	*sq.m.*	*sq.m.*	*sq.ft.*
Level	1	1 x	1,178.00	1,178.00	12,680
Level	2	1 x	840.20	840.20	9,044
Level	3	1 x	1,104.65	1,104.65	11,890
Levels	4 to 5	2 x	1,178.00	2,356.00	25,360
Levels	6 to 16	11 x	800.00	8,800.00	94,722
Levels	17 to 18	2 x	774.50	1,549.00	16,673
Levels	19 to 20	2 x	638.00	1,276.00	13,735
Total Gross Building Area Building-4				**17,103.85**	**184,104**

3.3

TOWER FLOOR PLATE (BUILDING-4)	*floors*	*sq.m.*	*sq.ft*
Total Level 6 to 20 Floor Area	15.00	11,625	125,130
AVERAGE TOWER FLOOR PLATE FOR B-4		**775.00**	**8,342**

means the average floor area of all storeys within that portion of a building or structure or part thereof located above the podium, measured to the exterior faces of exterior walls of each storey of a building or structure. (Uncosolidated By-law 0162-2024)

SITE STATISTICS PHASE-2

SITE INFORMATION	4100 PONYTRAIL DRIVE
MUNICIPALITY :	CITY OF MISSISSAUGA
PARENT ZONING BY-LAW :	0225-2007
REGION :	PEEL REGION
CURRENT ZONING DESIGNATION :	RA4
PROPOSED ZONING DESIGNATION:	RA4 - EXCEPTION RA4-46
SITE SPECIFIC BY-LAW :	0076-2018
LOT AREA :	37,489.32 m² (3.75 ha)(9.26 a)
LOT FRONTAGE :	365.60 m
LOT DEPTH :	155.63 m
DENSITY : (PHASE-2)	75.05 UNIT/ACRE
DENSITY :	147.41 UNIT/ACRE
MAXIMUM FLOOR SPACE INDEX-APT ZONE(4.15.5.46.1)	1.6 FSI
FLOOR SPACE INDEX:(EXISTING+PROPOSED)	2.75 FSI

SETBACKS	REQUIRED	PROVIDED
MIN. FRONT YARD	3.0 m	N/A
MIN. REAR YARD	4.50 m	3.0 m
MIN. INTERIOR SIDE YARD	4.50 m	3.0 m
COVERAGE	REQUIRED	PROVIDED
LOT COVERAGE(ex+proposed) :	-	6,851 m² (18 %)
PAVING (HARDSCAPE) :	-	11,462 m² (31 %)
LANDSCAPE :	-	19,177 m² (51%)
LANDSCAPED BUFFER WIDTH	3.00 m	3.0 m

BUILDING INFORMATION	REQUIRED	PROVIDED
BUILDING HEIGHT (B-4)	-	64.85 m (20st)
BUILDING HEIGHT (B-5)	-	64.85 m (20st)
BUILDING HEIGHT (B-6)	-	64.85 m (20st)
STOREY (ABOVE GRADE)	-	20 STOREY
STOREY (BELOW GRADE)	-	3 STOREY

GROSS FLOOR AREA	
PROPOSED BUILDINGS (B-4, B-5, B-6)	46,300 m²
EXISTING BUILDING B-3	20,035 m²
EXISTING BUILDING A	18,453 m²
EXISTING BUILDING B	18,520 m²
TOTAL GFA	103,308 m²

SUITE AREA	
SUITE SIZES	
1 BEDROOM	43-50 m²
1 BEDROOM + DEN	50-60 m²
2 BEDROOM	60- 69 m²
2 BEDROOM + DEN	69- 78 m²
3 BEDROOM	78- 88 m²
3 BEDROOM + DEN	88- 102 m²
SUITE COUNT	
1 BEDROOM	229
1 BEDROOM + DEN	160
2 BEDROOM	200
2 BEDROOM + DEN	51
3 BEDROOM	19
3 BEDROOM + DEN	36
UNIT COUNT	**695**
APARTMENT BUILDING	
BUILDING B-4	220
BUILDING B-5	220
BUILDING B-6	255
TOTAL PROPOSED UNITS	**695**
EXISTING BUILDING B-3	**285**
EXISTING BUILDING A UNITS	**192**
EXISTING BUILDING B UNITS	**193**
TOTAL UNITS	**1,365**

PARKING	REQUIRED	PROVIDED
PARKING DIMENSION	2.6 m x 5.2 m	2.6 m x 5.2 m
DRIVE AISLE	MIN DRIVEWAY WIDTH -7 m (4.15.5.46.3)	7 m
RESIDENT (B-4, B-5 & B-6)	*1.0 SP / UNIT = 695 x 1.0= 695*	*1.0 SP / UNIT = 695 x 1.0= 695*
VISITOR	*0.15 SP / UNIT = 695 x 0.15 = 104*	*0.15 SP / UNIT = 695 x 0.15 = 104*
TOTAL	799	799 SPACES
BICYCLE	REQUIRED	PROVIDED
A CLASS	0.6 x 695 = 417	417
B CLASS	0.05 x 695 = 35	35
LOADING B-4,5,6	REQUIRED	PROVIDED
LOADING SPACE DIMENSION	3.5 m x 9 m	3.5 m x 9 m
LOADING SPACES	3	3

ZONING STANDARDS RA4

ZONING STANDARDS		REQUIRED RA4	PROPOSED
MINIMUM LOT WIDTH		30 M	365.60 M
MINIMUM LOT AREA		1200 m²	37,489.32 m²
MINIMUM BUILDING HEIGHT		-	-
MAXIMUM BUILDING HEIGHT		25 STOREYS	20 STOREYS/ 64.85 m
MINIMUM YARD SETBACKS	FRONT YARD/ STREET SIDE YARD	3.00 m	N/A
	INTERIOR SIDE YARD	4.50 m	3.00 m
	REAR YARD	4.50 m	3.00 m
DENSITY - PHASE 2		-	185.33 UNITS/ HA
DENSITY - EXT+PH1 +PH2			364 UNITS /Ha
FLOOR AREA RATIO-EXT+PH1+PH2		1.6	2.75
LANDSCAPE BUFFER ABUTTING A STREET		3.0 m	3.0 m
AMENITY AREA		**5.60 m² / UNIT 5.60 x 695 = 3892 m²** 10% OF THE SITE 10% x 37,489.32 = 3,749 m² TOTAL PROPOSED	855 m² (INDOOR AMENITY) 3,037 m² (OUTDOOR AMENITY) TOTAL = 3,892 m² **= 3.892 m²**

SITE CIRCULATION

ZONING STANDARD	REQUIRED	PROPOSED
VEHICULAR PARKING REQUIREMENTS		
CONDOMINIUM APARTMENT	1/ UNIT (695)	1/ UNIT 695 x 1.0 = 695
VISITOR PER SEC. 4.6, NON-RES. PARKING CAN BE COUNTED TOWARDS REQUIRED VISITOR	0.15/ UNIT (104)	0.15/ UNIT 695 x 0.15 = 104
TOTAL PARKING SPACE	799	799
MINIMUM PARKING SPACE WIDTH	2.60 m	2.60 m
MINIMUM PARKING SPACE LENGTH	5.20 m	5.20 m
ACCESSIBLE PARKING SPACE	4% OF VISITOR SPACES	4
ELECTRIC VEHICLE PARKING SPACE		
RESIDENTIAL SPACES	20% OF REQUIRED	139
VISITOR SPACES	10% OF REQUIRED	10

3.4 BUILDING-5 (LEVELS 1 - 20)

		floors	*sq.m.*	*sq.m.*	*sq.ft.*
Level	1	1 x	1,178.00	1,178.00	12,680
Level	2	1 x	840.20	840.20	9,044
Level	3	1 x	1,104.65	1,104.65	11,890
Levels	4 to 5	2 x	1,178.00	2,356.00	25,360
Levels	6 to 16	11 x	800.00	8,800.00	94,722
Levels	17 to 18	2 x	774.50	1,549.00	16,673
Levels	19 to 20	2 x	638.00	1,276.00	13,735
Total Gross Building Area Building-5				**17,103.85**	**184,104**

3.5

TOWER FLOOR PLATE (BUILDING-5)	*floors*	*sq.m.*	*sq.ft*
Total Level 6 to 20 Floor Area	15.00	11,625	125,130
AVERAGE TOWER FLOOR PLATE FOR B-5		**775.00**	**8,342**

means the average floor area of all storeys within that portion of a building or structure or part thereof located above the podium, measured to the exterior faces of exterior walls of each storey of a building or structure. (Uncosolidated By-law 0162-2024)

3.6 BUILDING-6 (LEVELS 1 - 20)

		floors	*sq.m.*	*sq.m.*	*sq.ft.*
Level	1	1 x	1,055.52	1,055.52	11,362
Level	2	1 x	832.78	832.78	8,964
Level	3	1 x	978.00	978.00	10,527
Levels	4 to 5	2 x	1,056.00	2,112.00	22,733
Levels	6 to 17	12 x	798.00	9,576.00	103,075
Levels	18 to 19	2 x	774.11	1,548.22	16,665
Level	20	1 x	711.38	711.38	7,657
Total Gross Building Area				**16,913.90**	**180,983**

3.7

TOWER FLOOR PLATE (BUILDING-6)	*floors*	*sq.m.*	*sq.ft*
Total Level 6 to 20 Floor Area	15.00	11,836	127,397
AVERAGE TOWER FLOOR PLATE FOR B-6		**789.04**	**8,493**

means the average floor area of all storeys within that portion of a building or structure or part thereof located above the podium, measured to the exterior faces of exterior walls of each storey of a building or structure. (Uncosolidated By-law 0162-2024)

3.8 — ***Total GBA (B-4, B-5, B-6)*** — ***51,022 sq.m.*** — ***22,699.00***

4.0 UNIT COUNT

Proposed Units
*(*15% of suites to be fully accessible)*

4.1 BUILDING-4 (LEVELS 1 - 20) UNIT CONFIGURATION

RESIDENTIAL	*floors*	STUDIO	1BR	1BR+D	2BR	2BR+D	3BR	3BR+D	*Units*
Level 1	1 x	0	0	1	1	3	1	0	6
Level 2	1 x	0	0	1	0	6	0	1	8
Level 3	1 x	0	0	1	1	4	0	3	12
Levels 4 to 5	2 x	0	0	2	6	4	0	2	28
Level 6	1 x	0	4	1	5	0	0	0	10
Levels 7 to 16	10 x	0	5	1	6	0	0	0	120
Levels 17 to 18	2 x	0	7	0	5	0	0	0	24
Levels 19 to 20	2 x	0	0	0	0	0	1	5	12
		0	68	18	92	21	3	18	**220**

4.2 BUILDING-5 (LEVELS 1 - 20) UNIT CONFIGURATION

RESIDENTIAL	*floors*	STUDIO	1BR	1BR+D	2BR	2BR+D	3BR	3BR+D	*Units*
Level 1	1 x	0	0	1	1	3	1	0	6
Level 2	1 x	0	0	1	0	6	0	1	8
Level 3	1 x	0	0	1	4	4	0	3	12
Levels 4 to 5	2 x	0	0	2	6	4	0	2	28
Level 6	1 x	0	4	1	5	0	0	0	10
Levels 7 to 16	10 x	0	5	1	6	0	0	0	120
Levels 17 to 18	2 x	0	5	3	4	0	0	0	24
Levels 19 to 20	2 x	0	0	0	0	0	1	5	12
		0	64	24	90	21	3	18	**220**

4.3 BUILDING-6 (LEVELS 1 - 20) UNIT CONFIGURATION

RESIDENTIAL	*floors*	STUDIO	1BR	1BR+D	2BR	2BR+D	3BR	3BR+D	*Units*
Level 1	1 x	0	0	0	2	0	1	0	3
Level 2	1 x	0	0	1	1	2	3	0	8
Level 3	1 x	0	3	3	2	1	3	0	12
Levels 4 to 5	2 x	0	4	1	5	2	2	0	28
Levels 6 to 17	12 x	0	6	8	0	0	0	0	168
Levels 18 to 19	2 x	0	6	6	2	1	0	0	26
Level 20	1 x	0	1	4	2	1	2	0	10
Total Units			97	118	18	9	13	0	**255**
Total Units Provided for B4, B5 & B6		0	229	160	200	51	19	36	**695**
		0%	33%	23%	29%	7%	3%	5.2%	100%

4.4 EXISTING/ PREVIOUSLY APPROVED UNIT COUNT

RESIDENTIAL	Area	*Units*
BUILDING A	18,453.00	192
BUILDING B	18,520.00	193
EXISTING BUILDING A & BUILDING B UNITS	**36,973.00**	**385**
EXISTING BUILDING B-3 UNITS	**20,035.38**	**285**
TOTAL UNITS PHASE 1 (EXISTING BUILDING A, B, & B-3) + PHASE 2 (PROPOSED B-4, B-5, & B-6)	**103,308**	**1,365**

5.0 COMMON AMENITY AREA

PHASE 1 - EXISTING BUILDING A, B, & B-3

5.1 **EXISTING INDOOR AMENITY AREA**

		sq.m.	sq.m.	sq.f.
BUILDING A	(LVL.P1, LVL P2, LVL 1)	732.00	732	7,879
BUILDING B	(LVL.P1, LVL P2, LVL 1)	732.00	732	7,879
BUILDING-3	(LVL1+LVL6)	*124.98+127.75* 253.00	253	2,723
TOTAL EXISTING INDOOR AMENITY AREA			**1,717**	**18,482**

5.2 **EXISTING OUTDOOR AMENITY AREA**

	sq.m.	sq.m.	sq.f.
Existing Building-3 Outdoor Amenity-1 at Grade	673.91	674	7,254
Existing Building-3 Outdoor Amenity-2 at Grade	370.52	371	3,988
Existing Building-3 Outdoor Amenity-3 at Grade	725.00	725	7,804
Existing Building-3 Rooftop Amenity at B-3 Level 6	265.40	265	2,857
TOTAL EXISTING OUTDOOR AMENITY AREA		**2,035**	**21,903**
TOTAL EXISTING AMENITY FOR BUILDING A & BUILDING B		**1,464**	15,758
TOTAL EXISTING AMENITY FOR BUILDING-3		**2,288**	24,626
TOTAL EXISTING AMENITY		**3,752**	**40,384**

5.3 PHASE 2 - REQUIRED AMENITY AREA

Required Amenity Calculation		sq.m.	Total Units	sq.m.	sq.f.
Greater of 5.6 sq.m / unit or 10% of the site		**5.60**	**695**	**3,892**	**41,893**
	10% of the site 3748.93			*3,749*	40,353
TOTAL PHASE 2 REQUIRED AMENITY				**3,892**	**41,893**

PHASE 2 - BUILDING WISE AMENITY AREA REQUIRED

BUILDING NAME	**UNITS**	sq.m.		sq.m.	sq.f.
B-4	220	5.60		1,232	13,261
B-5	220	5.60		1,232	13,261
B-6	255	5.60		1,428	15,371
Total Proposed Indoor Amenity	**695**			**3,892**	41,893

5.4 PHASE 2 - PROPOSED INDOOR AMENITY

		sq.m.	Total Units	sq.m.	sq.f.
B-4 LVL1+LVL6	*205+117*	322.00	1	322	3,466
B-5 LVL1+LVL6	*205+117*	322.00	1	322	3,466
B-6 LVL 1	*211*	211.00	1	211	2,271
Total Proposed Indoor Amenity				**855**	9,203

5.5 PHASE 2 - PROPOSED OUTDOOR AMENITY

	sq.m.	sq.m.	sq.f.
Proposed Outdoor Amenity-4 at Grade	1127.00	1,127	12,131
Proposed Outdoor Amenity-5 at Grade	826.00	826	8,891
Proposed Outdoor Amenity-6 at Grade	534.00	534	5,748
Proposed Outdoor Amenity-7 at Grade	550.00	550	5,920
Total Proposed Outdoor Amenity		**3,037**	32,690
TOTAL PHASE 2 PROPOSED INDOOR & OUTDOOR AMENITY		**3,892**	**41,893**

6.0 VEHICULAR PARKING

REQUIRED PARKING SPACES FOR B-4,5,6
****Resident Ratio as per City of Mississauga zoning by-law 0225-2007***
**** Visitor Ratio as per Minor Variance A' 164/19***

Building B-4, B-5, B-6 Parking Required

6.1

	ratio	*units*	*Parking Spaces*
Required Residential B-4	1.00	x 220	220
Required Residential B-5	1.00	x 220	220
Required Residential B-6	1.00	x 255	255
Required Visitor B-4	0.15	x 220	33
Required Visitor B-5	0.15	x 220	33
Required Visitor B-6	0.15	x 255	38
Total Required parking for B-4, B-5, B-6			**799**

Building B-4, B-5 , B-6 Floor wise Parking Proposed

6.2

	Residential B-4	*Residential B-5*	*Residential B-6*	*Visitor B-4*	*Visitor B-5*	*Visitor B-6*	*Parking Spaces*
Level 1(Surface)	0	0	0	12	12	22	46
Level P1	50	52	87	21	21	16	247
Level P2	84	84	83	0	0	0	251
Level P3	86	84	85	0	0	0	255
Total Proposed Parking for B-4, B-5,B-6	220	220	255	33	33	38	**799**

Building B-4, B-5, B-6 Parking Proposed

6.3

	ratio	*units*	*Parking Spaces*
Proposed Residential	**1.00**	x 695	695
Proposed Visitor	**0.15**	x 695	104
Total Proposed Parking for B-4,B-5,-B6			**799**

6.4 **Total Not Accessible Parking Spaces Provided for Building B-4, B-5,B-6** — *Parking Spaces*

Required 4%of the total Visitor spaces	4
Proposed	4

Building B-4, B-5, B-6 required Electric Vehicle Ready Parking spaces

6.5

	ratio	*Spaces*	*Parking Spaces*
Required Residential Spaces	20%of total req. parking spaces	x 695	139
Required Visitors Spaces	10%of total req. parking spaces	x 104	10
Total Required Spaces for EV B-4,B-5,B-6			**149**

Building B-4, B-5, B-6 Proposed Electric Vehicle Ready Parking spaces

6.6

	ratio	*Spaces*	*Parking Spaces*
Proposed Residential Spaces	20%of total req. parking spaces	x 695	139
Proposed Visitors Spaces	10%of total req. parking spaces	x 104	10
Total Proposed Spaces for EV B-4,B-5,B-6			**149**

EXISTING PARKING (EXISTING ON SITE PRIOR TO REDEVELOPMENT - FOR REFERENCE ONLY)

6.7

	Building A	*Building B*	*Parking Spaces*
Surface - Visitors	39	39	78
Underground - Tenants	257	258	515
Underground - Recreational	6	6	12
Total Existing Parking For Building A	302	303	**605**

EXISTING PARKING FOR BUILDING A (After existing parking change/relocation)

6.8

	Residential	*Visitor*	*Recreational*	*Parking Spaces*
Level 1	12	39		51
Level P1	121	0	6	127
Level P2	124	0		124
TOTAL EXISTING PARKING FOR BUILDING A	257	39		**302**

EXISTING PARKING FOR BUILDING B (After existing parking change/relocation)

6.9

	Residential	*Visitor*	*Recreational*	*Parking Spaces*
Level 1	4	39		43
Level P1	125	0	6	131
Level P2	129	0		129
TOTAL EXISTING PARKING FOR BUILDING B	258	39		**303**
TOTAL EXISTING PARKING FOR BUILDING A & B				**605**

EXISTING PARKING FOR BUILDING B-3

7.0

	Residential	*Visitor*	*Recreational*	*Parking Spaces*
Level 1	10	19		29
Level P1	122	24		146
Level P2	153	0		153
EXISTING PARKING FOR B-3	285	43		**328**
TOTAL EXISTING PARKING FOR PHASE-1				**933**
TOTAL PHASE1+PHASE-2 PARKING				**1,732**

7.0 BICYCLE PARKING

Building B-4, B-5, B-6 Parking Required

7.1

	ratio	*units*	*Parking Spaces*
BICYCLE BUILDING A CLASS	0.60	x 695	417
BICYCLE BUILDING B CLASS	0.05	x 695	35
Total Required for B-4,B-5,B-6			**452**

Building B-4, B-5, B-6 Parking Proposed

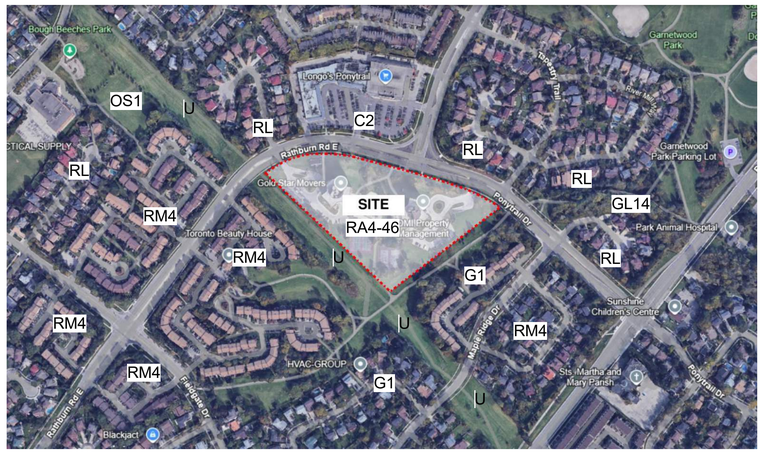
7.2

	ratio	*units*	*Parking Spaces*
BICYCLE BUILDING A CLASS	0.60	x 695	417
BICYCLE BUILDING B CLASS	0.05	x 695	35
Total Proposed for B-4,B-5,B-6			**452**

8.0 LOT COVERAGE

		sq.m.	sq.ft	%
Proposed B-4,5,6 Building Coverage	1178+1178+1056	3,412.00	36,726	9%
Existing Building Coverage		2,034.00	21,894	5%
Existing Building B-3 Coverage		1,405.00	15,123	4%
Proposed Paved Area		2,850.00	30,677	8%
Existing Paved Area		8,611.54	92,694	23%
Landscape Coverage		19,176.78	206,417	51%
Site Area		**37,489.32**	**403,532**	**100%**

**Minimum Landscaped Area = 40% of the Lot Area= 14995.73*



ENLARGED SITE CONTEXT PLAN

SITE CONTEXT PLAN

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FOREST PARK CIRCLE - 425030
4100 PONYTRAIL DRIVE AND 1850 RATHBURN RD EAST, MISSISAUGA

CONTEXT. SITE STATS, OBC MATRIX

2025.12.04
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A-101

FOR COORDINATION
2025-12-04

RATHBURN RD E
PONYTRAIL DR
TAPESTRY TRAIL
CAPILANO CT
MAIN VEHICULAR ACCESS
MUNICIPAL SIDEWALK
1.8M PROPOSED SIDEWALK
EXISTING SIDEWALK
PROPERTY LINE
LIMIT OF WORK LINE
FRONT YARD
SECONDARY ENTRANCE
RETROFITTED FRONT YARD LANDSCAPE TO BE DEMOLISHED
EXISTING BUILDING 'B' STAIR ENCLOSURE
EXISTING VENT CHAMBER
EXISTING RAMP DOWN TO UNDERGROUND PARKING
DESIGNATED BUILDING B PARKING SPACES
EXISTING DRIVEWAY
FIRE ROUTE
DENOTES LINE OF EXISTING UNDERGROUND PARKING BELOW
SURFACE PARKING AREA FOR BUILDING B 43 PARKING SPACES TOTAL 4 RESIDENTIAL 39 VISITOR
21 PROPOSED SURFACE PARKING
TOTAL EXISTING PAVED AREA = 6,988 sq.m.
HYDRO BOX
B
EXISTING BUILDING 'B' 1850 RATHBURN ROAD E.
18 STOREY
999.5 sq.m. GFA (TYP. FL)
TOTAL 192 UNITS
FFE 138.27
B-3 RESIDENTIAL SPACES
WASTE COLLECTION / LOADING AREA
BUILDING ENTRANCE
DENOTES LINE OF PHASE 1 (B-3) UNDERGROUND PARKING
DENOTES LINE OF EXISTING UNDERGROUND PARKING BELOW
EXISTING OUTDOOR AMENITY-3
AREA = 725 SQ.M
EXISTING OUTDOOR AMENITY-2
AREA = 370.52 SQ.M
EXISTING OUTDOOR AMENITY-1
AREA = 673.91 SQ.M
PROPOSED OUTDOOR AMENITY-4 AMENITY AREA = 1127SQ.M
PROPOSED OUTDOOR AMENITY-5 AMENITY AREA = 826 SQ.M
PROPOSED OUTDOOR AMENITY-6 AMENITY AREA = 550 SQ.M
PROPOSED OUTDOOR AMENITY-7 AMENITY AREA = 534 SQ.M
PROPOSED B- 3 (25 ST)
INPH
EST. GRADE = 137.62
ROOFTOP
PROPOSED B-4 (20 ST)
FFE 136.50
(MPH)
PROPOSED B- 5 (20 ST)
FFE 136.25
PROPOSED B-6 (20 ST)
FFE 135.35
ROOFTOP TERRACE AMENITY @ LVL 6 AREA = 285 SQ.M
3.0 M TERRACE @ LVL 6
1.5 M TERRACE @ LVL 24
1.5 M TERRACE @ LVL 19
SUBJECT TO SEPARATE ARBORIST AND SF APPROVALS (UNKNOWN) BY BUILDING
TOWER SEPARATION TO EXISTING BUILDING A
TOWER SEPARATION TO EXISTING BUILDING B
PROPOSED SIAMESE CONNECTION
PROPOSED SIAMESE CONNECTIONS
EXHAUST AIR SHAFT
INTAKE AIR SHAFT
RELOCATED BUILDING 'A' INTAKE SHAFT
EXISTING BUILDING 'A' STAIR ENCLOSURE
PROPOSED BUILDING 'B' STAIRS ENCLOSURE
CLASS B BICYCLE PARKING (B-3)-15 SPACES
EXISTING SHAFT TO BE RELOCATED
PRIMARY ENTRANCE
DROP-OFF
7.0 m DRIVEWAY
B-3 SURFACE VISITOR PARKING (9 NO.)
B-3 RESIDENTIAL SPACES
LINE OF EXISTING U/G PARKING
LINE OF PROPOSED CISTERN AT LEVEL P1
EXISTING BUILDING 'A' STAIR ENCLOSURE TO BE RELOCATED
LINE OF EXISTING U/G PARKING
EXISTING AIR SHAFT TO BE RELOCATED
EXISTING BUILDING 'A' EXHAUST SHAFT
PROPOSED DRIVEWAY
CLASS B BICYCLE PARKING 12 SPACES
CLASS B BICYCLE PARKING 11 SPACES
DROP-OFF
WASTE COLLECTION
PRINCIPLE ENTRANCE
SECONDARY ENTRANCE
TOWER SEPARATION
LINE OF UNDERGROUND PARKING BELOW
INTERIOR SIDE YARD
REAR YARD
PROPERTY LINE
DENOTES LINE OF PHASE -2 UNDERGROUND PARKING
HYDRO-UTILITY CORRIDOR
GREEN SPACE
EXISTING VENT CHAMBER
EXISTING BUILDING 'A' STAIR ENCLOSURE
DESIG. BLDG' A PARKING
DESIGNATED BUILDING A PARKING SPACES
22 PROPOSED PARKING ON B-6 VISITORS
EXISTING PEDESTRIAN CROSSING TO BUILDING 'A'
EXISTING SIDEWALK
EXISTING DRIVEWAY
A=61.54 R=160.02 C=61.16 (N64° 05'00"W)
115.96 (N75° 11'00"W)
60.23
125.37 (N53° 26'10"E)
91.45 (N53° 26'00"E)
A=141.01 R=138.84 C=135.42
(N78° 21'20"E)
112.45 (N46° 30'10"W)
142.98 (N46° 30'40"W)
255.41 m
7.18 m
24.84 m
24.5 m
30.5 m
22 m
25 m
TOS 134.60
DN TO PI
FFE 135.35
(MPH)
POD: (6.93)
POD: (6.91)
TERR @ LVL 17
TERR @ LVL 19
1 PROPOSED BUILDING 'B' PARKING SPACES
1 PROPOSED BUILDING 'A' PARKING SPACES

1 PHASE 2 - OVERALL SITE PLAN
1 : 500

PARKING LEGEND

DESIGNATED EXISTING BUILDING A PARKING SPACE	A
DESIGNATED EXISTING BUILDING B PARKING SPACE	B
DESIGNATED EXISTING BUILDING 3 PARKING SPACE	B-3
PROPOSED BUILDING 4 PARKING SPACE	B-4
PROPOSED BUILDING 5 PARKING SPACE	B-5
PROPOSED BUILDING 5 PARKING SPACE	B-6

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FOREST PARK CIRCLE - 425030
4100 PONYTRAIL DRIVE AND 1850 RATHBURN RD EAST, MISSISAUGA

PHASE 2 - SITE PLAN

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A-104

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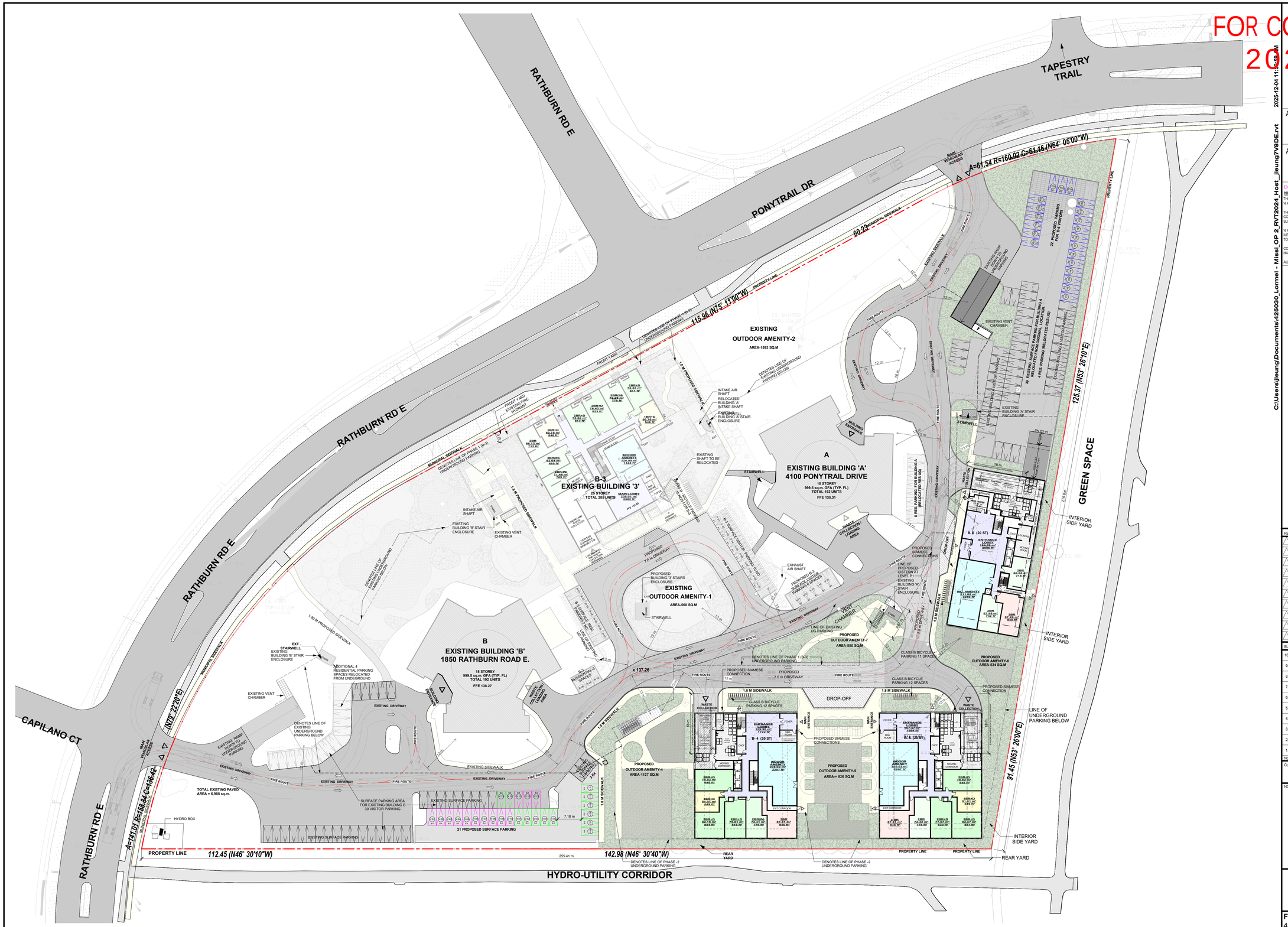
2025-12-04



1 PHASE 2 - OVERALL LEVEL 1 PLAN
1 : 500

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FOREST PARK CIRCLE - 425030
4100 PONYTRAIL DRIVE AND 1850 RATHBURN RD EAST, MISSISAUGA

PHASE 2 - OVERALL LEVEL 1 PLAN

2025.12.04
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A-105

TYPICAL PARKING SPACE

Drive aisle @ 7m MIN.

Handicap Parking Space

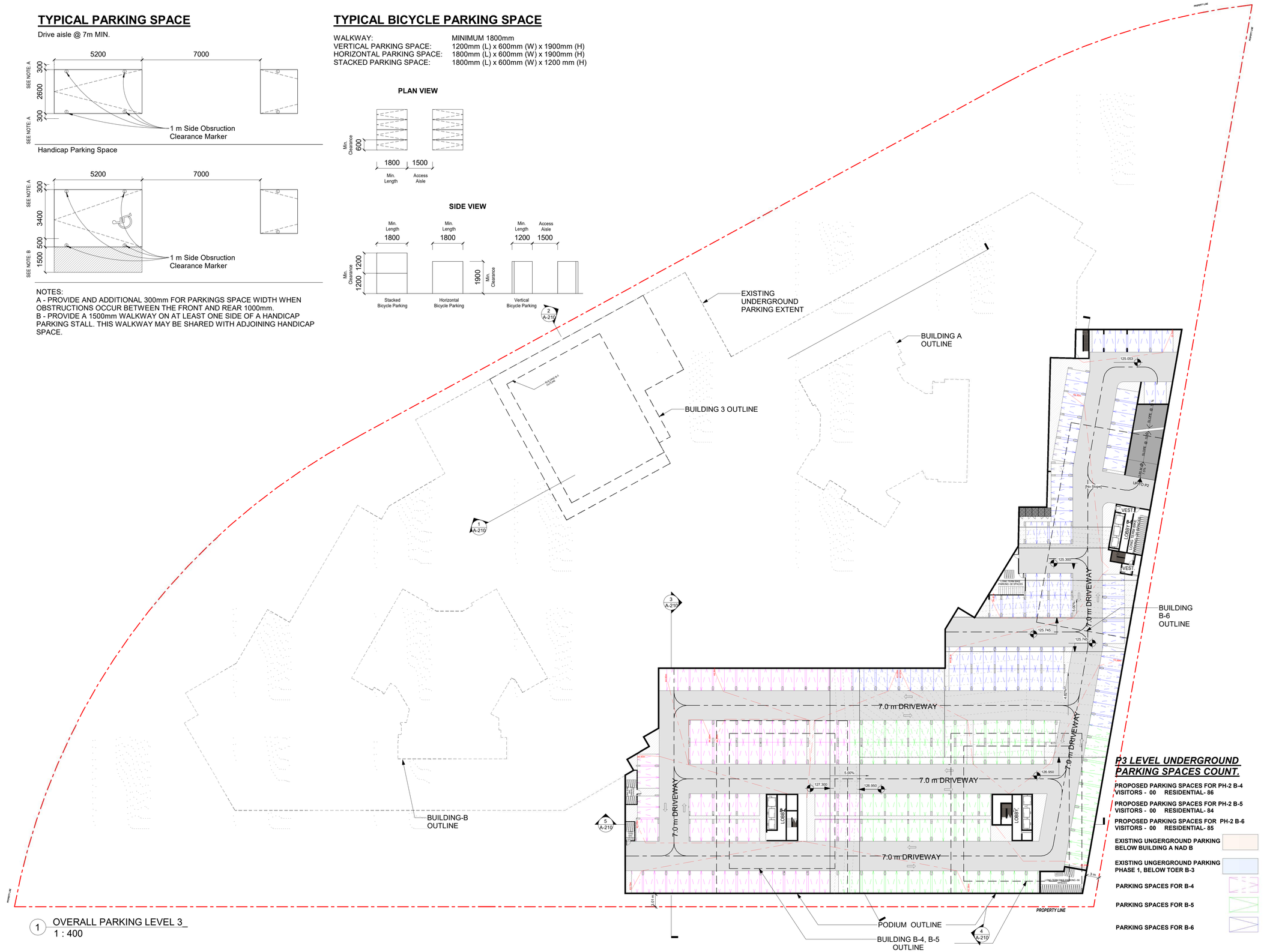
NOTES:
A - PROVIDE AND ADDITIONAL 300mm FOR PARKINGS SPACE WIDTH WHEN OBSTRUCTIONS OCCUR BETWEEN THE FRONT AND REAR 1000mm.
B - PROVIDE A 1500mm WALKWAY ON AT LEAST ONE SIDE OF A HANDICAP PARKING STALL. THIS WALKWAY MAY BE SHARED WITH ADJOINING HANDICAP SPACE.

TYPICAL BICYCLE PARKING SPACE

WALKWAY:	MINIMUM 1800mm
VERTICAL PARKING SPACE:	1200mm (L) x 600mm (W) x 1900mm (H)
HORIZONTAL PARKING SPACE:	1800mm (L) x 600mm (W) x 1900mm (H)
STACKED PARKING SPACE:	1800mm (L) x 600mm (W) x 1200 mm (H)

PLAN VIEW

SIDE VIEW



1 OVERALL PARKING LEVEL 3_
1 : 400

P3 LEVEL UNDERGROUND PARKING SPACES COUNT.

PROPOSED PARKING SPACES FOR PH-2 B-4
VISITORS - 00 RESIDENTIAL- 86

PROPOSED PARKING SPACES FOR PH-2 B-5
VISITORS - 00 RESIDENTIAL- 84

PROPOSED PARKING SPACES FOR PH-2 B-6
VISITORS - 00 RESIDENTIAL- 85

EXISTING UNGERGROUND PARKING BELOW BUILDING A NAD B

EXISTING UNGERGROUND PARKING PHASE 1, BELOW TOER B-3

PARKING SPACES FOR B-4

PARKING SPACES FOR B-5

PARKING SPACES FOR B-6

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FOREST PARK CIRCLE - 425030
4100 PONYTRAIL DRIVE AND 1850 RATHBURN RD EAST, MISSISAUGA

PARKING LEVEL P3

2025.12.04

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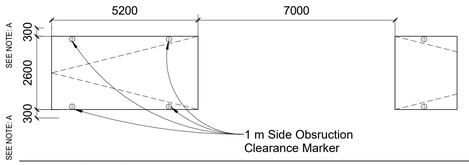
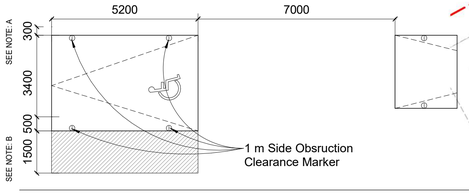
TYPICAL PARKING SPACE

Drive aisle @ 7m MIN.



Handicap Parking Space



NOTES:
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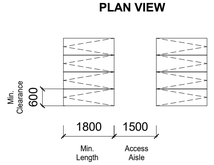
B - PROVIDE A 1500mm WALKWAY ON AT LEAST ONE SIDE OF A HANDICAP PARKING STALL. THIS WALKWAY MAY BE SHARED WITH ADJOINING HANDICAP SPACE.

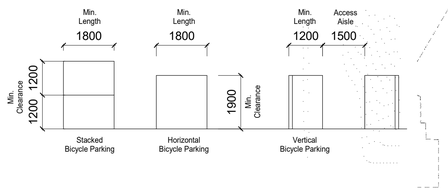
TYPICAL BICYCLE PARKING SPACE

WALKWAY:	MINIMUM 1800mm
VERTICAL PARKING SPACE:	1200mm (L) x 600mm (W) x 1900mm (H)
HORIZONTAL PARKING SPACE:	1800mm (L) x 600mm (W) x 1900mm (H)
STACKED PARKING SPACE:	1800mm (L) x 600mm (W) x 1200 mm (H)

PLAN VIEW

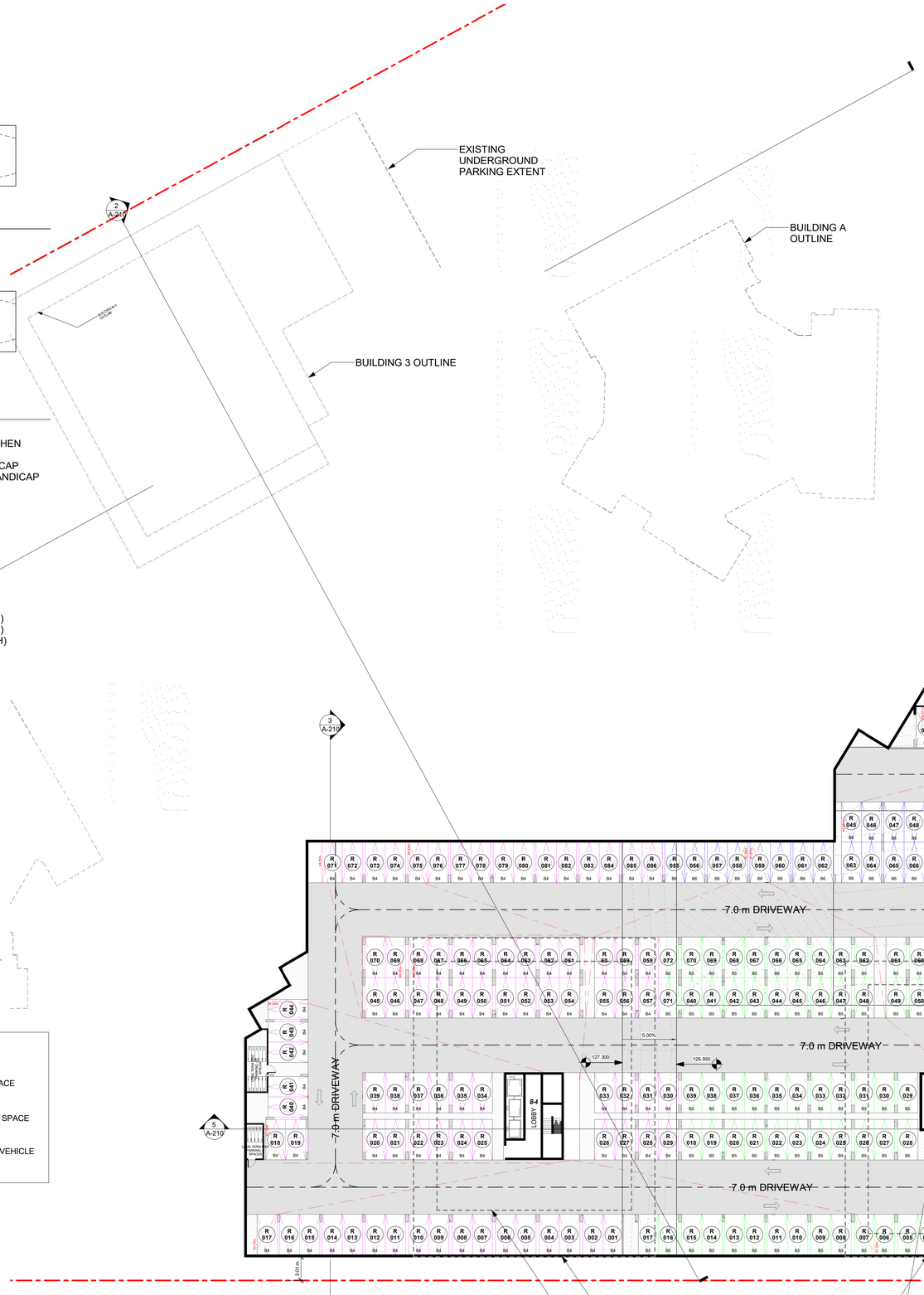


SIDE VIEW



PARKING TAG LEGEND

R	RESIDENT PARKING SPACE	V	VISITOR PARKING SPACE
AR-A	ACCESSIBLE RESIDENT SPACE TYPE A	AV-A	ACCESSIBLE VISITOR SPACE TYPE A
AR-B	ACCESSIBLE RESIDENT SPACE TYPE B	R EV	RESIDENT ELECTRIC VEHICLE PARKING



1 PARKING LEVEL 3 (PHASE-2)
1 : 300

P3 LEVEL UNDERGROUND PARKING SPACES COUNT.

PROPOSED PARKING SPACES FOR PH-2 B-4
VISITORS - 00 RESIDENTIAL- 86

PROPOSED PARKING SPACES FOR PH-2 B-5
VISITORS - 00 RESIDENTIAL- 84

PROPOSED PARKING SPACES FOR PH-2 B-6
VISITORS - 00 RESIDENTIAL- 85

EXISTING UNGERGROUND PARKING BELOW BUILDING A AND B

EXISTING UNGERGROUND PARKING PHASE 1, BELOW BUILDING B-3

PARKING SPACES FOR B-4

PARKING SPACES FOR B-5

PARKING SPACES FOR B-6

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FOREST PARK CIRCLE - 425030
4100 PONYTRAIL DRIVE AND 1850 RATHBURN RD EAST, MISSISAUGA

PHASE 2 PARKING LEVEL P3

2025.12.04

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A-201

TYPICAL BICYCLE PARKING SPACE

WALKWAY:	MINIMUM 1800mm
VERTICAL PARKING SPACE:	1200mm (L) x 600mm (W) x 1900mm (H)
HORIZONTAL PARKING SPACE:	1800mm (L) x 600mm (W) x 1900mm (H)
STACKED PARKING SPACE:	1800mm (L) x 600mm (W) x 1200 mm (H)

PLAN VIEW

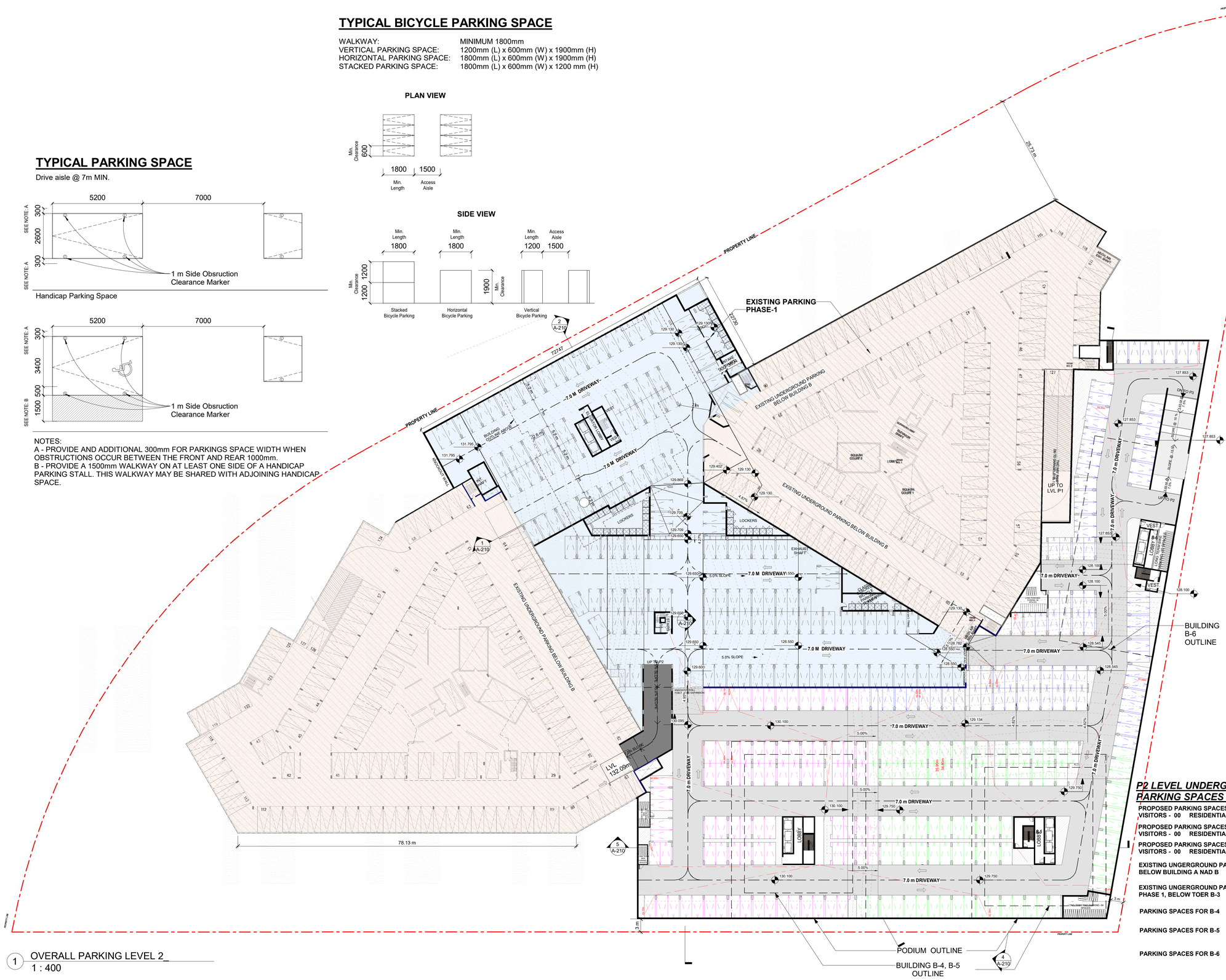
SIDE VIEW

TYPICAL PARKING SPACE

Drive aisle @ 7m MIN.

Handicap Parking Space

NOTES:
A - PROVIDE AND ADDITIONAL 300mm FOR PARKINGS SPACE WIDTH WHEN OBSTRUCTIONS OCCUR BETWEEN THE FRONT AND REAR 1000mm.
B - PROVIDE A 1500mm WALKWAY ON AT LEAST ONE SIDE OF A HANDICAP PARKING STALL. THIS WALKWAY MAY BE SHARED WITH ADJOINING HANDICAP SPACE.



1 OVERALL PARKING LEVEL 2_
1 : 400

P2 LEVEL UNDERGROUND PARKING SPACES COUNT.

PROPOSED PARKING SPACES FOR PH-2 B-4
VISITORS - 00 RESIDENTIAL- 84

PROPOSED PARKING SPACES FOR PH-2 B-5
VISITORS - 00 RESIDENTIAL- 84

PROPOSED PARKING SPACES FOR PH-2 B-6
VISITORS - 00 RESIDENTIAL- 83

EXISTING UNGERGROUND PARKING BELOW BUILDING A NAD B

EXISTING UNGERGROUND PARKING PHASE 1, BELOW TOER B-3

PARKING SPACES FOR B-4

PARKING SPACES FOR B-5

PARKING SPACES FOR B-6

FOR COORDINATION
2025-12-04

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APPLICATION NUMBER:

APPLICATION NUMBER:

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REVISIONS

SUBMITTALS

No.	Description	YYYY.MM.DD	By
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1.	ISSUED FOR ZBA SUBMISSION	2025.12.xx	

CLIENT:
FOREST PARK CIRCLE

NORTH: PROJECT NORTH / TRUE NORTH

STAMP:

4 ARCHITECTURE INC
WWW.4ARCHITECTURE.CA
8966 Woodbine Avenue, Suite 300, Markham, ON L3R 0J7
T. (905) 470 7212 // email: mail@4architecture.ca

FOREST PARK CIRCLE - 425030
4100 PONYTRAIL DRIVE AND 1850 RATHBURN RD EAST, MISSISAUGA

PARKING LEVEL P2

2025.12.04

Scale: As indicated | Drawn By: SV/DS | Checked By: EM

File Number

A-202

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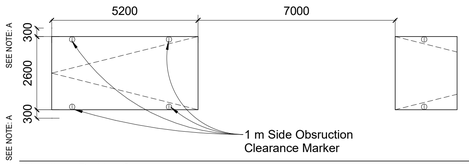
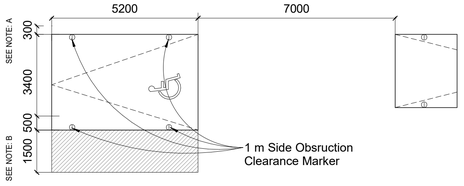
TYPICAL PARKING SPACE

Drive aisle @ 7m MIN.



Handicap Parking Space

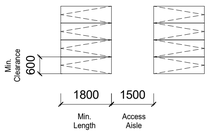


NOTES:
A - PROVIDE AND ADDITIONAL 300mm FOR PARKINGS SPACE WIDTH WHEN OBSTRUCTIONS OCCUR BETWEEN THE FRONT AND REAR 1000mm.
B - PROVIDE A 1500mm WALKWAY ON AT LEAST ONE SIDE OF A HANDICAP PARKING STALL. THIS WALKWAY MAY BE SHARED WITH ADJOINING HANDICAP SPACE.

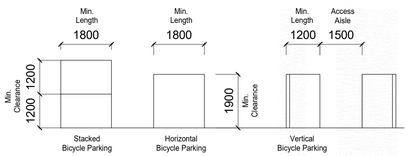
TYPICAL BICYCLE PARKING SPACE

WALKWAY:	MINIMUM 1800mm
VERTICAL PARKING SPACE:	1200mm (L) x 600mm (W) x 1900mm (H)
HORIZONTAL PARKING SPACE:	1800mm (L) x 600mm (W) x 1900mm (H)
STACKED PARKING SPACE:	1800mm (L) x 600mm (W) x 1200 mm (H)

PLAN VIEW

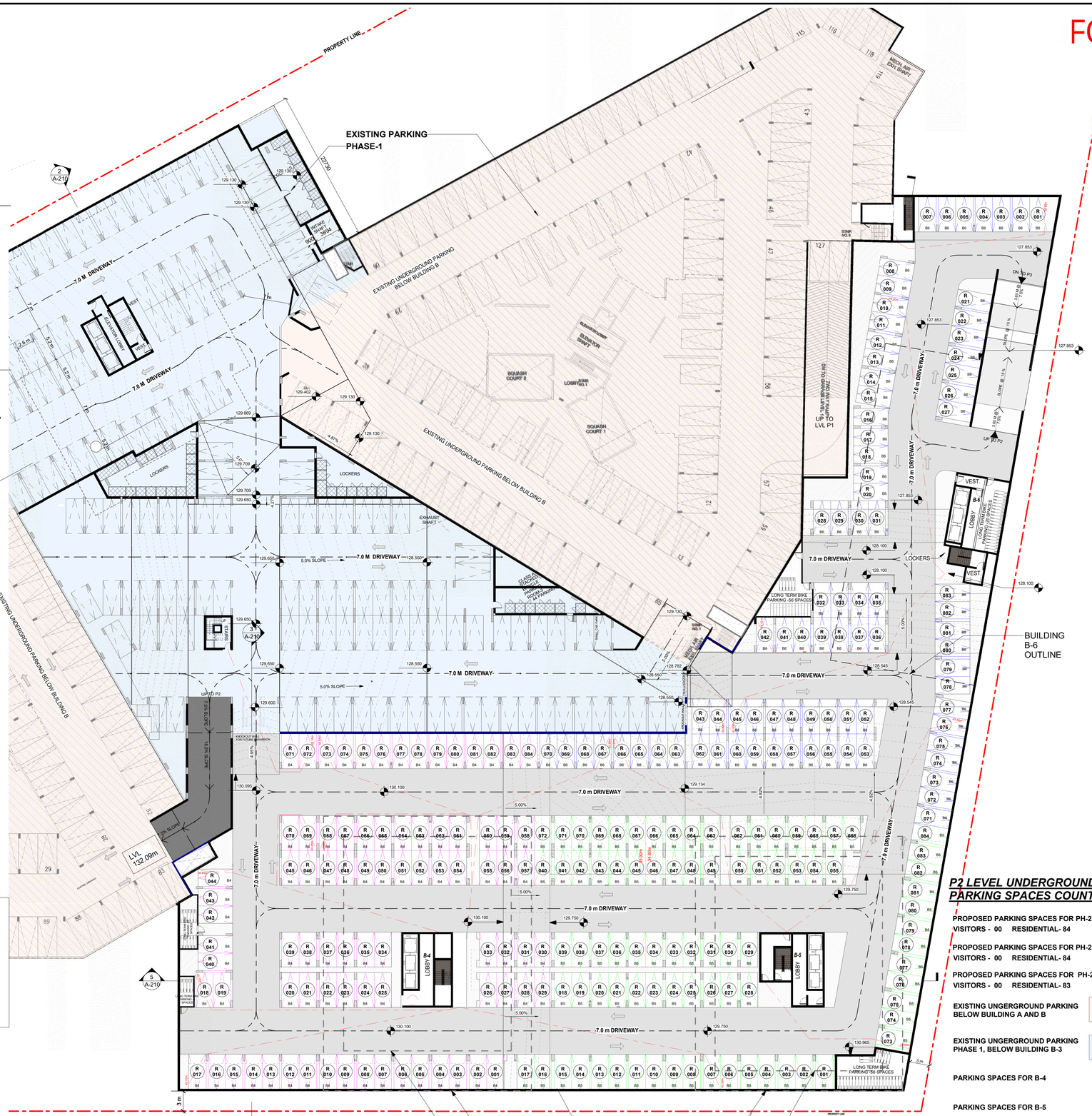


SIDE VIEW



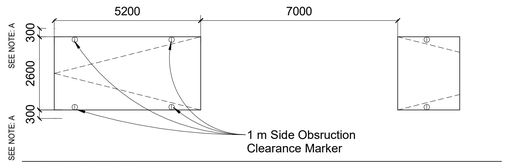
PARKING TAG LEGEND

R	RESIDENT PARKING SPACE	V	VISITOR PARKING SPACE
AR-A	ACCESSIBLE RESIDENT SPACE TYPE A	AV-A	ACCESSIBLE VISITOR SPACE TYPE A
AR-B	ACCESSIBLE RESIDENT SPACE TYPE B	R EV	RESIDENT ELECTRIC VEHICLE PARKING

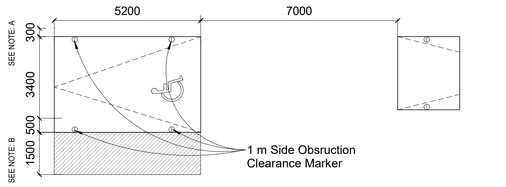

PROPERTY LINE
EXISTING PARKING PHASE-1
EXISTING UNDERGROUND PARKING BELOW BUILDING B
EXISTING UNDERGROUND PARKING BELOW BUILDING B
EXISTING UNDERGROUND PARKING BELOW BUILDING B
7.0 M DRIVEWAY
7.0 m DRIVEWAY
LOCKERS
SQUASH COURT II
SQUASH COURT I
LOBBY
ELEVATOR SHAFT
EXHAUST SHAFT
MECH. AIR DUCT SHAFT
UP TO LVL P1
LVL 132.09m
LONG TERM BIKE PARKING -56 SPACES
LONG TERM BIKE PARKING-56 SPACES
B-4
B-5
B-6
VEST.
BUILDING B-6 OUTLINE
PODIUM OUTLINE
BUILDING B-4, B-5 OUTLINE
5.0% SLOPE
15.0% SLOPE
7.5% SLOPE
WINDOW WALL FOR FUTURE EXPANSION
OPEN TO BELOW
OPEN TO BELOW
OPEN TO BELOW

TYPICAL PARKING SPACE

Drive aisle @ 7m MIN.



Handicap Parking Space



NOTES:
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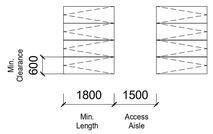
B - PROVIDE A 1500mm WALKWAY ON AT LEAST ONE SIDE OF A HANDICAP PARKING STALL. THIS WALKWAY MAY BE SHARED WITH ADJOINING HANDICAP SPACE.

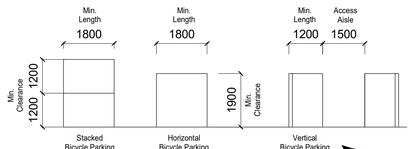
TYPICAL BICYCLE PARKING SPACE

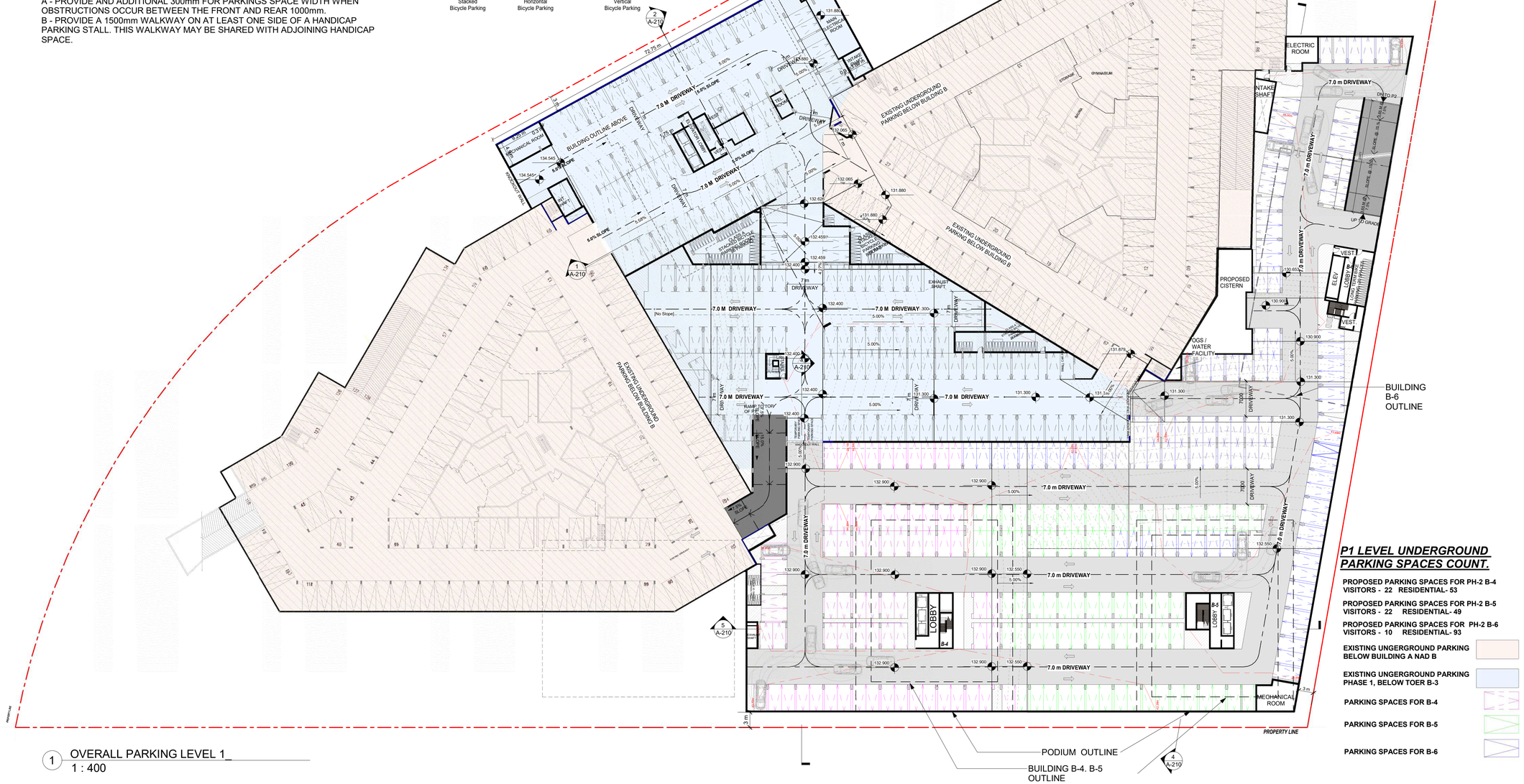
WALKWAY: MINIMUM 1800mm
VERTICAL PARKING SPACE: 1200mm (L) x 600mm (W) x 1900mm (H)
HORIZONTAL PARKING SPACE: 1800mm (L) x 600mm (W) x 1900mm (H)
STACKED PARKING SPACE: 1800mm (L) x 600mm (W) x 1200 mm (H)

PLAN VIEW



SIDE VIEW





1 OVERALL PARKING LEVEL 1_____
1 : 400

P1 LEVEL UNDERGROUND PARKING SPACES COUNT.

PROPOSED PARKING SPACES FOR PH-2 B-4
VISITORS - 22 RESIDENTIAL- 53

PROPOSED PARKING SPACES FOR PH-2 B-5
VISITORS - 22 RESIDENTIAL- 49

PROPOSED PARKING SPACES FOR PH-2 B-6
VISITORS - 10 RESIDENTIAL- 93

EXISTING UNGERGROUND PARKING BELOW BUILDING A NAD B

EXISTING UNGERGROUND PARKING PHASE 1, BELOW TOER B-3

PARKING SPACES FOR B-4

PARKING SPACES FOR B-5

PARKING SPACES FOR B-6

FOR COORDINATION
2025-12-04

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REVISIONS

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1.	ISSUED FOR ZBA SUBMISSION	2025.12.xx	
No.	Description	YYYY.MM.DD	By

CLIENT:
FOREST PARK CIRCLE

NORTH: PROJECT NORTH / TRUE NORTH
STAMP:

4 ARCHITECTURE INC
WWW.4ARCHITECTURE.CA
8966 Woodbine Avenue, Suite 300, Markham, ON L3R 0J7
T. (905) 470 7212 // email: mail@4architecture.ca

FOREST PARK CIRCLE - 425030
4100 PONYTRAIL DRIVE AND 1850 RATHBURN RD EAST, MISSISAUGA

PARKING LEVEL P1

2025.12.04
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File Number:

A-204

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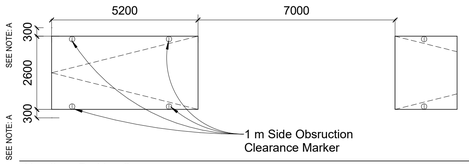
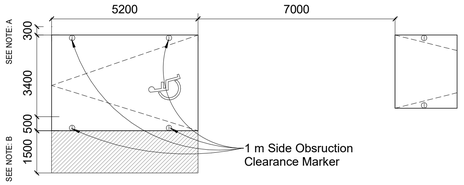
TYPICAL PARKING SPACE

Drive aisle @ 7m MIN.



Handicap Parking Space



NOTES:
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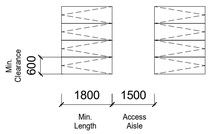
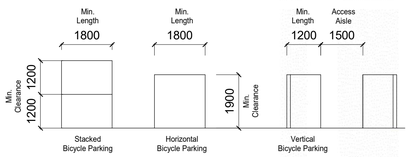
TYPICAL BICYCLE PARKING SPACE

WALKWAY:	MINIMUM 1800mm
VERTICAL PARKING SPACE:	1200mm (L) x 600mm (W) x 1900mm (H)
HORIZONTAL PARKING SPACE:	1800mm (L) x 600mm (W) x 1900mm (H)
STACKED PARKING SPACE:	1800mm (L) x 600mm (W) x 1200 mm (H)

PLAN VIEW

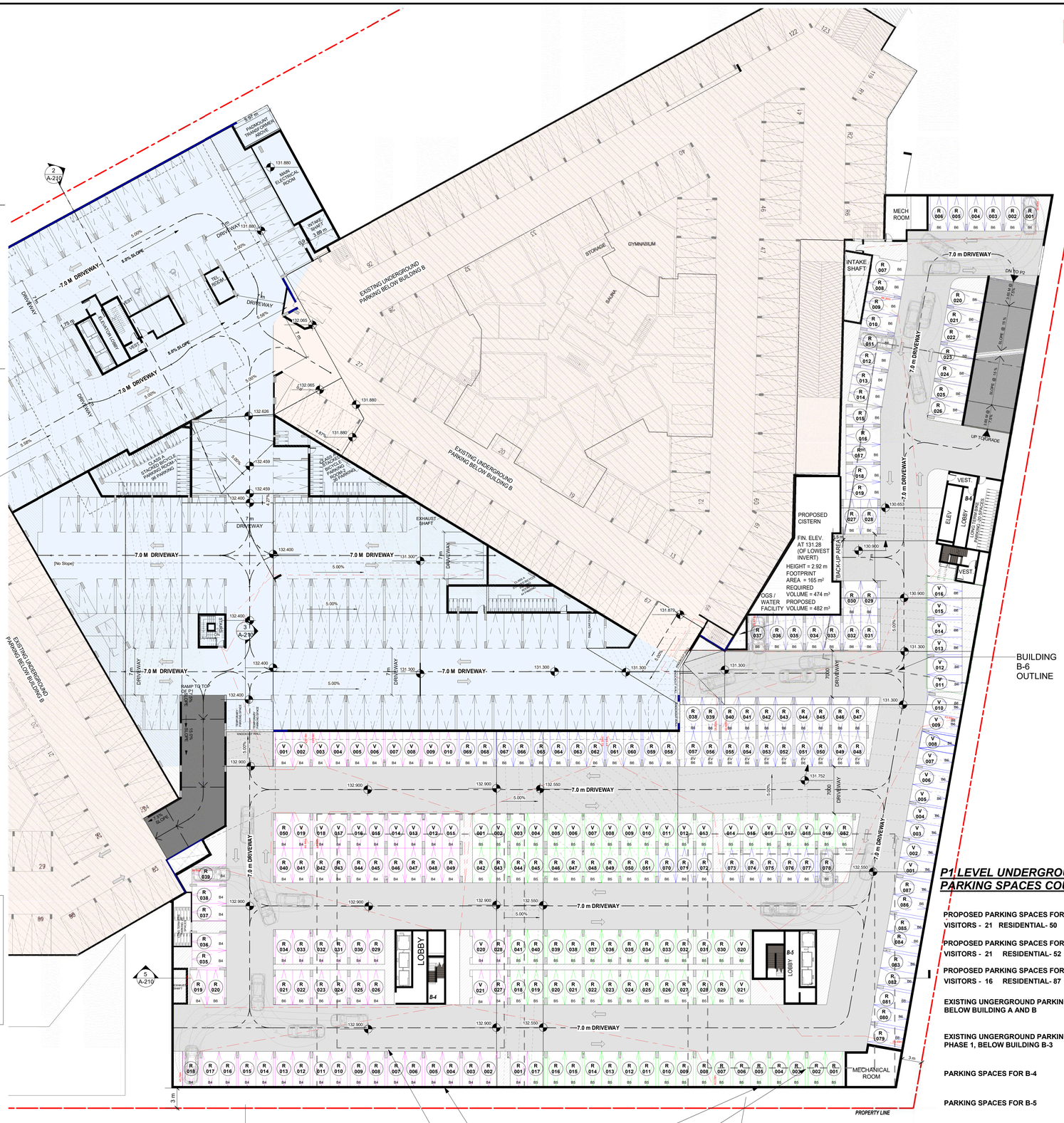


SIDE VIEW



PARKING TAG LEGEND

R	RESIDENT PARKING SPACE	V	VISITOR PARKING SPACE
AR-A	ACCESSIBLE RESIDENT SPACE TYPE A	AV-A	ACCESSIBLE VISITOR SPACE TYPE A
AR-B	ACCESSIBLE RESIDENT SPACE TYPE B	R EV	RESIDENT ELECTRIC VEHICLE PARKING



P1 LEVEL UNDERGROUND PARKING SPACES COUNT.

PROPOSED PARKING SPACES FOR PH-2 B-4
VISITORS - 21 RESIDENTIAL- 50

PROPOSED PARKING SPACES FOR PH-2 B-5
VISITORS - 21 RESIDENTIAL- 52

PROPOSED PARKING SPACES FOR PH-2 B-6
VISITORS - 16 RESIDENTIAL- 87

EXISTING UNGERGROUND PARKING BELOW BUILDING A AND B

EXISTING UNGERGROUND PARKING PHASE 1, BELOW BUILDING B-3

PARKING SPACES FOR B-4

PARKING SPACES FOR B-5

PARKING SPACES FOR B-6

1 PARKING LEVEL 1 (PHASE-2)
1 : 300

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APPLICATION NUMBER:

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REVISIONS

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SUBMITTALS

No.	Description	YYYY.MM.DD	By
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1.	ISSUED FOR ZBA SUBMISSION	2025.12.xx	

CLIENT:
FOREST PARK CIRCLE

NORTH: TRUE NORTH / PROJECT NORTH
STAMP:

4 ARCHITECTURE INC
WWW.4ARCHITECTURE.CA
8966 Woodbine Avenue, Suite 300, Markham, ON L3R 0J7
T. (905) 470 7212 / email: mail@4architecture.ca

FOREST PARK CIRCLE - 425030
4100 PONYTRAIL DRIVE AND 1850 RATHBURN RD EAST, MISSISAUGA

PHASE 2 PARKING LEVEL P1

2025.12.04
Scale: As indicated | Drawn By: SV/DS | Checked By: EM
File Number:

A-205

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: 10:00:00

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

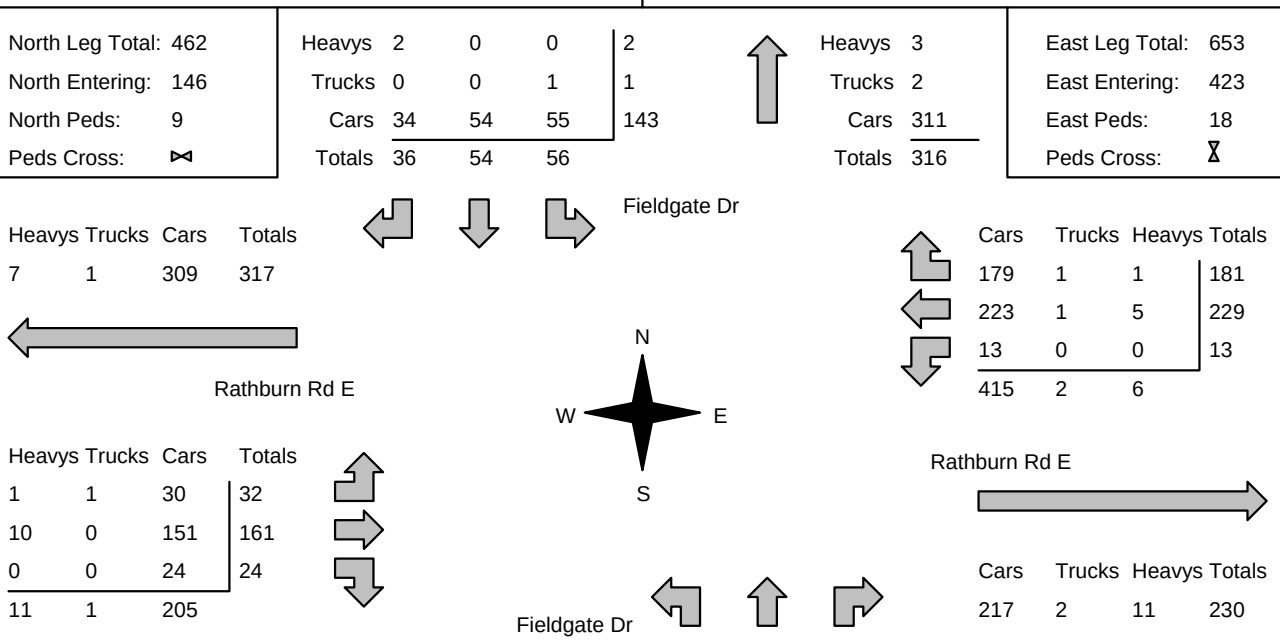
Municipality: Mississauga
Site #: 2513700001
Intersection: Rathburn Rd E & Fieldgate Dr
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Rathburn Rd E runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 19:00:00

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

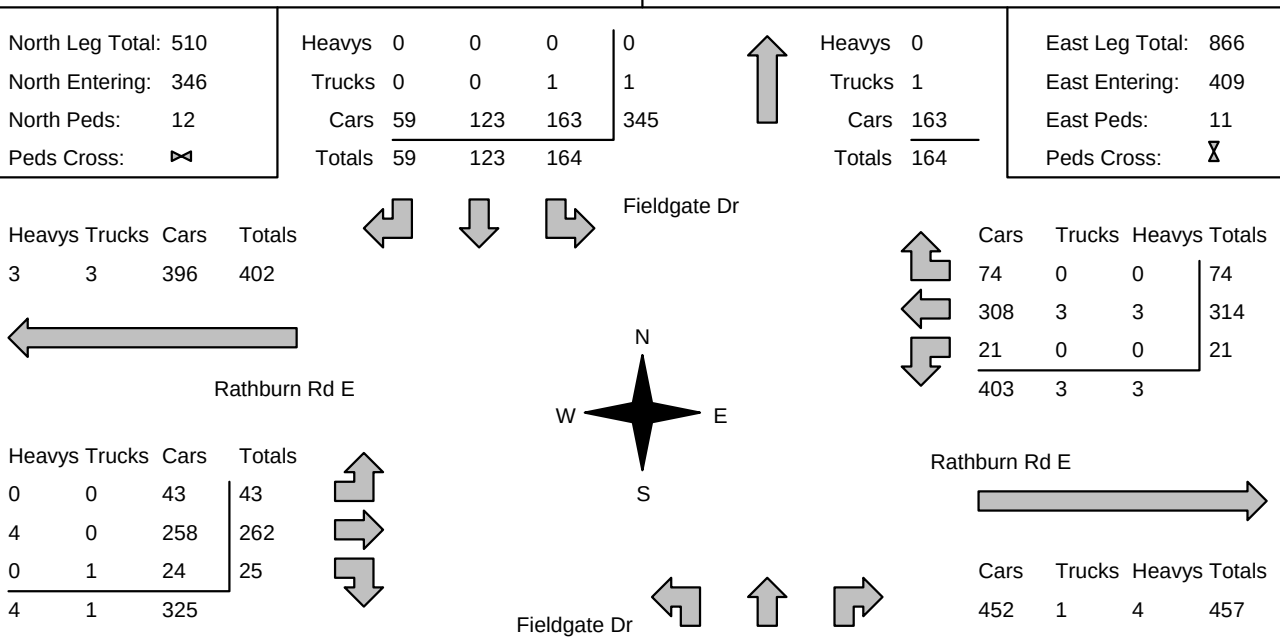
Municipality: Mississauga
Site #: 2513700001
Intersection: Rathburn Rd E & Fieldgate Dr
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Rathburn Rd E runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

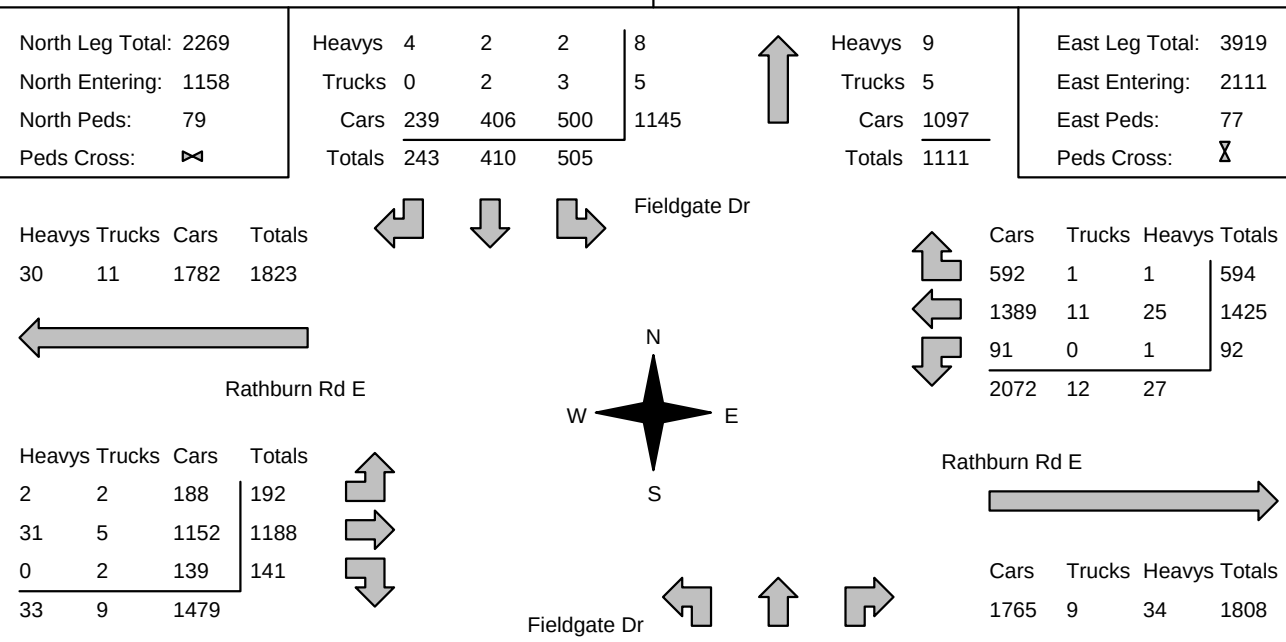
Municipality: Mississauga
Site #: 2513700001
Intersection: Rathburn Rd E & Fieldgate Dr
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Rathburn Rd E runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Rathburn Rd E & Fieldgate Dr | **Count Date:** 9-Sep-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	*35*	*23*	*23*	*81*	*13*
9:00:00	*56*	*54*	*36*	*146*	*9*
10:00:00	*55*	*51*	*34*	*140*	*9*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*129*	*110*	*49*	*288*	*11*
18:00:00	*156*	*126*	*61*	*343*	*18*
19:00:00	*74*	*46*	*40*	*160*	*19*
Totals:	505	410	243	1158	79

North/South Total Approaches: 1753

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	*21*	*46*	*6*	*73*	*6*
9:00:00	*52*	*103*	*13*	*168*	*9*
10:00:00	*13*	*45*	*17*	*75*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*26*	*57*	*31*	*114*	*11*
18:00:00	*27*	*42*	*27*	*96*	*14*
19:00:00	*16*	*32*	*21*	*69*	*13*
S Totals:	155	325	115	595	53

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	*8*	*181*	*97*	*286*	*9*
9:00:00	*13*	*229*	*181*	*423*	*18*
10:00:00	*14*	*168*	*102*	*284*	*7*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*16*	*286*	*85*	*387*	*5*
18:00:00	*22*	*315*	*70*	*407*	*16*
19:00:00	*19*	*246*	*59*	*324*	*22*
Totals:	92	1425	594	2111	77

East/West Total Approaches: 3632

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	*12*	*144*	*19*	*175*	*11*
9:00:00	*32*	*161*	*24*	*217*	*4*
10:00:00	*17*	*126*	*14*	*157*	*3*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*41*	*287*	*33*	*361*	*10*
18:00:00	*48*	*267*	*26*	*341*	*8*
19:00:00	*42*	*203*	*25*	*270*	*10*
W Totals:	192	1188	141	1521	46

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*0*	*122*	*233*	*129*	*0*	*280*	*333*	*168*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700001

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	7	7	3	3	8	8	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:30:00	12	5	7	4	13	5	0	0	0	0	0	0	0	0	0	0	1	1	3	1
7:45:00	22	10	15	8	15	2	0	0	0	0	0	0	0	0	2	2	1	0	5	2
8:00:00	35	13	21	6	22	7	0	0	0	0	0	0	0	0	2	0	1	0	13	8
8:15:00	47	12	33	12	28	6	0	0	0	0	0	0	0	0	2	0	2	1	18	5
8:30:00	56	9	41	8	33	5	0	0	0	0	0	0	0	0	2	0	2	0	20	2
8:45:00	68	12	54	13	45	12	0	0	0	0	0	0	0	0	2	0	2	0	21	1
9:00:00	90	22	75	21	56	11	1	1	0	0	0	0	0	0	2	0	3	1	22	1
9:15:00	109	19	93	18	64	8	2	1	0	0	0	0	0	0	2	0	3	0	25	3
9:30:00	124	15	102	9	73	9	2	0	1	1	0	0	0	0	2	0	3	0	28	3
9:45:00	133	9	113	11	81	8	2	0	1	0	0	0	0	0	2	0	3	0	31	3
10:00:00	143	10	125	12	90	9	2	0	1	0	0	0	1	1	2	0	3	0	31	0
10:15:00	143	0	125	0	90	0	2	0	1	0	0	0	1	0	2	0	3	0	31	0
16:00:00	143	0	125	0	90	0	2	0	1	0	0	0	1	0	2	0	3	0	31	0
16:15:00	176	33	154	29	107	17	2	0	1	0	0	0	2	1	2	0	3	0	36	5
16:30:00	206	30	187	33	116	9	2	0	1	0	0	0	2	0	2	0	4	1	40	4
16:45:00	234	28	215	28	126	10	2	0	2	1	0	0	2	0	2	0	4	0	41	1
17:00:00	271	37	234	19	138	12	2	0	2	0	0	0	2	0	2	0	4	0	42	1
17:15:00	330	59	269	35	153	15	2	0	2	0	0	0	2	0	2	0	4	0	46	4
17:30:00	370	40	310	41	172	19	2	0	2	0	0	0	2	0	2	0	4	0	48	2
17:45:00	397	27	338	28	185	13	3	1	2	0	0	0	2	0	2	0	4	0	53	5
18:00:00	426	29	360	22	199	14	3	0	2	0	0	0	2	0	2	0	4	0	60	7
18:15:00	452	26	375	15	213	14	3	0	2	0	0	0	2	0	2	0	4	0	64	4
18:30:00	469	17	387	12	224	11	3	0	2	0	0	0	2	0	2	0	4	0	64	0
18:45:00	488	19	394	7	227	3	3	0	2	0	0	0	2	0	2	0	4	0	70	6
19:00:00	500	12	406	12	239	12	3	0	2	0	0	0	2	0	2	0	4	0	79	9
19:15:00	500	0	406	0	239	0	3	0	2	0	0	0	2	0	2	0	4	0	79	0
19:15:15	500	0	406	0	239	0	3	0	2	0	0	0	2	0	2	0	4	0	79	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700001

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	2	2	33	33	17	17	0	0	0	0	0	0	0	0	1	1	0	0	2	2
7:30:00	3	1	64	31	36	19	0	0	0	0	0	0	0	0	2	1	0	0	5	3
7:45:00	5	2	113	49	63	27	0	0	1	1	0	0	0	0	5	3	0	0	7	2
8:00:00	7	2	173	60	97	34	0	0	1	0	0	0	1	1	7	2	0	0	9	2
8:15:00	11	4	220	47	136	39	0	0	1	0	1	1	1	0	7	0	0	0	14	5
8:30:00	12	1	277	57	167	31	0	0	2	1	1	0	1	0	9	2	0	0	18	4
8:45:00	16	4	344	67	222	55	0	0	2	0	1	0	1	0	12	3	1	1	25	7
9:00:00	20	4	396	52	276	54	0	0	2	0	1	0	1	0	12	0	1	0	27	2
9:15:00	23	3	447	51	318	42	0	0	2	0	1	0	1	0	14	2	1	0	28	1
9:30:00	26	3	493	46	344	26	0	0	2	0	1	0	1	0	15	1	1	0	30	2
9:45:00	30	4	528	35	364	20	0	0	3	1	1	0	1	0	15	0	1	0	32	2
10:00:00	34	4	559	31	378	14	0	0	3	0	1	0	1	0	16	1	1	0	34	2
10:15:00	34	0	559	0	378	0	0	0	3	0	1	0	1	0	16	0	1	0	34	0
16:00:00	34	0	559	0	378	0	0	0	3	0	1	0	1	0	16	0	1	0	34	0
16:15:00	37	3	634	75	398	20	0	0	3	0	1	0	1	0	17	1	1	0	37	3
16:30:00	43	6	698	64	425	27	0	0	5	2	1	0	1	0	18	1	1	0	37	0
16:45:00	45	2	772	74	445	20	0	0	6	1	1	0	1	0	18	0	1	0	37	0
17:00:00	50	5	838	66	463	18	0	0	7	1	1	0	1	0	19	1	1	0	39	2
17:15:00	58	8	915	77	478	15	0	0	7	0	1	0	1	0	20	1	1	0	44	5
17:30:00	63	5	991	76	498	20	0	0	9	2	1	0	1	0	20	0	1	0	45	1
17:45:00	66	3	1080	89	519	21	0	0	9	0	1	0	1	0	21	1	1	0	48	3
18:00:00	72	6	1148	68	533	14	0	0	9	0	1	0	1	0	22	1	1	0	55	7
18:15:00	79	7	1207	59	557	24	0	0	9	0	1	0	1	0	23	1	1	0	57	2
18:30:00	81	2	1271	64	567	10	0	0	10	1	1	0	1	0	23	0	1	0	62	5
18:45:00	87	6	1332	61	578	11	0	0	11	1	1	0	1	0	24	1	1	0	69	7
19:00:00	91	4	1389	57	592	14	0	0	11	0	1	0	1	0	25	1	1	0	77	8
19:15:00	91	0	1389	0	592	0	0	0	11	0	1	0	1	0	25	0	1	0	77	0
19:15:15	91	0	1389	0	592	0	0	0	11	0	1	0	1	0	25	0	1	0	77	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700001

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	4	4	6	6	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	8	4	18	12	2	1	0	0	0	0	0	0	1	1	1	1	0	0	2	1
7:45:00	13	5	29	11	4	2	0	0	0	0	0	0	1	0	2	1	0	0	4	2
8:00:00	20	7	44	15	6	2	0	0	0	0	0	0	1	0	2	0	0	0	6	2
8:15:00	36	16	62	18	9	3	0	0	0	0	0	0	1	0	2	0	0	0	12	6
8:30:00	57	21	89	27	13	4	0	0	0	0	0	0	1	0	3	1	1	1	14	2
8:45:00	60	3	112	23	14	1	0	0	0	0	0	0	1	0	3	0	1	0	14	0
9:00:00	72	12	146	34	17	3	0	0	0	0	1	1	1	0	3	0	1	0	15	1
9:15:00	78	6	154	8	21	4	0	0	1	1	1	0	1	0	3	0	1	0	15	0
9:30:00	79	1	166	12	26	5	0	0	1	0	1	0	1	0	3	0	1	0	15	0
9:45:00	83	4	176	10	31	5	0	0	1	0	1	0	1	0	3	0	1	0	15	0
10:00:00	85	2	190	14	34	3	0	0	1	0	1	0	1	0	3	0	1	0	15	0
10:15:00	85	0	190	0	34	0	0	0	1	0	1	0	1	0	3	0	1	0	15	0
16:00:00	85	0	190	0	34	0	0	0	1	0	1	0	1	0	3	0	1	0	15	0
16:15:00	95	10	210	20	41	7	0	0	1	0	1	0	1	0	5	2	1	0	16	1
16:30:00	99	4	220	10	49	8	0	0	1	0	1	0	1	0	5	0	1	0	20	4
16:45:00	102	3	231	11	55	6	0	0	1	0	1	0	1	0	6	1	1	0	22	2
17:00:00	111	9	244	13	65	10	0	0	1	0	1	0	1	0	6	0	1	0	26	4
17:15:00	115	4	258	14	73	8	0	0	1	0	1	0	1	0	6	0	1	0	27	1
17:30:00	123	8	268	10	79	6	0	0	2	1	1	0	1	0	6	0	1	0	27	0
17:45:00	131	8	277	9	86	7	0	0	2	0	1	0	1	0	6	0	1	0	32	5
18:00:00	138	7	285	8	92	6	0	0	2	0	1	0	1	0	6	0	1	0	40	8
18:15:00	141	3	292	7	97	5	0	0	2	0	1	0	1	0	6	0	1	0	41	1
18:30:00	145	4	301	9	107	10	0	0	2	0	1	0	1	0	6	0	1	0	45	4
18:45:00	150	5	310	9	109	2	0	0	2	0	1	0	1	0	6	0	1	0	47	2
19:00:00	154	4	317	7	113	4	0	0	2	0	1	0	1	0	6	0	1	0	53	6
19:15:00	154	0	317	0	113	0	0	0	2	0	1	0	1	0	6	0	1	0	53	0
19:15:15	154	0	317	0	113	0	0	0	2	0	1	0	1	0	6	0	1	0	53	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 **Site #: 2513700001**

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	28	28	4	4	0	0	1	1	0	0	0	0	2	2	0	0	0	0
7:30:00	3	2	51	23	11	7	0	0	2	1	0	0	1	1	2	0	0	0	7	7
7:45:00	8	5	95	44	18	7	0	0	2	0	0	0	1	0	5	3	0	0	8	1
8:00:00	11	3	135	40	19	1	0	0	3	1	0	0	1	0	6	1	0	0	11	3
8:15:00	18	7	172	37	28	9	1	1	3	0	0	0	2	1	9	3	0	0	12	1
8:30:00	21	3	200	28	37	9	1	0	3	0	0	0	2	0	13	4	0	0	13	1
8:45:00	32	11	246	46	39	2	1	0	3	0	0	0	2	0	16	3	0	0	13	0
9:00:00	41	9	286	40	43	4	1	0	3	0	0	0	2	0	16	0	0	0	15	2
9:15:00	46	5	327	41	47	4	1	0	4	1	0	0	2	0	17	1	0	0	16	1
9:30:00	48	2	356	29	51	4	1	0	4	0	0	0	2	0	17	0	0	0	18	2
9:45:00	52	4	386	30	53	2	1	0	4	0	0	0	2	0	18	1	0	0	18	0
10:00:00	58	6	408	22	56	3	1	0	4	0	1	1	2	0	19	1	0	0	18	0
10:15:00	58	0	408	0	56	0	1	0	4	0	1	0	2	0	19	0	0	0	18	0
16:00:00	58	0	408	0	56	0	1	0	4	0	1	0	2	0	19	0	0	0	18	0
16:15:00	69	11	487	79	65	9	1	0	4	0	1	0	2	0	21	2	0	0	19	1
16:30:00	81	12	554	67	80	15	2	1	4	0	1	0	2	0	22	1	0	0	20	1
16:45:00	92	11	626	72	81	1	2	0	5	1	1	0	2	0	23	1	0	0	24	4
17:00:00	98	6	689	63	88	7	2	0	5	0	2	1	2	0	24	1	0	0	28	4
17:15:00	107	9	750	61	93	5	2	0	5	0	2	0	2	0	24	0	0	0	30	2
17:30:00	122	15	829	79	96	3	2	0	5	0	2	0	2	0	26	2	0	0	33	3
17:45:00	135	13	884	55	105	9	2	0	5	0	2	0	2	0	27	1	0	0	35	2
18:00:00	146	11	953	69	114	9	2	0	5	0	2	0	2	0	27	0	0	0	36	1
18:15:00	157	11	1001	48	121	7	2	0	5	0	2	0	2	0	28	1	0	0	38	2
18:30:00	172	15	1045	44	124	3	2	0	5	0	2	0	2	0	29	1	0	0	39	1
18:45:00	180	8	1103	58	132	8	2	0	5	0	2	0	2	0	30	1	0	0	44	5
19:00:00	188	8	1152	49	139	7	2	0	5	0	2	0	2	0	31	1	0	0	46	2
19:15:00	188	0	1152	0	139	0	2	0	5	0	2	0	2	0	31	0	0	0	46	0
19:15:15	188	0	1152	0	139	0	2	0	5	0	2	0	2	0	31	0	0	0	46	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 10:00:00

One Hour Peak
From: 8:15:00
To: 9:15:00

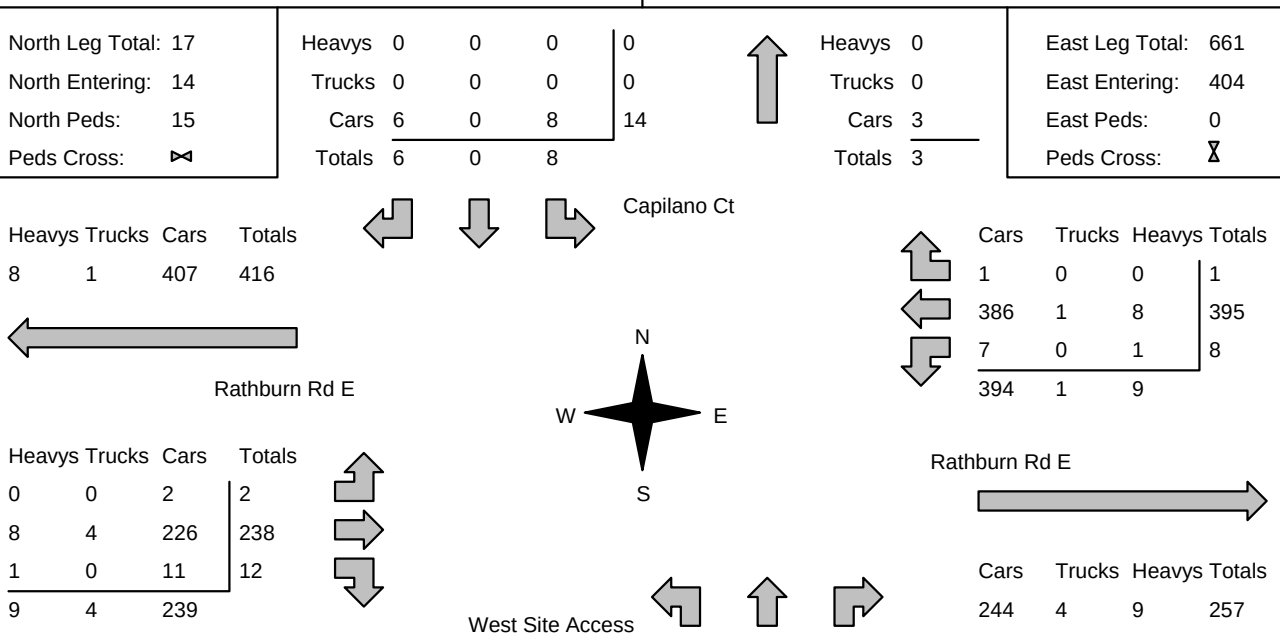
Municipality: Mississauga
Site #: 2513700002
Intersection: Rathburn Rd E & Capilano Ct
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Rathburn Rd E runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 19:00:00

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

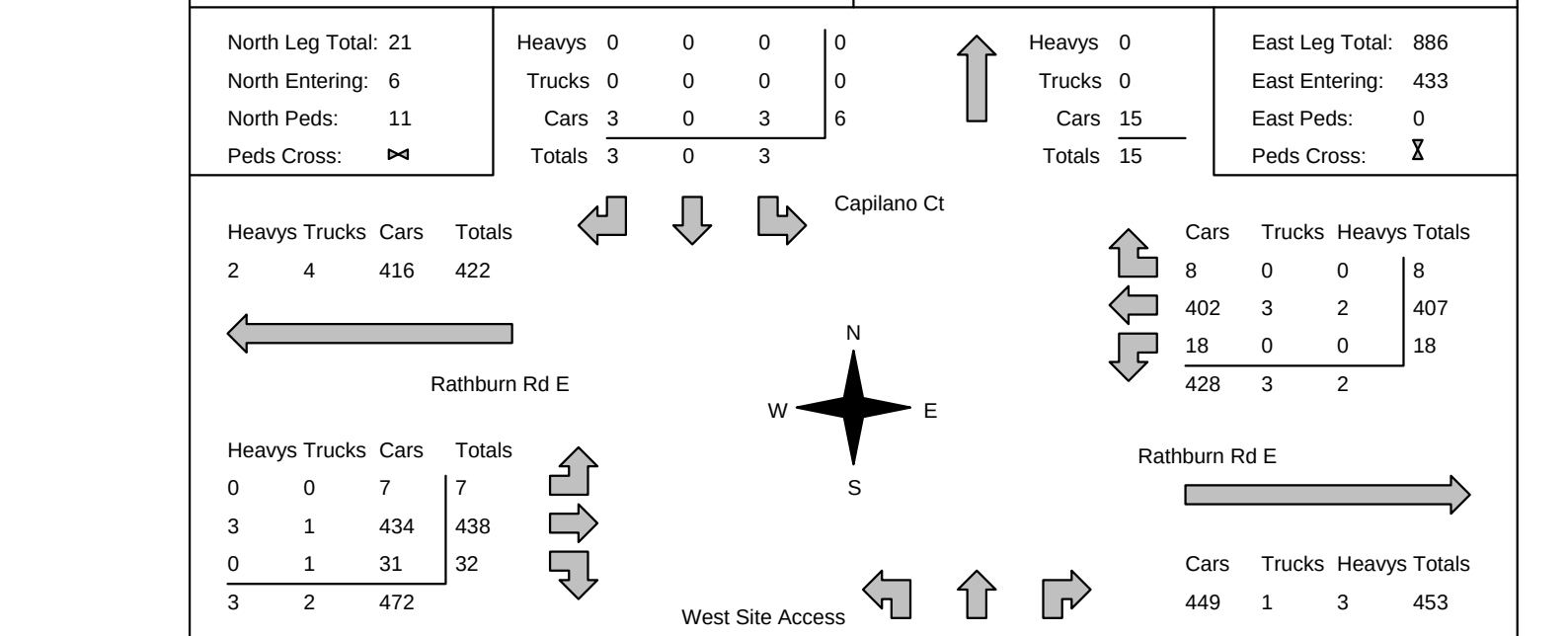
Municipality: Mississauga
Site #: 2513700002
Intersection: Rathburn Rd E & Capilano Ct
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Rathburn Rd E runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

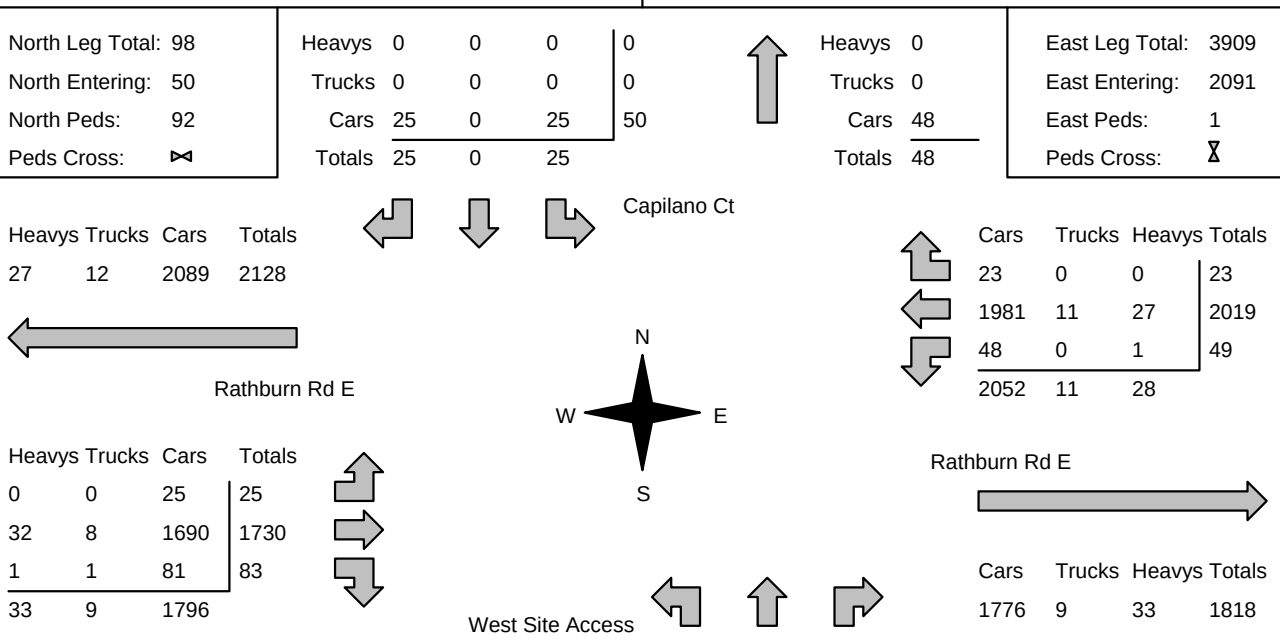
Municipality: Mississauga
Site #: 2513700002
Intersection: Rathburn Rd E & Capilano Ct
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Rathburn Rd E runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Rathburn Rd E & Capilano Ct | **Count Date:** 9-Sep-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	*4*	*0*	*4*	*8*	*9*	*42*
9:00:00	*6*	*0*	*8*	*14*	*12*	*47*
10:00:00	*5*	*0*	*2*	*7*	*18*	*32*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*3*	*0*	*3*	*6*	*11*	*20*
18:00:00	*2*	*0*	*3*	*5*	*15*	*26*
19:00:00	*5*	*0*	*5*	*10*	*27*	*30*
Totals:	25	0	25	50	92	197

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	*19*	*0*	*15*	*34*	*5*
9:00:00	*20*	*0*	*13*	*33*	*20*
10:00:00	*18*	*0*	*7*	*25*	*8*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*5*	*0*	*9*	*14*	*9*
18:00:00	*11*	*0*	*10*	*21*	*11*
19:00:00	*11*	*0*	*9*	*20*	*15*
S Totals:	84	0	63	147	68

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	*3*	*250*	*0*	*253*	*0*	*445*
9:00:00	*6*	*383*	*1*	*390*	*0*	*634*
10:00:00	*5*	*264*	*1*	*270*	*0*	*473*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*12*	*415*	*8*	*435*	*0*	*875*
18:00:00	*14*	*399*	*7*	*420*	*0*	*883*
19:00:00	*9*	*308*	*6*	*323*	*1*	*619*
Totals:	49	2019	23	2091	1	3929

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	*2*	*184*	*6*	*192*	*30*
9:00:00	*3*	*228*	*13*	*244*	*30*
10:00:00	*2*	*197*	*4*	*203*	*20*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*8*	*405*	*27*	*440*	*30*
18:00:00	*7*	*436*	*20*	*463*	*25*
19:00:00	*3*	*280*	*13*	*296*	*38*
W Totals:	25	1730	83	1838	173

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*0*	*53*	*56*	*43*	*0*	*38*	*38*	*55*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700002

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	2	2
7:30:00	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1
7:45:00	3	2	0	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7	4
8:00:00	4	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2
8:15:00	4	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	11	2
8:30:00	4	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	13	2
8:45:00	7	3	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	18	5
9:00:00	10	3	0	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	21	3
9:15:00	12	2	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	26	5
9:30:00	14	2	0	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	32	6
9:45:00	15	1	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	33	1
10:00:00	15	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	39	6
10:15:00	15	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0
16:00:00	15	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	39	0
16:15:00	17	2	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	41	2
16:30:00	17	0	0	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	46	5
16:45:00	17	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	50	4
17:00:00	18	1	0	0	17	1	0	0	0	0	0	0	0	0	0	0	0	0	50	0
17:15:00	19	1	0	0	18	1	0	0	0	0	0	0	0	0	0	0	0	0	55	5
17:30:00	20	1	0	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	57	2
17:45:00	20	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	60	3
18:00:00	20	0	0	0	20	1	0	0	0	0	0	0	0	0	0	0	0	0	65	5
18:15:00	20	0	0	0	22	2	0	0	0	0	0	0	0	0	0	0	0	0	71	6
18:30:00	24	4	0	0	25	3	0	0	0	0	0	0	0	0	0	0	0	0	74	3
18:45:00	24	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	82	8
19:00:00	25	1	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	92	10
19:15:00	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	92	0
19:15:15	25	0	0	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	92	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700002

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	46	46	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:30:00	1	1	89	43	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0
7:45:00	2	1	154	65	0	0	0	0	1	1	0	0	0	0	5	3	0	0	0	0
8:00:00	3	1	241	87	0	0	0	0	1	0	0	0	0	0	8	3	0	0	0	0
8:15:00	4	1	321	80	0	0	0	0	2	1	0	0	0	0	8	0	0	0	0	0
8:30:00	6	2	403	82	0	0	0	0	3	1	0	0	1	1	10	2	0	0	0	0
8:45:00	7	1	517	114	1	1	0	0	3	0	0	0	1	0	14	4	0	0	0	0
9:00:00	8	1	616	99	1	0	0	0	3	0	0	0	1	0	14	0	0	0	0	0
9:15:00	11	3	707	91	1	0	0	0	3	0	0	0	1	0	16	2	0	0	0	0
9:30:00	12	1	771	64	1	0	0	0	3	0	0	0	1	0	17	1	0	0	0	0
9:45:00	13	1	827	56	1	0	0	0	4	1	0	0	1	0	17	0	0	0	0	0
10:00:00	13	0	875	48	2	1	0	0	4	0	0	0	1	0	18	1	0	0	0	0
10:15:00	13	0	875	0	2	0	0	0	4	0	0	0	1	0	18	0	0	0	0	0
16:00:00	13	0	875	0	2	0	0	0	4	0	0	0	1	0	18	0	0	0	0	0
16:15:00	14	1	981	106	4	2	0	0	4	0	0	0	1	0	19	1	0	0	0	0
16:30:00	16	2	1083	102	6	2	0	0	6	2	0	0	1	0	20	1	0	0	0	0
16:45:00	17	1	1186	103	7	1	0	0	7	1	0	0	1	0	21	1	0	0	0	0
17:00:00	25	8	1283	97	10	3	0	0	8	1	0	0	1	0	21	0	0	0	0	0
17:15:00	30	5	1376	93	10	0	0	0	8	0	0	0	1	0	22	1	0	0	0	0
17:30:00	34	4	1485	109	14	4	0	0	9	1	0	0	1	0	22	0	0	0	0	0
17:45:00	38	4	1591	106	16	2	0	0	9	0	0	0	1	0	23	1	0	0	0	0
18:00:00	39	1	1678	87	17	1	0	0	9	0	0	0	1	0	24	1	0	0	0	0
18:15:00	43	4	1765	87	19	2	0	0	9	0	0	0	1	0	25	1	0	0	0	0
18:30:00	44	1	1842	77	21	2	0	0	10	1	0	0	1	0	25	0	0	0	1	1
18:45:00	47	3	1917	75	22	1	0	0	11	1	0	0	1	0	26	1	0	0	1	0
19:00:00	48	1	1981	64	23	1	0	0	11	0	0	0	1	0	27	1	0	0	1	0
19:15:00	48	0	1981	0	23	0	0	0	11	0	0	0	1	0	27	0	0	0	1	0
19:15:15	48	0	1981	0	23	0	0	0	11	0	0	0	1	0	27	0	0	0	1	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700002

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	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4
7:30:00	7	5	0	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	4	0
7:45:00	10	3	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1
8:00:00	19	9	0	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	5	0
8:15:00	25	6	0	0	17	2	0	0	0	0	1	1	0	0	0	0	0	0	8	3
8:30:00	31	6	0	0	19	2	0	0	0	0	1	0	0	0	0	0	1	1	17	9
8:45:00	34	3	0	0	22	3	0	0	0	0	1	0	0	0	0	0	1	0	18	1
9:00:00	39	5	0	0	26	4	0	0	0	0	1	0	0	0	0	0	1	0	25	7
9:15:00	40	1	0	0	27	1	0	0	0	0	1	0	0	0	0	0	1	0	26	1
9:30:00	50	10	0	0	27	0	0	0	0	0	1	0	0	0	0	0	1	0	29	3
9:45:00	54	4	0	0	30	3	0	0	0	0	1	0	0	0	0	0	1	0	31	2
10:00:00	57	3	0	0	33	3	0	0	0	0	1	0	0	0	0	0	1	0	33	2
10:15:00	57	0	0	0	33	0	0	0	0	0	1	0	0	0	0	0	1	0	33	0
16:00:00	57	0	0	0	33	0	0	0	0	0	1	0	0	0	0	0	1	0	33	0
16:15:00	57	0	0	0	36	3	0	0	0	0	1	0	0	0	0	0	1	0	35	2
16:30:00	57	0	0	0	37	1	0	0	0	0	1	0	0	0	0	0	1	0	37	2
16:45:00	61	4	0	0	38	1	0	0	0	0	1	0	0	0	0	0	1	0	38	1
17:00:00	62	1	0	0	42	4	0	0	0	0	1	0	0	0	0	0	1	0	42	4
17:15:00	63	1	0	0	44	2	0	0	0	0	1	0	0	0	0	0	1	0	47	5
17:30:00	68	5	0	0	49	5	1	1	0	0	1	0	0	0	0	0	1	0	47	0
17:45:00	71	3	0	0	52	3	1	0	0	0	1	0	0	0	0	0	1	0	50	3
18:00:00	72	1	0	0	52	0	1	0	0	0	1	0	0	0	0	0	1	0	53	3
18:15:00	75	3	0	0	53	1	1	0	0	0	1	0	0	0	0	0	1	0	54	1
18:30:00	78	3	0	0	55	2	1	0	0	0	1	0	0	0	0	0	1	0	58	4
18:45:00	80	2	0	0	56	1	1	0	0	0	1	0	0	0	0	0	1	0	64	6
19:00:00	83	3	0	0	61	5	1	0	0	0	1	0	0	0	0	0	1	0	68	4
19:15:00	83	0	0	0	61	0	1	0	0	0	1	0	0	0	0	0	1	0	68	0
19:15:15	83	0	0	0	61	0	1	0	0	0	1	0	0	0	0	0	1	0	68	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700002

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	37	37	1	1	0	0	1	1	0	0	0	0	2	2	0	0	6	6
7:30:00	0	0	70	33	1	0	0	0	2	1	0	0	0	0	2	0	0	0	15	9
7:45:00	1	1	121	51	5	4	0	0	2	0	0	0	0	0	5	3	0	0	23	8
8:00:00	2	1	175	54	6	1	0	0	3	1	0	0	0	0	6	1	0	0	30	7
8:15:00	4	2	229	54	10	4	0	0	3	0	0	0	0	0	9	3	0	0	32	2
8:30:00	4	0	270	41	12	2	0	0	3	0	0	0	0	0	14	5	0	0	37	5
8:45:00	4	0	332	62	13	1	0	0	3	0	0	0	0	0	16	2	1	1	44	7
9:00:00	5	1	391	59	18	5	0	0	5	2	0	0	0	0	16	0	1	0	60	16
9:15:00	6	1	455	64	21	3	0	0	7	2	0	0	0	0	17	1	1	0	64	4
9:30:00	6	0	506	51	22	1	0	0	7	0	0	0	0	0	17	0	1	0	73	9
9:45:00	7	1	547	41	22	0	0	0	7	0	0	0	0	0	18	1	1	0	75	2
10:00:00	7	0	582	35	22	0	0	0	7	0	0	0	0	0	20	2	1	0	80	5
10:15:00	7	0	582	0	22	0	0	0	7	0	0	0	0	0	20	0	1	0	80	0
16:00:00	7	0	582	0	22	0	0	0	7	0	0	0	0	0	20	0	1	0	80	0
16:15:00	10	3	691	109	27	5	0	0	7	0	0	0	0	0	23	3	1	0	81	1
16:30:00	11	1	787	96	33	6	0	0	7	0	0	0	0	0	24	1	1	0	92	11
16:45:00	13	2	878	91	42	9	0	0	8	1	0	0	0	0	25	1	1	0	99	7
17:00:00	15	2	980	102	49	7	0	0	8	0	0	0	0	0	26	1	1	0	110	11
17:15:00	17	2	1096	116	58	9	0	0	8	0	0	0	0	0	26	0	1	0	112	2
17:30:00	18	1	1221	125	64	6	0	0	8	0	1	1	0	0	27	1	1	0	118	6
17:45:00	21	3	1311	90	65	1	0	0	8	0	1	0	0	0	28	1	1	0	125	7
18:00:00	22	1	1414	103	68	3	0	0	8	0	1	0	0	0	28	0	1	0	135	10
18:15:00	25	3	1489	75	70	2	0	0	8	0	1	0	0	0	29	1	1	0	137	2
18:30:00	25	0	1556	67	73	3	0	0	8	0	1	0	0	0	30	1	1	0	143	6
18:45:00	25	0	1631	75	77	4	0	0	8	0	1	0	0	0	31	1	1	0	158	15
19:00:00	25	0	1690	59	81	4	0	0	8	0	1	0	0	0	32	1	1	0	173	15
19:15:00	25	0	1690	0	81	0	0	0	8	0	1	0	0	0	32	0	1	0	173	0
19:15:15	25	0	1690	0	81	0	0	0	8	0	1	0	0	0	32	0	1	0	173	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 10:00:00

One Hour Peak
From: 8:15:00
To: 9:15:00

Municipality: Mississauga
Site #: 2513700003
Intersection: Rathburn Rd E & Ponytrail Dr
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

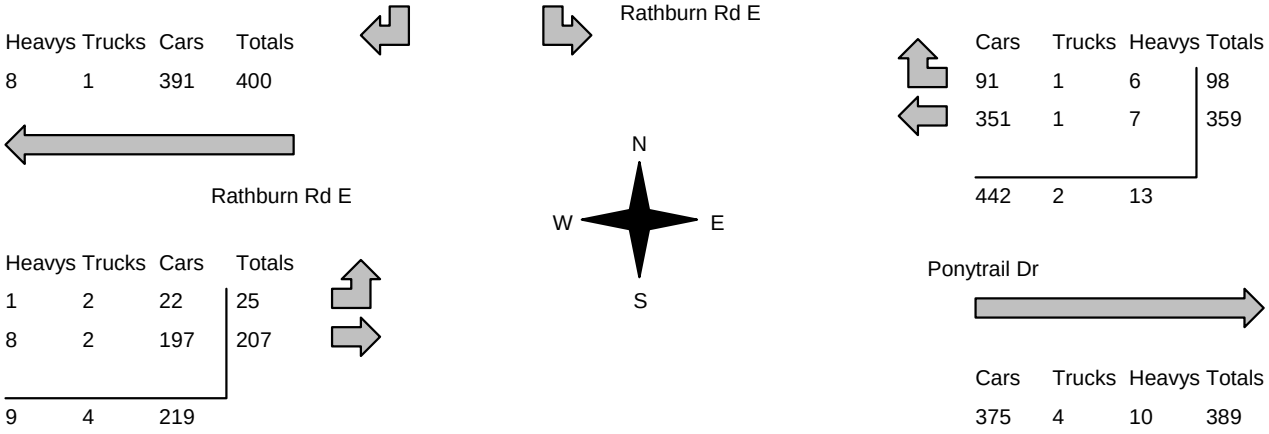
Major Road: Rathburn Rd E runs W/E

North Leg Total: 346
North Entering: 223
North Peds: 8
Peds Cross: ⋈

	1	2	3
Heavys	1	2	3
Trucks	0	2	2
Cars	40	178	218
Totals	41	182	

Heavys	7
Trucks	3
Cars	113
Totals	123

East Leg Total: 846
East Entering: 457
East Peds: 2
Peds Cross: ⧖



Heavys	Trucks	Cars	Totals
8	1	391	400

Cars	Trucks	Heavys	Totals
91	1	6	98
351	1	7	359
442	2	13	

Heavys	Trucks	Cars	Totals
1	2	22	25
8	2	197	207
9	4	219	

Cars	Trucks	Heavys	Totals
375	4	10	389

Peds Cross: ⧖
West Peds: 15
West Entering: 232
West Leg Total: 632

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 19:00:00

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

Municipality: Mississauga
Site #: 2513700003
Intersection: Rathburn Rd E & Ponytrail Dr
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

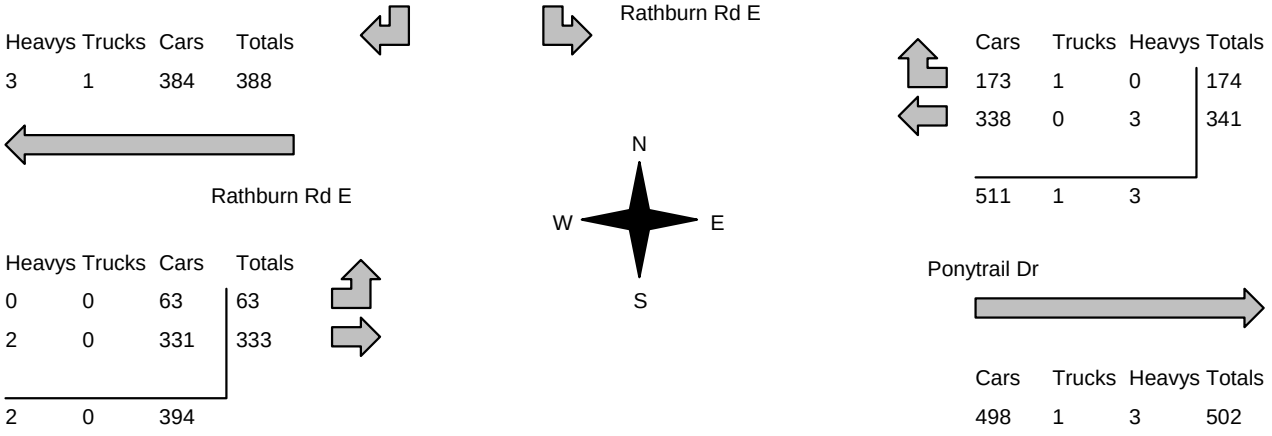
Major Road: Rathburn Rd E runs W/E

North Leg Total: 453
North Entering: 216
North Peds: 20
Peds Cross: ⋈

Heavys	0	1	1
Trucks	1	1	2
Cars	46	167	213
Totals	47	169	

Heavys	0
Trucks	1
Cars	236
Totals	237

East Leg Total: 1017
East Entering: 515
East Peds: 11
Peds Cross: ⧖



Peds Cross: ⧖
West Peds: 21
West Entering: 396
West Leg Total: 784

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Mississauga
Site #: 2513700003
Intersection: Rathburn Rd E & Ponytrail Dr
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Rathburn Rd E runs W/E

North Leg Total: 2258
North Entering: 1258
North Peds: 99
Peds Cross: ⋈

Heavys	4	12	16
Trucks	3	10	13
Cars	255	974	1229
Totals	262	996	

Heavys	17
Trucks	14
Cars	969
Totals	1000

East Leg Total: 4888
East Entering: 2529
East Peds: 71
Peds Cross: ⧖

Rathburn Rd E

Heavys	Trucks	Cars	Totals
26	9	1983	2018

Cars	Trucks	Heavys	Totals
749	11	13	773
1728	6	22	1756
2477	17	35	

Rathburn Rd E

N
W E
S

Heavys	Trucks	Cars	Totals
4	3	220	227
28	5	1330	1363
32	8	1550	

Ponytrail Dr

Cars	Trucks	Heavys	Totals
2304	15	40	2359

Peds Cross: ⧖
West Peds: 106
West Entering: 1590
West Leg Total: 3608

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Rathburn Rd E & Ponytrail Dr | **Count Date:** 9-Sep-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	*174*	*0*	*49*	*223*	*4*
9:00:00	*194*	*0*	*36*	*230*	*6*
10:00:00	*123*	*0*	*28*	*151*	*13*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*163*	*0*	*48*	*211*	*18*
18:00:00	*169*	*0*	*47*	*216*	*20*
19:00:00	*173*	*0*	*54*	*227*	*38*
Totals:	996	0	262	1258	99

North/South Total Approaches: 1258

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*
10:00:00	*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*
19:00:00	*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*	*200*	*46*	*246*	*2*
9:00:00	*0*	*353*	*89*	*442*	*2*
10:00:00	*0*	*238*	*96*	*334*	*5*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*373*	*182*	*555*	*12*
18:00:00	*0*	*341*	*174*	*515*	*11*
19:00:00	*0*	*251*	*186*	*437*	*39*
Totals:	0	1756	773	2529	71

East/West Total Approaches: 4119

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	*16*	*169*	*0*	*185*	*11*
9:00:00	*17*	*204*	*0*	*221*	*16*
10:00:00	*25*	*160*	*0*	*185*	*13*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*54*	*292*	*0*	*346*	*27*
18:00:00	*63*	*333*	*0*	*396*	*21*
19:00:00	*52*	*205*	*0*	*257*	*18*
W Totals:	227	1363	0	1590	106

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*0*	*187*	*212*	*141*	*0*	*202*	*201*	*230*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700003

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	31	31	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	72	41	0	0	17	8	0	0	0	0	0	0	2	2	0	0	1	1	1	0
7:45:00	119	47	0	0	26	9	0	0	0	0	1	1	4	2	0	0	2	1	2	1
8:00:00	167	48	0	0	45	19	2	2	0	0	1	0	5	1	0	0	3	1	4	2
8:15:00	217	50	0	0	50	5	3	1	0	0	1	0	8	3	0	0	3	0	4	0
8:30:00	265	48	0	0	58	8	3	0	0	0	1	0	8	0	0	0	3	0	8	4
8:45:00	304	39	0	0	72	14	3	0	0	0	1	0	9	1	0	0	3	0	10	2
9:00:00	354	50	0	0	81	9	4	1	0	0	1	0	10	1	0	0	3	0	10	0
9:15:00	395	41	0	0	90	9	5	1	0	0	1	0	10	0	0	0	4	1	12	2
9:30:00	418	23	0	0	100	10	5	0	0	0	1	0	10	0	0	0	4	0	16	4
9:45:00	435	17	0	0	103	3	7	2	0	0	1	0	10	0	0	0	4	0	20	4
10:00:00	474	39	0	0	108	5	7	0	0	0	1	0	10	0	0	0	4	0	23	3
10:15:00	474	0	0	0	108	0	7	0	0	0	1	0	10	0	0	0	4	0	23	0
16:00:00	474	0	0	0	108	0	7	0	0	0	1	0	10	0	0	0	4	0	23	0
16:15:00	513	39	0	0	126	18	8	1	0	0	1	0	11	1	0	0	4	0	28	5
16:30:00	558	45	0	0	133	7	8	0	0	0	1	0	11	0	0	0	4	0	30	2
16:45:00	598	40	0	0	143	10	9	1	0	0	1	0	11	0	0	0	4	0	37	7
17:00:00	634	36	0	0	156	13	9	0	0	0	1	0	11	0	0	0	4	0	41	4
17:15:00	671	37	0	0	165	9	9	0	0	0	1	0	11	0	0	0	4	0	45	4
17:30:00	711	40	0	0	182	17	9	0	0	0	2	1	12	1	0	0	4	0	51	6
17:45:00	758	47	0	0	191	9	10	1	0	0	2	0	12	0	0	0	4	0	53	2
18:00:00	801	43	0	0	202	11	10	0	0	0	2	0	12	0	0	0	4	0	61	8
18:15:00	835	34	0	0	214	12	10	0	0	0	2	0	12	0	0	0	4	0	70	9
18:30:00	878	43	0	0	234	20	10	0	0	0	3	1	12	0	0	0	4	0	80	10
18:45:00	925	47	0	0	245	11	10	0	0	0	3	0	12	0	0	0	4	0	91	11
19:00:00	974	49	0	0	255	10	10	0	0	0	3	0	12	0	0	0	4	0	99	8
19:15:00	974	0	0	0	255	0	10	0	0	0	3	0	12	0	0	0	4	0	99	0
19:15:15	974	0	0	0	255	0	10	0	0	0	3	0	12	0	0	0	4	0	99	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700003

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	39	39	6	6	0	0	0	0	0	0	0	0	1	1	0	0	1	1
7:30:00	0	0	74	35	19	13	0	0	0	0	2	2	0	0	2	1	2	2	1	0
7:45:00	0	0	130	56	29	10	0	0	0	0	3	1	0	0	3	1	3	1	2	1
8:00:00	0	0	196	66	39	10	0	0	0	0	3	0	0	0	4	1	4	1	2	0
8:15:00	0	0	271	75	55	16	0	0	1	1	3	0	0	0	4	0	4	0	2	0
8:30:00	0	0	348	77	73	18	0	0	2	1	3	0	0	0	7	3	6	2	4	2
8:45:00	0	0	447	99	95	22	0	0	2	0	3	0	0	0	10	3	8	2	4	0
9:00:00	0	0	541	94	123	28	0	0	2	0	4	1	0	0	10	0	8	0	4	0
9:15:00	0	0	622	81	146	23	0	0	2	0	4	0	0	0	11	1	10	2	4	0
9:30:00	0	0	676	54	169	23	0	0	2	0	5	1	0	0	12	1	10	0	5	1
9:45:00	0	0	728	52	192	23	0	0	3	1	6	1	0	0	12	0	11	1	6	1
10:00:00	0	0	775	47	212	20	0	0	3	0	7	1	0	0	13	1	12	1	9	3
10:15:00	0	0	775	0	212	0	0	0	3	0	7	0	0	0	13	0	12	0	9	0
16:00:00	0	0	775	0	212	0	0	0	3	0	7	0	0	0	13	0	12	0	9	0
16:15:00	0	0	862	87	259	47	0	0	3	0	8	1	0	0	14	1	12	0	11	2
16:30:00	0	0	944	82	300	41	0	0	4	1	9	1	0	0	15	1	12	0	11	0
16:45:00	0	0	1053	109	348	48	0	0	4	0	9	0	0	0	16	1	13	1	15	4
17:00:00	0	0	1143	90	391	43	0	0	5	1	9	0	0	0	16	0	13	0	21	6
17:15:00	0	0	1226	83	435	44	0	0	5	0	9	0	0	0	17	1	13	0	26	5
17:30:00	0	0	1311	85	466	31	0	0	5	0	9	0	0	0	17	0	13	0	26	0
17:45:00	0	0	1405	94	516	50	0	0	5	0	9	0	0	0	18	1	13	0	28	2
18:00:00	0	0	1481	76	564	48	0	0	5	0	10	1	0	0	19	1	13	0	32	4
18:15:00	0	0	1552	71	607	43	0	0	5	0	10	0	0	0	20	1	13	0	33	1
18:30:00	0	0	1610	58	664	57	0	0	5	0	10	0	0	0	20	0	13	0	48	15
18:45:00	0	0	1670	60	708	44	0	0	6	1	10	0	0	0	21	1	13	0	60	12
19:00:00	0	0	1728	58	749	41	0	0	6	0	11	1	0	0	22	1	13	0	71	11
19:15:00	0	0	1728	0	749	0	0	0	6	0	11	0	0	0	22	0	13	0	71	0
19:15:15	0	0	1728	0	749	0	0	0	6	0	11	0	0	0	22	0	13	0	71	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700003

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
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00	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
18:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:15	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: 9-Sep-25 Site #: 2513700003

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	4	4	37	37	0	0	0	0	1	1	0	0	0	0	2	2	0	0	3	3
7:30:00	8	4	71	34	0	0	0	0	1	0	0	0	0	0	2	0	0	0	5	2
7:45:00	10	2	116	45	0	0	0	0	1	0	0	0	1	1	4	2	0	0	7	2
8:00:00	14	4	163	47	0	0	1	1	1	0	0	0	1	0	5	1	0	0	11	4
8:15:00	19	5	211	48	0	0	1	0	2	1	0	0	2	1	6	1	0	0	13	2
8:30:00	19	0	245	34	0	0	1	0	2	0	0	0	2	0	12	6	0	0	18	5
8:45:00	21	2	309	64	0	0	1	0	2	0	0	0	3	1	13	1	0	0	24	6
9:00:00	27	6	358	49	0	0	3	2	2	0	0	0	3	0	13	0	0	0	27	3
9:15:00	41	14	408	50	0	0	3	0	4	2	0	0	3	0	14	1	0	0	28	1
9:30:00	44	3	443	35	0	0	3	0	4	0	0	0	3	0	15	1	0	0	33	5
9:45:00	50	6	480	37	0	0	3	0	4	0	0	0	3	0	16	1	0	0	35	2
10:00:00	52	2	511	31	0	0	3	0	4	0	0	0	3	0	18	2	0	0	40	5
10:15:00	52	0	511	0	0	0	3	0	4	0	0	0	3	0	18	0	0	0	40	0
16:00:00	52	0	511	0	0	0	3	0	4	0	0	0	3	0	18	0	0	0	40	0
16:15:00	69	17	586	75	0	0	3	0	4	0	0	0	3	0	19	1	0	0	44	4
16:30:00	85	16	658	72	0	0	3	0	4	0	0	0	4	1	21	2	0	0	50	6
16:45:00	97	12	717	59	0	0	3	0	5	1	0	0	4	0	22	1	0	0	59	9
17:00:00	105	8	797	80	0	0	3	0	5	0	0	0	4	0	23	1	0	0	67	8
17:15:00	117	12	885	88	0	0	3	0	5	0	0	0	4	0	23	0	0	0	72	5
17:30:00	135	18	985	100	0	0	3	0	5	0	0	0	4	0	24	1	0	0	80	8
17:45:00	150	15	1050	65	0	0	3	0	5	0	0	0	4	0	25	1	0	0	85	5
18:00:00	168	18	1128	78	0	0	3	0	5	0	0	0	4	0	25	0	0	0	88	3
18:15:00	181	13	1188	60	0	0	3	0	5	0	0	0	4	0	26	1	0	0	95	7
18:30:00	198	17	1233	45	0	0	3	0	5	0	0	0	4	0	27	1	0	0	101	6
18:45:00	205	7	1283	50	0	0	3	0	5	0	0	0	4	0	27	0	0	0	105	4
19:00:00	220	15	1330	47	0	0	3	0	5	0	0	0	4	0	28	1	0	0	106	1
19:15:00	220	0	1330	0	0	0	3	0	5	0	0	0	4	0	28	0	0	0	106	0
19:15:15	220	0	1330	0	0	0	3	0	5	0	0	0	4	0	28	0	0	0	106	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 10:00:00

One Hour Peak
From: 8:15:00
To: 9:15:00

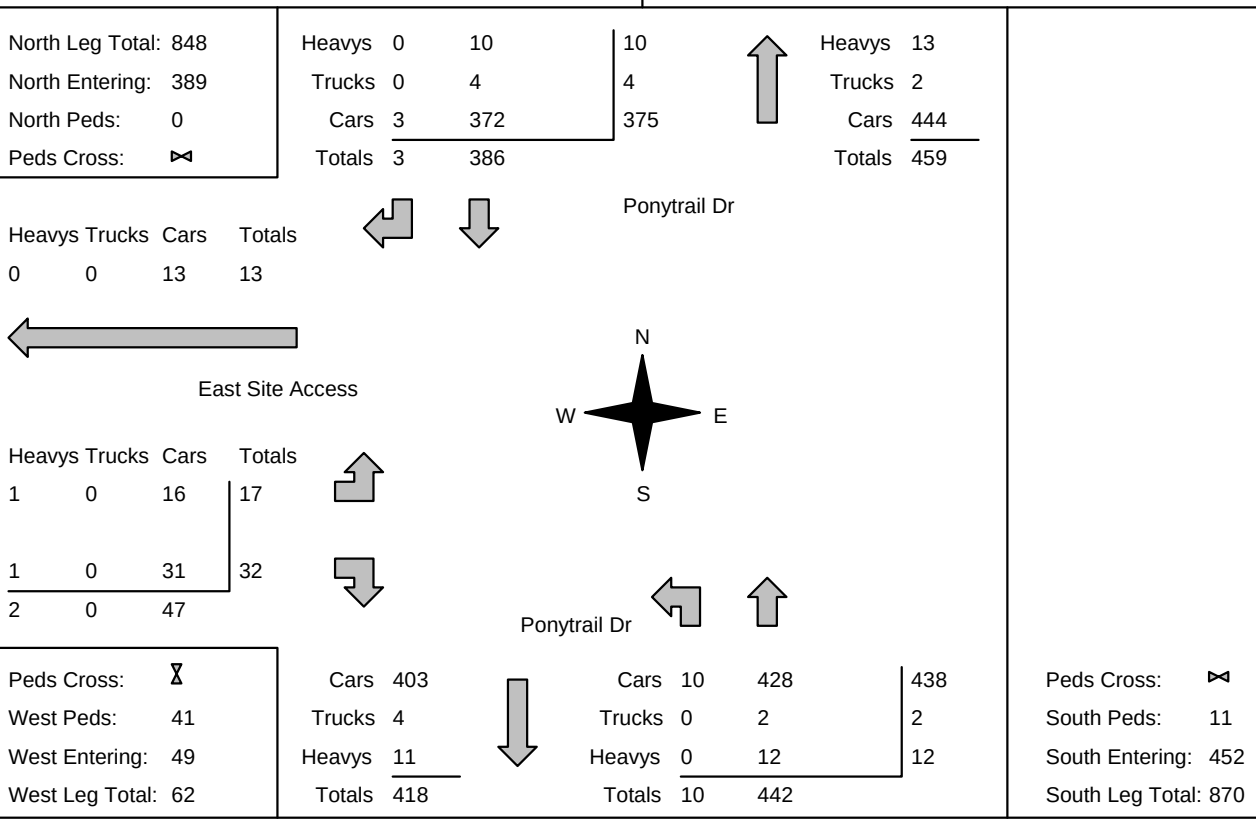
Municipality: Mississauga
Site #: 2513700004
Intersection: Ponytrail Dr & East Site Access
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Ponytrail Dr runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 19:00:00

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

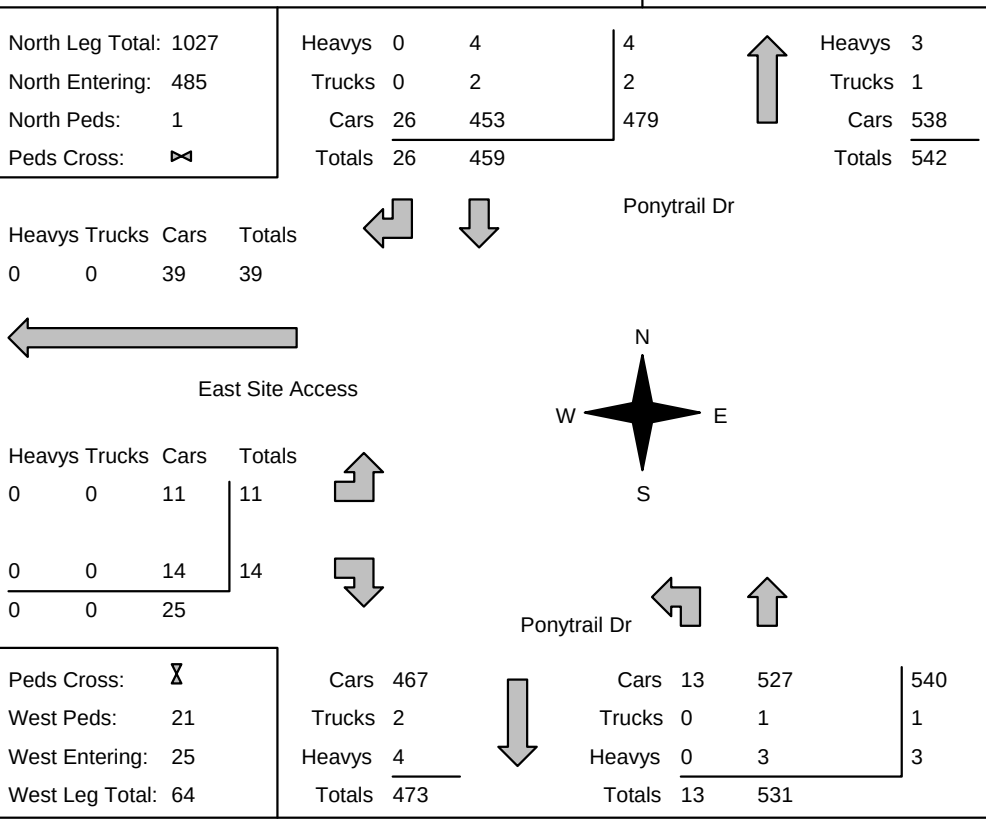
Municipality: Mississauga
Site #: 2513700004
Intersection: Ponytrail Dr & East Site Access
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Ponytrail Dr runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Mississauga
Site #: 2513700004
Intersection: Ponytrail Dr & East Site Access
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Ponytrail Dr runs N/S

North Leg Total: 4892
North Entering: 2358
North Peds: 3
Peds Cross: ⋈

Heavys	1	39	40
Trucks	0	15	15
Cars	68	2235	2303
Totals	69	2289	

Heavys	36
Trucks	17
Cars	2481
Totals	2534

Ponytrail Dr

Heavys	Trucks	Cars	Totals
1	0	128	129

East Site Access

Heavys	Trucks	Cars	Totals
1	0	62	63
1	0	106	107
2	0	168	

N
W E
S

Ponytrail Dr

Peds Cross: ⧖
West Peds: 163
West Entering: 170
West Leg Total: 299

Cars	2341		
Trucks	15		
Heavys	40		
Totals	2396		

Cars	60	2419	2479
Trucks	0	17	17
Heavys	0	35	35
Totals	60	2471	

Peds Cross: ⋈
South Peds: 78
South Entering: 2531
South Leg Total: 4927

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Ponytrail Dr & East Site Access | **Count Date:** 9-Sep-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*	*339*	*4*	*343*	*1*	*581*
9:00:00	*0*	*390*	*7*	*397*	*0*	*842*
10:00:00	*0*	*280*	*3*	*283*	*0*	*616*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*438*	*19*	*457*	*1*	*1018*
18:00:00	*0*	*479*	*21*	*500*	*0*	*1020*
19:00:00	*0*	*363*	*15*	*378*	*1*	*812*
Totals:	0	2289	69	2358	3	4889

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*	*235*	*0*	*238*	*8*
9:00:00	*14*	*431*	*0*	*445*	*13*
10:00:00	*5*	*328*	*0*	*333*	*13*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*15*	*546*	*0*	*561*	*12*
18:00:00	*11*	*509*	*0*	*520*	*17*
19:00:00	*12*	*422*	*0*	*434*	*15*
S Totals:	60	2471	0	2531	78

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*	*30*
9:00:00	*0*	*0*	*0*	*0*	*0*	*47*
10:00:00	*0*	*0*	*0*	*0*	*0*	*25*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*	*24*
18:00:00	*0*	*0*	*0*	*0*	*0*	*24*
19:00:00	*0*	*0*	*0*	*0*	*0*	*20*
Totals:	0	0	0	0	0	170

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	*10*	*0*	*20*	*30*	*18*
9:00:00	*15*	*0*	*32*	*47*	*38*
10:00:00	*6*	*0*	*19*	*25*	*21*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*9*	*0*	*15*	*24*	*32*
18:00:00	*11*	*0*	*13*	*24*	*23*
19:00:00	*12*	*0*	*8*	*20*	*31*
W Totals:	63	0	107	170	163

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*0*	*19*	*28*	*19*	*0*	*22*	*28*	*28*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700004

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	66	66	2	2	0	0	1	1	0	0	0	0	2	2	0	0	0	0
7:30:00	0	0	140	74	3	1	0	0	1	0	0	0	0	0	4	2	0	0	0	0
7:45:00	0	0	232	92	3	0	0	0	1	0	0	0	0	0	8	4	0	0	0	0
8:00:00	0	0	326	94	4	1	0	0	3	2	0	0	0	0	10	2	0	0	1	1
8:15:00	0	0	420	94	7	3	0	0	5	2	0	0	0	0	13	3	1	1	1	0
8:30:00	0	0	501	81	8	1	0	0	5	0	0	0	0	0	19	6	1	0	1	0
8:45:00	0	0	603	102	9	1	0	0	5	0	0	0	0	0	21	2	1	0	1	0
9:00:00	0	0	701	98	10	1	0	0	6	1	0	0	0	0	22	1	1	0	1	0
9:15:00	0	0	792	91	10	0	0	0	9	3	0	0	0	0	23	1	1	0	1	0
9:30:00	0	0	849	57	11	1	0	0	9	0	0	0	0	0	24	1	1	0	1	0
9:45:00	0	0	903	54	11	0	0	0	11	2	0	0	0	0	25	1	1	0	1	0
10:00:00	0	0	971	68	13	2	0	0	11	0	0	0	0	0	27	2	1	0	1	0
10:15:00	0	0	971	0	13	0	0	0	11	0	0	0	0	0	27	0	1	0	1	0
16:00:00	0	0	971	0	13	0	0	0	11	0	0	0	0	0	27	0	1	0	1	0
16:15:00	0	0	1082	111	17	4	0	0	12	1	0	0	0	0	29	2	1	0	1	0
16:30:00	0	0	1196	114	20	3	0	0	12	0	0	0	0	0	31	2	1	0	1	0
16:45:00	0	0	1287	91	26	6	0	0	14	2	0	0	0	0	32	1	1	0	1	0
17:00:00	0	0	1400	113	32	6	0	0	14	0	0	0	0	0	33	1	1	0	2	1
17:15:00	0	0	1517	117	37	5	0	0	14	0	0	0	0	0	33	0	1	0	2	0
17:30:00	0	0	1649	132	46	9	0	0	14	0	0	0	0	0	35	2	1	0	2	0
17:45:00	0	0	1757	108	50	4	0	0	15	1	0	0	0	0	36	1	1	0	2	0
18:00:00	0	0	1875	118	53	3	0	0	15	0	0	0	0	0	36	0	1	0	2	0
18:15:00	0	0	1965	90	56	3	0	0	15	0	0	0	0	0	37	1	1	0	2	0
18:30:00	0	0	2048	83	62	6	0	0	15	0	0	0	0	0	38	1	1	0	2	0
18:45:00	0	0	2140	92	66	4	0	0	15	0	0	0	0	0	38	0	1	0	3	1
19:00:00	0	0	2235	95	68	2	0	0	15	0	0	0	0	0	39	1	1	0	3	0
19:15:00	0	0	2235	0	68	0	0	0	15	0	0	0	0	0	39	0	1	0	3	0
19:15:15	0	0	2235	0	68	0	0	0	15	0	0	0	0	0	39	0	1	0	3	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700004

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
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00	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
18:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:15	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: 9-Sep-25 Site #: 2513700004

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	1	1	45	45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	3	3
7:30:00	1	0	88	43	0	0	0	0	2	2	0	0	0	0	4	3	0	0	6	3
7:45:00	1	0	149	61	0	0	0	0	3	1	0	0	0	0	6	2	0	0	7	1
8:00:00	3	2	224	75	0	0	0	0	3	0	0	0	0	0	8	2	0	0	8	1
8:15:00	7	4	315	91	0	0	0	0	4	1	0	0	0	0	8	0	0	0	13	5
8:30:00	11	4	405	90	0	0	0	0	5	1	0	0	0	0	13	5	0	0	13	0
8:45:00	16	5	520	115	0	0	0	0	5	0	0	0	0	0	18	5	0	0	18	5
9:00:00	17	1	642	122	0	0	0	0	6	1	0	0	0	0	18	0	0	0	21	3
9:15:00	17	0	743	101	0	0	0	0	6	0	0	0	0	0	20	2	0	0	24	3
9:30:00	18	1	820	77	0	0	0	0	7	1	0	0	0	0	21	1	0	0	29	5
9:45:00	21	3	894	74	0	0	0	0	9	2	0	0	0	0	23	2	0	0	33	4
10:00:00	22	1	959	65	0	0	0	0	10	1	0	0	0	0	25	2	0	0	34	1
10:15:00	22	0	959	0	0	0	0	0	10	0	0	0	0	0	25	0	0	0	34	0
16:00:00	22	0	959	0	0	0	0	0	10	0	0	0	0	0	25	0	0	0	34	0
16:15:00	25	3	1091	132	0	0	0	0	11	1	0	0	0	0	26	1	0	0	39	5
16:30:00	29	4	1212	121	0	0	0	0	13	2	0	0	0	0	27	1	0	0	40	1
16:45:00	34	5	1367	155	0	0	0	0	13	0	0	0	0	0	29	2	0	0	44	4
17:00:00	37	3	1497	130	0	0	0	0	14	1	0	0	0	0	29	0	0	0	46	2
17:15:00	39	2	1625	128	0	0	0	0	14	0	0	0	0	0	30	1	0	0	50	4
17:30:00	42	3	1739	114	0	0	0	0	14	0	0	0	0	0	30	0	0	0	54	4
17:45:00	46	4	1878	139	0	0	0	0	14	0	0	0	0	0	31	1	0	0	56	2
18:00:00	48	2	2002	124	0	0	0	0	15	1	0	0	0	0	32	1	0	0	63	7
18:15:00	51	3	2119	117	0	0	0	0	15	0	0	0	0	0	33	1	0	0	73	10
18:30:00	56	5	2222	103	0	0	0	0	15	0	0	0	0	0	33	0	0	0	75	2
18:45:00	59	3	2329	107	0	0	0	0	16	1	0	0	0	0	34	1	0	0	76	1
19:00:00	60	1	2419	90	0	0	0	0	17	1	0	0	0	0	35	1	0	0	78	2
19:15:00	60	0	2419	0	0	0	0	0	17	0	0	0	0	0	35	0	0	0	78	0
19:15:15	60	0	2419	0	0	0	0	0	17	0	0	0	0	0	35	0	0	0	78	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700004

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	3	3	0	0	0	0	0	0	0	0	0	0	0	0	7	7
7:30:00	5	5	0	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	8	1
7:45:00	9	4	0	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	11	3
8:00:00	10	1	0	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	18	7
8:15:00	11	1	0	0	25	5	0	0	0	0	0	0	0	0	0	0	0	0	24	6
8:30:00	17	6	0	0	42	17	0	0	0	0	0	0	0	0	0	0	1	1	30	6
8:45:00	21	4	0	0	48	6	0	0	0	0	0	0	0	0	0	0	1	0	41	11
9:00:00	25	4	0	0	51	3	0	0	0	0	0	0	0	0	0	0	1	0	56	15
9:15:00	27	2	0	0	56	5	0	0	0	0	0	0	1	1	0	0	1	0	65	9
9:30:00	27	0	0	0	58	2	0	0	0	0	0	0	1	0	0	0	1	0	68	3
9:45:00	29	2	0	0	64	6	0	0	0	0	0	0	1	0	0	0	1	0	74	6
10:00:00	30	1	0	0	70	6	0	0	0	0	0	0	1	0	0	0	1	0	77	3
10:15:00	30	0	0	0	70	0	0	0	0	0	0	0	1	0	0	0	1	0	77	0
16:00:00	30	0	0	0	70	0	0	0	0	0	0	0	1	0	0	0	1	0	77	0
16:15:00	31	1	0	0	74	4	0	0	0	0	0	0	1	0	0	0	1	0	96	19
16:30:00	33	2	0	0	79	5	0	0	0	0	0	0	1	0	0	0	1	0	98	2
16:45:00	35	2	0	0	83	4	0	0	0	0	0	0	1	0	0	0	1	0	104	6
17:00:00	39	4	0	0	85	2	0	0	0	0	0	0	1	0	0	0	1	0	109	5
17:15:00	41	2	0	0	88	3	0	0	0	0	0	0	1	0	0	0	1	0	117	8
17:30:00	44	3	0	0	93	5	0	0	0	0	0	0	1	0	0	0	1	0	119	2
17:45:00	50	6	0	0	96	3	0	0	0	0	0	0	1	0	0	0	1	0	124	5
18:00:00	50	0	0	0	98	2	0	0	0	0	0	0	1	0	0	0	1	0	132	8
18:15:00	53	3	0	0	101	3	0	0	0	0	0	0	1	0	0	0	1	0	140	8
18:30:00	57	4	0	0	102	1	0	0	0	0	0	0	1	0	0	0	1	0	145	5
18:45:00	59	2	0	0	103	1	0	0	0	0	0	0	1	0	0	0	1	0	160	15
19:00:00	62	3	0	0	106	3	0	0	0	0	0	0	1	0	0	0	1	0	163	3
19:15:00	62	0	0	0	106	0	0	0	0	0	0	0	1	0	0	0	1	0	163	0
19:15:15	62	0	0	0	106	0	0	0	0	0	0	0	1	0	0	0	1	0	163	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 10:00:00

One Hour Peak
From: 8:15:00
To: 9:15:00

Municipality: Mississauga
Site #: 2513700005
Intersection: Ponytrail Dr & Tapestry Trail
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Ponytrail Dr runs N/S

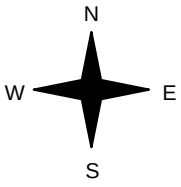
North Leg Total: 870
North Entering: 418
North Peds: 0
Peds Cross: ⋈

Heavys	11	0	11
Trucks	4	0	4
Cars	398	5	403
Totals	413	5	

Heavys	12
Trucks	2
Cars	438
Totals	452

East Leg Total: 46
East Entering: 32
East Peds: 12
Peds Cross: ⋈

	Cars	Trucks	Heavys	Totals
	12	0	1	13
	19	0	0	19
	31	0	1	



	Cars	Trucks	Heavys	Totals
	14	0	0	14

Cars	417	Cars	426	9	435
Trucks	4	Trucks	2	0	2
Heavys	11	Heavys	11	0	11
Totals	432	Totals	439	9	

Peds Cross: ⋈
South Peds: 0
South Entering: 448
South Leg Total: 880

Comments

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 19:00:00

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

Municipality: Mississauga
Site #: 2513700005
Intersection: Ponytrail Dr & Tapestry Trail
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

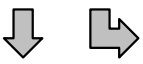
Major Road: Ponytrail Dr runs N/S

North Leg Total: 1014
North Entering: 453
North Peds: 0
Peds Cross: ⋈

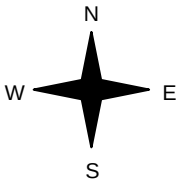
Heavys	6	0	6
Trucks	3	0	3
Cars	432	12	444
Totals	441	12	

Heavys	4
Trucks	4
Cars	553
Totals	561

East Leg Total: 50
East Entering: 17
East Peds: 18
Peds Cross: ⋈



	Cars	Trucks	Heavys	Totals
	2	0	0	2
	15	0	0	15
	17	0	0	



	Cars	Trucks	Heavys	Totals
	33	0	0	33

Cars	447	Cars	551	21	572
Trucks	3	Trucks	4	0	4
Heavys	6	Heavys	4	0	4
Totals	456	Totals	559	21	

Peds Cross: ⋈
South Peds: 0
South Entering: 580
South Leg Total: 1036

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

Municipality: Mississauga
Site #: 2513700005
Intersection: Ponytrail Dr & Tapestry Trail
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Ponytrail Dr runs N/S

North Leg Total: 4925
North Entering: 2393
North Peds: 3
Peds Cross: ⋈

Heavys	40	0	40
Trucks	15	0	15
Cars	2306	32	2338
Totals	2361	32	

Heavys	36
Trucks	17
Cars	2479
Totals	2532

East Leg Total: 243
East Entering: 142
East Peds: 101
Peds Cross: ⋈

Ponytrail Dr

	Cars	Trucks	Heavys	Totals
	30	0	2	32
	109	1	0	110
	139	1	2	

N
W E
S

Tapestry Trail

	Cars	Trucks	Heavys	Totals
	101	0	0	101

Ponytrail Dr

Cars	2415		
Trucks	16		
Heavys	40		
Totals	2471		

Cars	2449	69	2518
Trucks	17	0	17
Heavys	34	0	34
Totals	2500	69	

Peds Cross: ⋈
South Peds: 2
South Entering: 2569
South Leg Total: 5040

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Ponytrail Dr & Tapestry Trail | **Count Date:** 9-Sep-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	*1*	*359*	*0*	*360*	*1*	*595*
9:00:00	*4*	*418*	*0*	*422*	*0*	*862*
10:00:00	*5*	*291*	*0*	*296*	*0*	*628*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*12*	*441*	*0*	*453*	*0*	*1033*
18:00:00	*6*	*486*	*0*	*492*	*0*	*1023*
19:00:00	*4*	*366*	*0*	*370*	*2*	*821*
Totals:	32	2361	0	2393	3	4962

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*	*233*	*2*	*235*	*0*
9:00:00	*0*	*431*	*9*	*440*	*1*
10:00:00	*0*	*327*	*5*	*332*	*1*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*559*	*21*	*580*	*0*
18:00:00	*0*	*517*	*14*	*531*	*0*
19:00:00	*0*	*433*	*18*	*451*	*0*
S Totals:	0	2500	69	2569	2

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	*29*	*0*	*5*	*34*	*6*	*34*
9:00:00	*19*	*0*	*14*	*33*	*10*	*33*
10:00:00	*14*	*0*	*7*	*21*	*16*	*21*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*15*	*0*	*2*	*17*	*18*	*17*
18:00:00	*16*	*0*	*3*	*19*	*30*	*19*
19:00:00	*17*	*0*	*1*	*18*	*21*	*18*
Totals:	110	0	32	142	101	142

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*
10:00:00	*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*
19:00:00	*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*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*0*	*30*	*20*	*15*	*0*	*15*	*16*	*19*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700005

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	70	70	0	0	0	0	1	1	0	0	0	0	2	2	0	0	0	0
7:30:00	1	1	148	78	0	0	0	0	1	0	0	0	0	0	4	2	0	0	0	0
7:45:00	1	0	245	97	0	0	0	0	1	0	0	0	0	0	8	4	0	0	0	0
8:00:00	1	0	346	101	0	0	0	0	3	2	0	0	0	0	10	2	0	0	1	1
8:15:00	2	1	444	98	0	0	0	0	5	2	0	0	0	0	13	3	0	0	1	0
8:30:00	2	0	542	98	0	0	0	0	5	0	0	0	0	0	20	7	0	0	1	0
8:45:00	3	1	649	107	0	0	0	0	5	0	0	0	0	0	22	2	0	0	1	0
9:00:00	5	2	748	99	0	0	0	0	6	1	0	0	0	0	23	1	0	0	1	0
9:15:00	7	2	842	94	0	0	0	0	9	3	0	0	0	0	24	1	0	0	1	0
9:30:00	8	1	900	58	0	0	0	0	9	0	0	0	0	0	25	1	0	0	1	0
9:45:00	9	1	959	59	0	0	0	0	11	2	0	0	0	0	26	1	0	0	1	0
10:00:00	10	1	1029	70	0	0	0	0	11	0	0	0	0	0	28	2	0	0	1	0
10:15:00	10	0	1029	0	0	0	0	0	11	0	0	0	0	0	28	0	0	0	1	0
16:00:00	10	0	1029	0	0	0	0	0	11	0	0	0	0	0	28	0	0	0	1	0
16:15:00	15	5	1139	110	0	0	0	0	12	1	0	0	0	0	30	2	0	0	1	0
16:30:00	18	3	1255	116	0	0	0	0	12	0	0	0	0	0	32	2	0	0	1	0
16:45:00	20	2	1348	93	0	0	0	0	14	2	0	0	0	0	33	1	0	0	1	0
17:00:00	22	2	1461	113	0	0	0	0	14	0	0	0	0	0	34	1	0	0	1	0
17:15:00	23	1	1580	119	0	0	0	0	14	0	0	0	0	0	34	0	0	0	1	0
17:30:00	23	0	1717	137	0	0	0	0	14	0	0	0	0	0	36	2	0	0	1	0
17:45:00	24	1	1827	110	0	0	0	0	15	1	0	0	0	0	37	1	0	0	1	0
18:00:00	28	4	1943	116	0	0	0	0	15	0	0	0	0	0	37	0	0	0	1	0
18:15:00	28	0	2035	92	0	0	0	0	15	0	0	0	0	0	38	1	0	0	1	0
18:30:00	30	2	2117	82	0	0	0	0	15	0	0	0	0	0	39	1	0	0	1	0
18:45:00	31	1	2209	92	0	0	0	0	15	0	0	0	0	0	39	0	0	0	2	1
19:00:00	32	1	2306	97	0	0	0	0	15	0	0	0	0	0	40	1	0	0	3	1
19:15:00	32	0	2306	0	0	0	0	0	15	0	0	0	0	0	40	0	0	0	3	0
19:15:15	32	0	2306	0	0	0	0	0	15	0	0	0	0	0	40	0	0	0	3	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700005

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	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	15	10	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0
7:45:00	23	8	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	2	1
8:00:00	29	6	0	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	6	4
8:15:00	34	5	0	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9	3
8:30:00	40	6	0	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	14	5
8:45:00	45	5	0	0	16	5	0	0	0	0	0	0	0	0	0	0	1	1	16	2
9:00:00	48	3	0	0	18	2	0	0	0	0	0	0	0	0	0	0	1	0	16	0
9:15:00	53	5	0	0	19	1	0	0	0	0	0	0	0	0	0	0	1	0	21	5
9:30:00	58	5	0	0	20	1	0	0	0	0	0	0	0	0	0	0	1	0	24	3
9:45:00	58	0	0	0	21	1	0	0	0	0	0	0	0	0	0	0	2	1	28	4
10:00:00	62	4	0	0	24	3	0	0	0	0	0	0	0	0	0	0	2	0	32	4
10:15:00	62	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	2	0	32	0
16:00:00	62	0	0	0	24	0	0	0	0	0	0	0	0	0	0	0	2	0	32	0
16:15:00	64	2	0	0	25	1	0	0	0	0	0	0	0	0	0	0	2	0	38	6
16:30:00	72	8	0	0	26	1	0	0	0	0	0	0	0	0	0	0	2	0	40	2
16:45:00	75	3	0	0	26	0	0	0	0	0	0	0	0	0	0	0	2	0	46	6
17:00:00	77	2	0	0	26	0	0	0	0	0	0	0	0	0	0	0	2	0	50	4
17:15:00	84	7	0	0	26	0	0	0	0	0	0	0	0	0	0	0	2	0	52	2
17:30:00	87	3	0	0	27	1	0	0	0	0	0	0	0	0	0	0	2	0	58	6
17:45:00	90	3	0	0	28	1	0	0	0	0	0	0	0	0	0	0	2	0	65	7
18:00:00	93	3	0	0	29	1	0	0	0	0	0	0	0	0	0	0	2	0	80	15
18:15:00	97	4	0	0	29	0	0	0	0	0	0	0	0	0	0	0	2	0	85	5
18:30:00	104	7	0	0	30	1	1	1	0	0	0	0	0	0	0	0	2	0	91	6
18:45:00	106	2	0	0	30	0	1	0	0	0	0	0	0	0	0	0	2	0	94	3
19:00:00	109	3	0	0	30	0	1	0	0	0	0	0	0	0	0	0	2	0	101	7
19:15:00	109	0	0	0	30	0	1	0	0	0	0	0	0	0	0	0	2	0	101	0
19:15:15	109	0	0	0	30	0	1	0	0	0	0	0	0	0	0	0	2	0	101	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700005

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	46	46	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:30:00	0	0	87	41	0	0	0	0	2	2	0	0	0	0	4	3	0	0	0	0
7:45:00	0	0	147	60	2	2	0	0	3	1	0	0	0	0	6	2	0	0	0	0
8:00:00	0	0	222	75	2	0	0	0	3	0	0	0	0	0	8	2	0	0	0	0
8:15:00	0	0	315	93	3	1	0	0	4	1	0	0	0	0	8	0	0	0	1	1
8:30:00	0	0	405	90	7	4	0	0	5	1	0	0	0	0	13	5	0	0	1	0
8:45:00	0	0	520	115	9	2	0	0	5	0	0	0	0	0	17	4	0	0	1	0
9:00:00	0	0	641	121	11	2	0	0	6	1	0	0	0	0	17	0	0	0	1	0
9:15:00	0	0	741	100	12	1	0	0	6	0	0	0	0	0	19	2	0	0	1	0
9:30:00	0	0	818	77	14	2	0	0	7	1	0	0	0	0	20	1	0	0	2	1
9:45:00	0	0	894	76	15	1	0	0	9	2	0	0	0	0	21	1	0	0	2	0
10:00:00	0	0	957	63	16	1	0	0	10	1	0	0	0	0	24	3	0	0	2	0
10:15:00	0	0	957	0	16	0	0	0	10	0	0	0	0	0	24	0	0	0	2	0
16:00:00	0	0	957	0	16	0	0	0	10	0	0	0	0	0	24	0	0	0	2	0
16:15:00	0	0	1091	134	20	4	0	0	11	1	0	0	0	0	25	1	0	0	2	0
16:30:00	0	0	1215	124	25	5	0	0	13	2	0	0	0	0	26	1	0	0	2	0
16:45:00	0	0	1375	160	30	5	0	0	13	0	0	0	0	0	28	2	0	0	2	0
17:00:00	0	0	1508	133	37	7	0	0	14	1	0	0	0	0	28	0	0	0	2	0
17:15:00	0	0	1638	130	38	1	0	0	14	0	0	0	0	0	29	1	0	0	2	0
17:30:00	0	0	1754	116	42	4	0	0	14	0	0	0	0	0	29	0	0	0	2	0
17:45:00	0	0	1896	142	46	4	0	0	14	0	0	0	0	0	30	1	0	0	2	0
18:00:00	0	0	2021	125	51	5	0	0	15	1	0	0	0	0	31	1	0	0	2	0
18:15:00	0	0	2141	120	55	4	0	0	15	0	0	0	0	0	32	1	0	0	2	0
18:30:00	0	0	2248	107	60	5	0	0	15	0	0	0	0	0	32	0	0	0	2	0
18:45:00	0	0	2358	110	66	6	0	0	16	1	0	0	0	0	33	1	0	0	2	0
19:00:00	0	0	2449	91	69	3	0	0	17	1	0	0	0	0	34	1	0	0	2	0
19:15:00	0	0	2449	0	69	0	0	0	17	0	0	0	0	0	34	0	0	0	2	0
19:15:15	0	0	2449	0	69	0	0	0	17	0	0	0	0	0	34	0	0	0	2	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700005

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
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15:00	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
18:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:15	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: 10:00:00

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

Municipality: Mississauga
Site #: 2513700006
Intersection: Burnhamthorpe Rd E & Ponytrail Dr
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Burnhamthorpe Rd E runs W/E

North Leg Total: 902
North Entering: 458
North Peds: 18
Peds Cross: ⋈

Heavys	2	3	5	10
Trucks	1	0	1	2
Cars	70	37	339	446
Totals	73	40	345	

Heavys	9
Trucks	3
Cars	432
Totals	444

East Leg Total: 2406
East Entering: 974
East Peds: 21
Peds Cross: ⧖

Ponytrail Dr

Heavys	Trucks	Cars	Totals
14	7	666	687

Burnhamthorpe Rd E

Cars	Trucks	Heavys	Totals
341	1	5	347
579	6	10	595
31	1	0	32
951	8	15	

N
W E
S

Heavys	Trucks	Cars	Totals
2	2	45	49
15	10	989	1014
3	0	40	43
20	12	1074	

Burnhamthorpe Rd E

Cars	Trucks	Heavys	Totals
1400	12	20	1432

Ponytrail Dr

Peds Cross: ⧖
West Peds: 9
West Entering: 1106
West Leg Total: 1793

Cars	108
Trucks	1
Heavys	6
Totals	115

Cars	17	46	72	135
Trucks	0	0	1	1
Heavys	2	2	0	4
Totals	19	48	73	

Peds Cross: ⋈
South Peds: 9
South Entering: 140
South Leg Total: 255

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 19:00:00

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

Municipality: Mississauga
Site #: 2513700006
Intersection: Burnhamthorpe Rd E & Ponytrail Dr
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Burnhamthorpe Rd E runs W/E

North Leg Total: 1052
North Entering: 498
North Peds: 18
Peds Cross: ⋈

Heavys	0	0	4	4
Trucks	0	0	1	1
Cars	65	63	365	493
Totals	65	63	370	

Heavys	4
Trucks	1
Cars	549
Totals	554

East Leg Total: 2833
East Entering: 1522
East Peds: 15
Peds Cross: ⧖

Ponytrail Dr

Heavys	Trucks	Cars	Totals
8	0	1063	1071

Burnhamthorpe Rd E

Cars	Trucks	Heavys	Totals
464	1	4	469
985	0	8	993
57	2	1	60
1506	3	13	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	54	54
15	14	887	916
0	1	25	26
15	15	966	

Burnhamthorpe Rd E

Cars	Trucks	Heavys	Totals
1276	16	19	1311

Ponytrail Dr

Peds Cross: ⧖
West Peds: 11
West Entering: 996
West Leg Total: 2067

Cars	145			
Trucks	3			
Heavys	1			
Totals	149			

Cars	13	31	24	68
Trucks	0	0	1	1
Heavys	0	0	0	0
Totals	13	31	25	

Peds Cross: ⋈
South Peds: 13
South Entering: 69
South Leg Total: 218

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

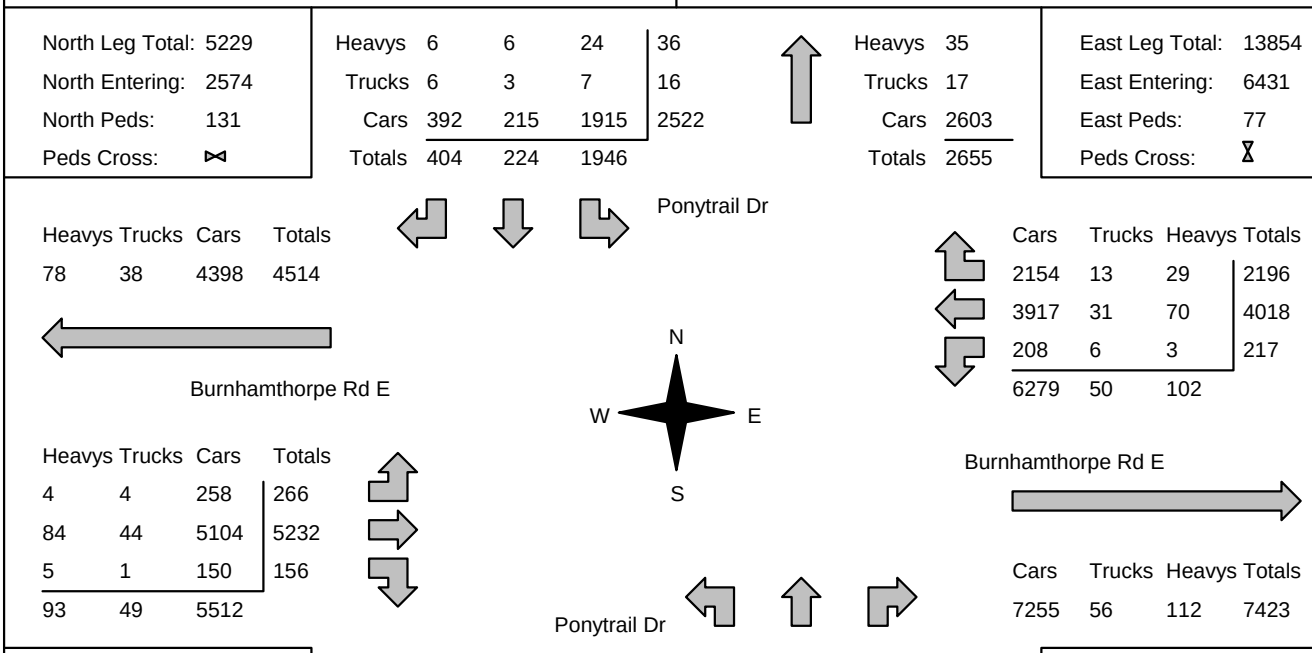
Municipality: Mississauga
Site #: 2513700006
Intersection: Burnhamthorpe Rd E & Ponytrail Dr
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Burnhamthorpe Rd E runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Burnhamthorpe Rd E & Ponytrail | **Count Date:** 9-Sep-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	*335*	*20*	*69*	*424*	*4*
9:00:00	*345*	*40*	*73*	*458*	*18*
10:00:00	*250*	*15*	*57*	*322*	*18*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*367*	*42*	*74*	*483*	*39*
18:00:00	*370*	*63*	*65*	*498*	*18*
19:00:00	*279*	*44*	*66*	*389*	*34*
Totals:	1946	224	404	2574	131

North/South Total Approaches: *0*, *501*, *598*, *409*, *0*, *569*, *567*, *460*, 3104

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	*5*	*15*	*57*	*77*	*7*
9:00:00	*19*	*48*	*73*	*140*	*9*
10:00:00	*24*	*28*	*35*	*87*	*6*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*19*	*41*	*26*	*86*	*3*
18:00:00	*13*	*31*	*25*	*69*	*13*
19:00:00	*12*	*30*	*29*	*71*	*8*
S Totals:	92	193	245	530	46

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	*9*	*377*	*216*	*602*	*8*
9:00:00	*32*	*595*	*347*	*974*	*21*
10:00:00	*17*	*497*	*272*	*786*	*10*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*56*	*873*	*506*	*1435*	*14*
18:00:00	*60*	*993*	*469*	*1522*	*15*
19:00:00	*43*	*683*	*386*	*1112*	*9*
Totals:	217	4018	2196	6431	77

East/West Total Approaches: *0*, *1691*, *2080*, *1539*, *0*, *2350*, *2518*, *1907*, 12085

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	*16*	*1051*	*22*	*1089*	*5*
9:00:00	*49*	*1014*	*43*	*1106*	*9*
10:00:00	*37*	*703*	*13*	*753*	*6*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*54*	*835*	*26*	*915*	*6*
18:00:00	*54*	*916*	*26*	*996*	*11*
19:00:00	*56*	*713*	*26*	*795*	*5*
W Totals:	266	5232	156	5654	42

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*0*	*373*	*442*	*318*	*0*	*448*	*472*	*349*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700006

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	69	69	2	2	13	13	0	0	1	1	0	0	1	1	1	1	0	0	2	2
7:30:00	149	80	4	2	26	13	0	0	1	0	0	0	1	0	2	1	0	0	2	0
7:45:00	246	97	7	3	44	18	0	0	1	0	0	0	3	2	3	1	2	2	3	1
8:00:00	330	84	16	9	65	21	1	1	1	0	1	1	4	1	3	0	3	1	4	1
8:15:00	431	101	20	4	84	19	2	1	1	0	2	1	6	2	4	1	4	1	10	6
8:30:00	510	79	24	4	105	21	2	0	1	0	2	0	8	2	6	2	5	1	14	4
8:45:00	599	89	41	17	120	15	2	0	1	0	2	0	9	1	6	0	5	0	17	3
9:00:00	669	70	53	12	135	15	2	0	1	0	2	0	9	0	6	0	5	0	22	5
9:15:00	751	82	58	5	156	21	2	0	2	1	4	2	10	1	6	0	5	0	32	10
9:30:00	808	57	60	2	161	5	2	0	2	0	4	0	11	1	6	0	5	0	34	2
9:45:00	859	51	61	1	170	9	2	0	2	0	6	2	12	1	6	0	5	0	40	6
10:00:00	915	56	67	6	188	18	2	0	2	0	6	0	13	1	6	0	5	0	40	0
10:15:00	915	0	67	0	188	0	2	0	2	0	6	0	13	0	6	0	5	0	40	0
16:00:00	915	0	67	0	188	0	2	0	2	0	6	0	13	0	6	0	5	0	40	0
16:15:00	1010	95	81	14	205	17	3	1	2	0	6	0	13	0	6	0	6	1	45	5
16:30:00	1104	94	95	14	228	23	3	0	2	0	6	0	15	2	6	0	6	0	51	6
16:45:00	1168	64	103	8	243	15	4	1	3	1	6	0	16	1	6	0	6	0	67	16
17:00:00	1276	108	108	5	261	18	4	0	3	0	6	0	17	1	6	0	6	0	79	12
17:15:00	1364	88	118	10	276	15	4	0	3	0	6	0	18	1	6	0	6	0	80	1
17:30:00	1475	111	139	21	292	16	4	0	3	0	6	0	20	2	6	0	6	0	85	5
17:45:00	1566	91	155	16	308	16	5	1	3	0	6	0	21	1	6	0	6	0	88	3
18:00:00	1641	75	171	16	326	18	5	0	3	0	6	0	21	0	6	0	6	0	97	9
18:15:00	1722	81	181	10	337	11	5	0	3	0	6	0	22	1	6	0	6	0	103	6
18:30:00	1785	63	191	10	355	18	6	1	3	0	6	0	23	1	6	0	6	0	109	6
18:45:00	1848	63	204	13	366	11	7	1	3	0	6	0	23	0	6	0	6	0	121	12
19:00:00	1915	67	215	11	392	26	7	0	3	0	6	0	24	1	6	0	6	0	131	10
19:15:00	1915	0	215	0	392	0	7	0	3	0	6	0	24	0	6	0	6	0	131	0
19:15:15	1915	0	215	0	392	0	7	0	3	0	6	0	24	0	6	0	6	0	131	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700006

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	1	1	55	55	43	43	0	0	4	4	0	0	0	0	5	5	1	1	2	2
7:30:00	2	1	146	91	79	36	0	0	5	1	1	1	0	0	7	2	3	2	4	2
7:45:00	6	4	244	98	136	57	0	0	7	2	2	1	0	0	10	3	4	1	6	2
8:00:00	9	3	356	112	208	72	0	0	9	2	2	0	0	0	12	2	6	2	8	2
8:15:00	13	4	490	134	287	79	0	0	11	2	3	1	0	0	15	3	7	1	12	4
8:30:00	22	9	623	133	362	75	0	0	12	1	3	0	0	0	17	2	10	3	16	4
8:45:00	31	9	771	148	444	82	1	1	12	0	3	0	0	0	19	2	11	1	24	8
9:00:00	40	9	935	164	549	105	1	0	15	3	3	0	0	0	22	3	11	0	29	5
9:15:00	47	7	1073	138	632	83	1	0	17	2	3	0	0	0	26	4	13	2	35	6
9:30:00	51	4	1208	135	691	59	1	0	18	1	5	2	0	0	29	3	14	1	35	0
9:45:00	54	3	1315	107	753	62	1	0	20	2	6	1	0	0	34	5	15	1	37	2
10:00:00	57	3	1410	95	810	57	1	0	20	0	7	1	0	0	39	5	18	3	39	2
10:15:00	57	0	1410	0	810	0	1	0	20	0	7	0	0	0	39	0	18	0	39	0
16:00:00	57	0	1410	0	810	0	1	0	20	0	7	0	0	0	39	0	18	0	39	0
16:15:00	68	11	1602	192	927	117	3	2	22	2	8	1	0	0	44	5	19	1	42	3
16:30:00	78	10	1833	231	1056	129	3	0	25	3	10	2	1	1	47	3	20	1	47	5
16:45:00	94	16	2055	222	1191	135	3	0	27	2	10	0	1	0	50	3	22	2	50	3
17:00:00	108	14	2261	206	1308	117	4	1	28	1	11	1	2	1	53	3	22	0	53	3
17:15:00	121	13	2518	257	1435	127	5	1	28	0	11	0	2	0	56	3	23	1	55	2
17:30:00	138	17	2757	239	1535	100	5	0	28	0	11	0	2	0	58	2	23	0	62	7
17:45:00	151	13	3006	249	1665	130	6	1	28	0	11	0	3	1	59	1	24	1	66	4
18:00:00	165	14	3246	240	1772	107	6	0	28	0	12	1	3	0	61	2	26	2	68	2
18:15:00	173	8	3432	186	1888	116	6	0	29	1	12	0	3	0	64	3	27	1	73	5
18:30:00	191	18	3597	165	1978	90	6	0	29	0	12	0	3	0	66	2	28	1	74	1
18:45:00	201	10	3772	175	2072	94	6	0	31	2	13	1	3	0	68	2	28	0	76	2
19:00:00	208	7	3917	145	2154	82	6	0	31	0	13	0	3	0	70	2	29	1	77	1
19:15:00	208	0	3917	0	2154	0	6	0	31	0	13	0	3	0	70	0	29	0	77	0
19:15:15	208	0	3917	0	2154	0	6	0	31	0	13	0	3	0	70	0	29	0	77	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700006

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	1	1	3	3	9	9	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:30:00	1	0	4	1	21	12	0	0	0	0	2	2	0	0	0	0	2	2	4	2
7:45:00	3	2	11	7	35	14	0	0	0	0	2	0	0	0	0	0	4	2	5	1
8:00:00	5	2	15	4	51	16	0	0	0	0	2	0	0	0	0	0	4	0	7	2
8:15:00	8	3	20	5	69	18	0	0	0	0	2	0	0	0	0	0	4	0	9	2
8:30:00	10	2	29	9	86	17	0	0	0	0	3	1	0	0	1	1	4	0	11	2
8:45:00	16	6	46	17	106	20	0	0	0	0	3	0	0	0	2	1	4	0	11	0
9:00:00	22	6	61	15	123	17	0	0	0	0	3	0	2	2	2	0	4	0	16	5
9:15:00	35	13	71	10	135	12	1	1	0	0	3	0	2	0	2	0	4	0	16	0
9:30:00	38	3	78	7	146	11	1	0	0	0	3	0	2	0	2	0	4	0	20	4
9:45:00	41	3	85	7	151	5	1	0	0	0	3	0	2	0	2	0	4	0	22	2
10:00:00	45	4	89	4	158	7	1	0	0	0	3	0	2	0	2	0	4	0	22	0
10:15:00	45	0	89	0	158	0	1	0	0	0	3	0	2	0	2	0	4	0	22	0
16:00:00	45	0	89	0	158	0	1	0	0	0	3	0	2	0	2	0	4	0	22	0
16:15:00	52	7	99	10	165	7	1	0	0	0	3	0	2	0	2	0	4	0	24	2
16:30:00	54	2	104	5	172	7	1	0	0	0	3	0	2	0	2	0	4	0	24	0
16:45:00	57	3	114	10	180	8	1	0	0	0	3	0	2	0	2	0	4	0	25	1
17:00:00	64	7	130	16	183	3	1	0	0	0	4	1	2	0	2	0	4	0	25	0
17:15:00	66	2	130	0	191	8	1	0	0	0	5	1	2	0	2	0	4	0	27	2
17:30:00	69	3	148	18	194	3	1	0	0	0	5	0	2	0	2	0	4	0	30	3
17:45:00	75	6	156	8	201	7	1	0	0	0	5	0	2	0	2	0	4	0	34	4
18:00:00	77	2	161	5	207	6	1	0	0	0	5	0	2	0	2	0	4	0	38	4
18:15:00	81	4	169	8	209	2	1	0	0	0	5	0	2	0	2	0	4	0	39	1
18:30:00	83	2	173	4	215	6	1	0	0	0	5	0	2	0	2	0	4	0	42	3
18:45:00	84	1	181	8	222	7	1	0	0	0	5	0	2	0	2	0	4	0	42	0
19:00:00	89	5	191	10	236	14	1	0	0	0	5	0	2	0	2	0	4	0	46	4
19:15:00	89	0	191	0	236	0	1	0	0	0	5	0	2	0	2	0	4	0	46	0
19:15:15	89	0	191	0	236	0	1	0	0	0	5	0	2	0	2	0	4	0	46	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700006

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	3	3	239	239	3	3	0	0	2	2	0	0	0	0	3	3	0	0	2	2
7:30:00	8	5	515	276	7	4	1	1	6	4	0	0	1	1	10	7	1	1	3	1
7:45:00	11	3	751	236	12	5	1	0	8	2	0	0	2	1	15	5	2	1	4	1
8:00:00	13	2	1023	272	20	8	1	0	10	2	0	0	2	0	18	3	2	0	5	1
8:15:00	23	10	1277	254	22	2	1	0	13	3	0	0	2	0	19	1	2	0	5	0
8:30:00	32	9	1529	252	33	11	2	1	16	3	0	0	3	1	27	8	3	1	13	8
8:45:00	48	16	1788	259	50	17	2	0	19	3	0	0	4	1	31	4	4	1	13	0
9:00:00	58	10	2012	224	60	10	3	1	20	1	0	0	4	0	33	2	5	1	14	1
9:15:00	68	10	2215	203	66	6	3	0	21	1	0	0	4	0	37	4	5	0	15	1
9:30:00	80	12	2385	170	67	1	3	0	21	0	0	0	4	0	41	4	5	0	17	2
9:45:00	90	10	2556	171	71	4	3	0	21	0	0	0	4	0	43	2	5	0	20	3
10:00:00	95	5	2697	141	73	2	3	0	25	4	0	0	4	0	46	3	5	0	20	0
10:15:00	95	0	2697	0	73	0	3	0	25	0	0	0	4	0	46	0	5	0	20	0
16:00:00	95	0	2697	0	73	0	3	0	25	0	0	0	4	0	46	0	5	0	20	0
16:15:00	110	15	2885	188	82	9	3	0	25	0	0	0	4	0	51	5	5	0	23	3
16:30:00	115	5	3096	211	88	6	3	0	25	0	0	0	4	0	57	6	5	0	24	1
16:45:00	135	20	3320	224	91	3	3	0	26	1	0	0	4	0	60	3	5	0	26	2
17:00:00	149	14	3515	195	99	8	3	0	27	1	0	0	4	0	61	1	5	0	26	0
17:15:00	160	11	3759	244	103	4	3	0	28	1	0	0	4	0	65	4	5	0	29	3
17:30:00	165	5	3993	234	111	8	3	0	33	5	1	1	4	0	69	4	5	0	31	2
17:45:00	182	17	4198	205	117	6	3	0	36	3	1	0	4	0	72	3	5	0	36	5
18:00:00	203	21	4402	204	124	7	3	0	41	5	1	0	4	0	76	4	5	0	37	1
18:15:00	215	12	4585	183	132	8	3	0	41	0	1	0	4	0	78	2	5	0	37	0
18:30:00	230	15	4791	206	135	3	3	0	42	1	1	0	4	0	80	2	5	0	40	3
18:45:00	244	14	4961	170	140	5	4	1	43	1	1	0	4	0	82	2	5	0	41	1
19:00:00	258	14	5104	143	150	10	4	0	44	1	1	0	4	0	84	2	5	0	42	1
19:15:00	258	0	5104	0	150	0	4	0	44	0	1	0	4	0	84	0	5	0	42	0
19:15:15	258	0	5104	0	150	0	4	0	44	0	1	0	4	0	84	0	5	0	42	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 10:00:00

One Hour Peak
From: 8:15:00
To: 9:15:00

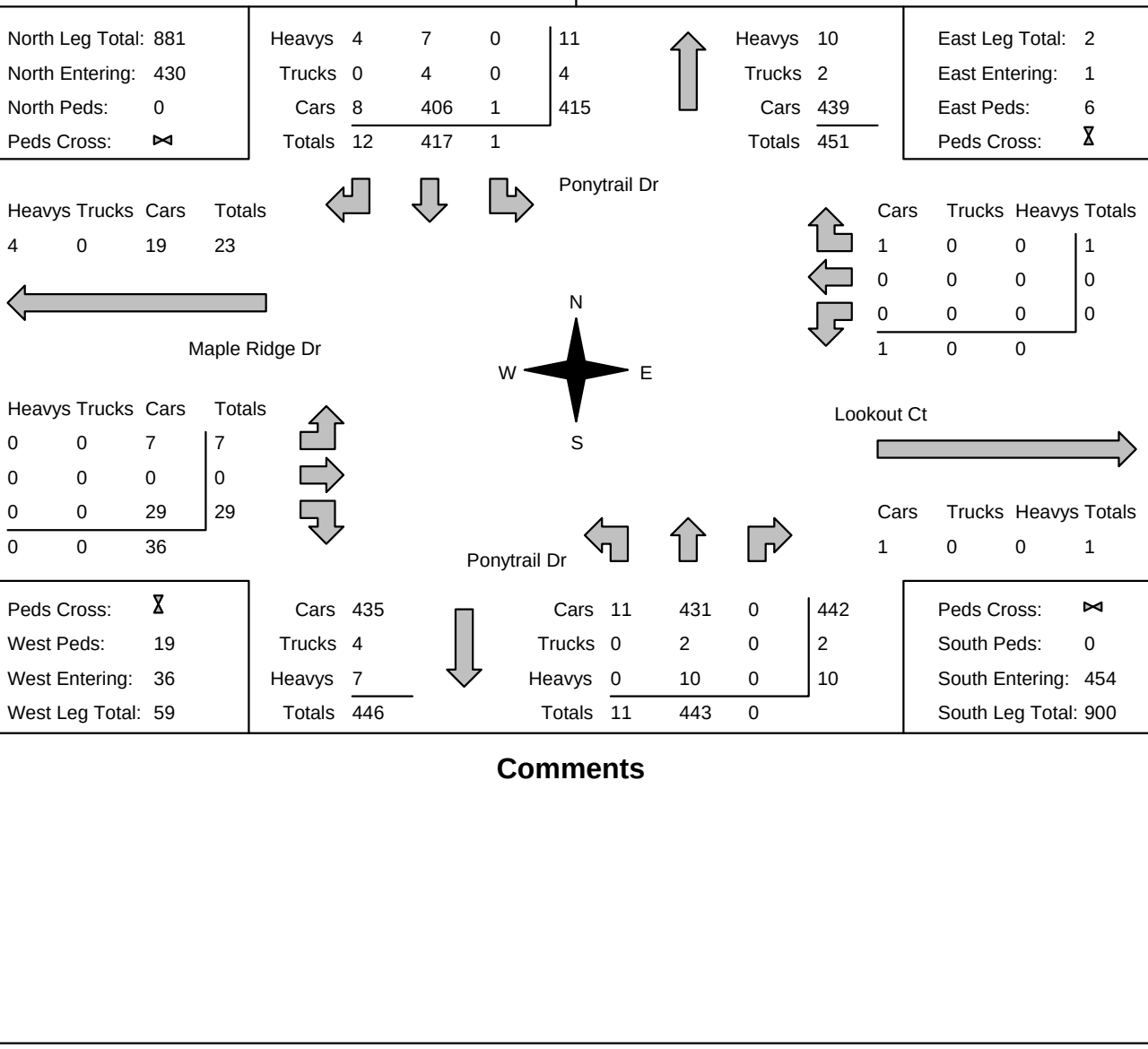
Municipality: Mississauga
Site #: 2513700007
Intersection: Ponytrail Dr & Maple Ridge Dr
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Ponytrail Dr runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 19:00:00

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

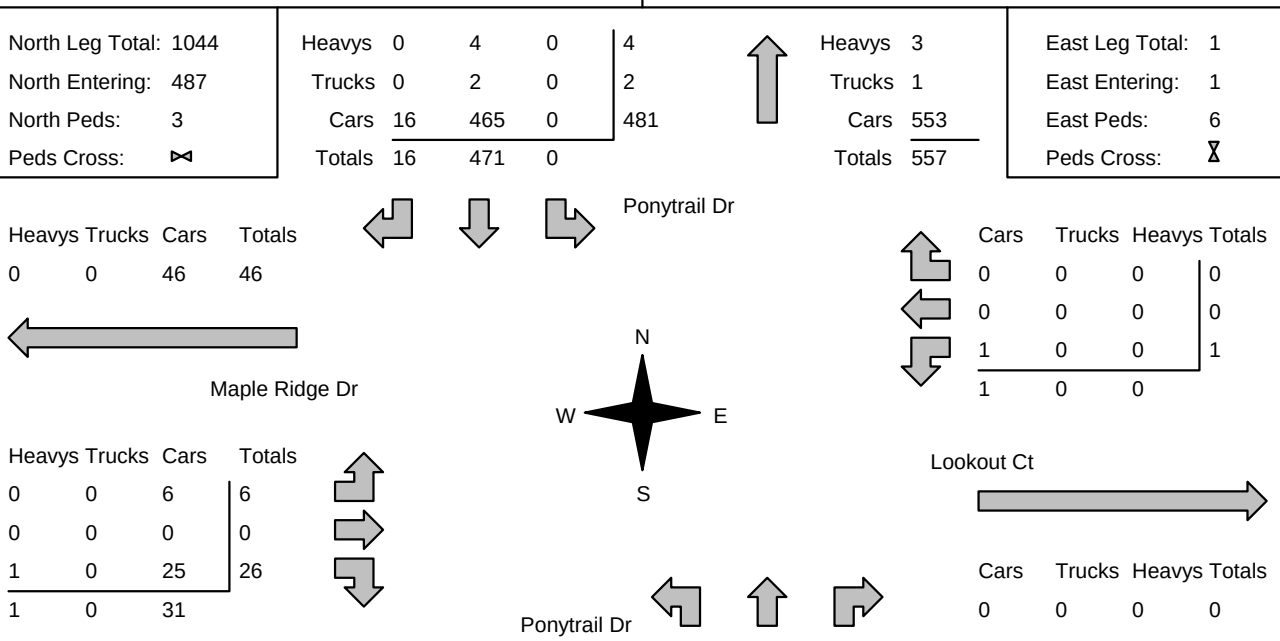
Municipality: Mississauga
Site #: 2513700007
Intersection: Ponytrail Dr & Maple Ridge Dr
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Ponytrail Dr runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Total Count Diagram

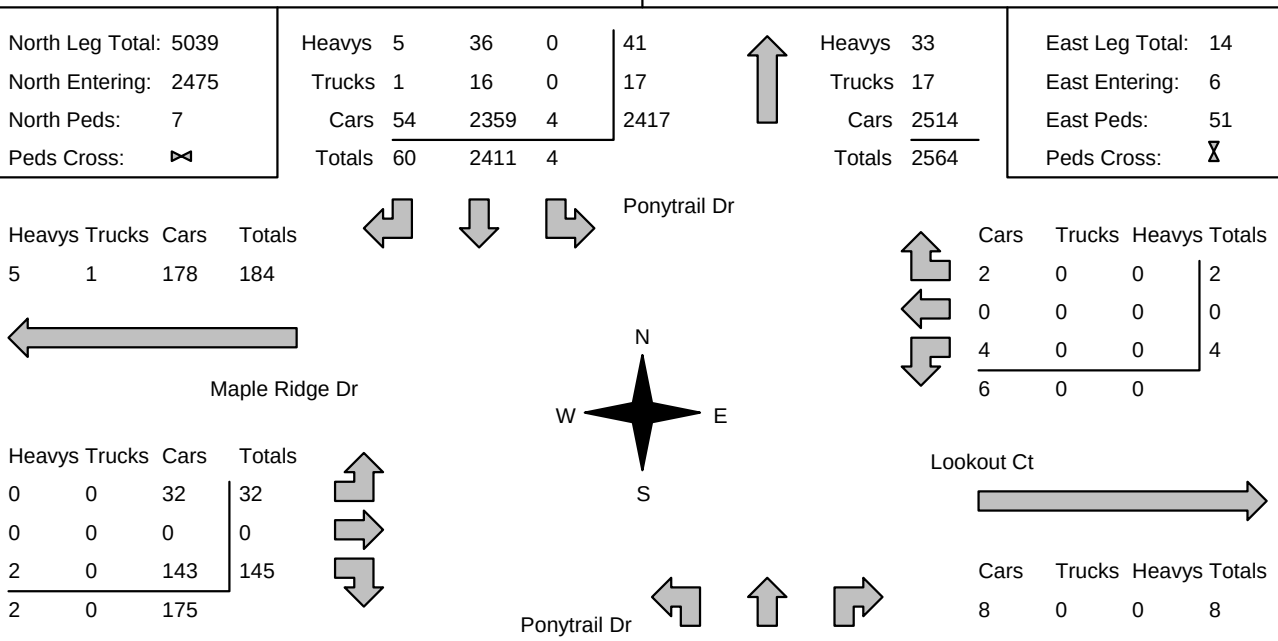
Municipality: Mississauga
Site #: 2513700007
Intersection: Ponytrail Dr & Maple Ridge Dr
TFR File #: 1
Count date: 9-Sep-25

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: Ponytrail Dr runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: Ponytrail Dr & Maple Ridge Dr | **Count Date:** 9-Sep-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	*1*	*386*	*2*	*389*	*3*	*634*
9:00:00	*1*	*422*	*10*	*433*	*0*	*875*
10:00:00	*0*	*299*	*8*	*307*	*0*	*645*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*444*	*13*	*457*	*0*	*1059*
18:00:00	*0*	*487*	*17*	*504*	*3*	*1057*
19:00:00	*2*	*373*	*10*	*385*	*1*	*863*
Totals:	4	2411	60	2475	7	5133

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	*9*	*235*	*1*	*245*	*0*
9:00:00	*9*	*433*	*0*	*442*	*0*
10:00:00	*11*	*327*	*0*	*338*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*35*	*567*	*0*	*602*	*0*
18:00:00	*28*	*523*	*2*	*553*	*2*
19:00:00	*32*	*445*	*1*	*478*	*1*
S Totals:	124	2530	4	2658	3

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	*2*	*0*	*0*	*2*	*7*	*31*
9:00:00	*1*	*0*	*1*	*2*	*7*	*42*
10:00:00	*0*	*0*	*0*	*0*	*6*	*24*
16:00:00	*0*	*0*	*0*	*0*	*0*	*0*
17:00:00	*1*	*0*	*0*	*1*	*7*	*38*
18:00:00	*0*	*0*	*0*	*0*	*14*	*29*
19:00:00	*0*	*0*	*1*	*1*	*10*	*19*
Totals:	4	0	2	6	51	183

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*	*29*	*29*	*11*
9:00:00	*4*	*0*	*36*	*40*	*13*
10:00:00	*3*	*0*	*21*	*24*	*16*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*14*	*0*	*23*	*37*	*11*
18:00:00	*4*	*0*	*25*	*29*	*14*
19:00:00	*7*	*0*	*11*	*18*	*15*
W Totals:	32	0	145	177	80

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*7:00*	*8:00*	*9:00*	*10:00*	*16:00*	*17:00*	*18:00*	*19:00*
Crossing Values:	*0*	*5*	*5*	*3*	*0*	*15*	*9*	*9*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700007

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	74	74	0	0	0	0	1	1	0	0	0	0	3	3	0	0	2	2
7:30:00	1	0	160	86	1	1	0	0	1	0	0	0	0	0	5	2	0	0	2	0
7:45:00	1	0	265	105	2	1	0	0	1	0	0	0	0	0	9	4	0	0	3	1
8:00:00	1	0	372	107	2	0	0	0	3	2	0	0	0	0	11	2	0	0	3	0
8:15:00	1	0	475	103	2	0	0	0	5	2	0	0	0	0	14	3	0	0	3	0
8:30:00	1	0	576	101	4	2	0	0	5	0	0	0	0	0	19	5	2	2	3	0
8:45:00	1	0	686	110	5	1	0	0	5	0	0	0	0	0	20	1	3	1	3	0
9:00:00	2	1	782	96	8	3	0	0	6	1	0	0	0	0	20	0	4	1	3	0
9:15:00	2	0	881	99	10	2	0	0	9	3	0	0	0	0	21	1	4	0	3	0
9:30:00	2	0	942	61	12	2	0	0	9	0	1	1	0	0	22	1	4	0	3	0
9:45:00	2	0	999	57	12	0	0	0	11	2	1	0	0	0	23	1	4	0	3	0
10:00:00	2	0	1071	72	15	3	0	0	11	0	1	0	0	0	25	2	4	0	3	0
10:15:00	2	0	1071	0	15	0	0	0	11	0	1	0	0	0	25	0	4	0	3	0
16:00:00	2	0	1071	0	15	0	0	0	11	0	1	0	0	0	25	0	4	0	3	0
16:15:00	2	0	1179	108	19	4	0	0	12	1	1	0	0	0	26	1	5	1	3	0
16:30:00	2	0	1301	122	20	1	0	0	12	0	1	0	0	0	28	2	5	0	3	0
16:45:00	2	0	1395	94	24	4	0	0	14	2	1	0	0	0	29	1	5	0	3	0
17:00:00	2	0	1507	112	27	3	0	0	14	0	1	0	0	0	30	1	5	0	3	0
17:15:00	2	0	1629	122	30	3	0	0	14	0	1	0	0	0	30	0	5	0	6	3
17:30:00	2	0	1766	137	36	6	0	0	14	0	1	0	0	0	32	2	5	0	6	0
17:45:00	2	0	1875	109	40	4	0	0	15	1	1	0	0	0	33	1	5	0	6	0
18:00:00	2	0	1990	115	44	4	0	0	15	0	1	0	0	0	33	0	5	0	6	0
18:15:00	2	0	2083	93	47	3	0	0	15	0	1	0	0	0	34	1	5	0	6	0
18:30:00	3	1	2167	84	51	4	0	0	16	1	1	0	0	0	35	1	5	0	6	0
18:45:00	4	1	2260	93	53	2	0	0	16	0	1	0	0	0	35	0	5	0	7	1
19:00:00	4	0	2359	99	54	1	0	0	16	0	1	0	0	0	36	1	5	0	7	0
19:15:00	4	0	2359	0	54	0	0	0	16	0	1	0	0	0	36	0	5	0	7	0
19:15:15	4	0	2359	0	54	0	0	0	16	0	1	0	0	0	36	0	5	0	7	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700007

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	4	4
7:30:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2
7:45:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
8:00:00	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1
8:15:00	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	4
8:30:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
8:45:00	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	14	3
9:00:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
9:15:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	17	3
9:30:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1
9:45:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	19	1
10:00:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20	1
10:15:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
16:00:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	20	0
16:15:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	24	4
16:30:00	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	1
16:45:00	4	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0
17:00:00	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	27	2
17:15:00	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	28	1
17:30:00	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	31	3
17:45:00	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	39	8
18:00:00	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	41	2
18:15:00	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	45	4
18:30:00	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	49	4
18:45:00	4	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	50	1
19:00:00	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	51	1
19:15:00	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0
19:15:15	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	51	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 **Site #: 2513700007**

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	4	4	45	45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:30:00	5	1	86	41	0	0	0	0	2	2	0	0	0	0	4	3	0	0	0	0
7:45:00	6	1	150	64	0	0	0	0	3	1	0	0	0	0	6	2	0	0	0	0
8:00:00	9	3	224	74	1	1	0	0	3	0	0	0	0	0	8	2	0	0	0	0
8:15:00	10	1	316	92	1	0	0	0	4	1	0	0	0	0	8	0	0	0	0	0
8:30:00	11	1	408	92	1	0	0	0	5	1	0	0	0	0	13	5	0	0	0	0
8:45:00	14	3	522	114	1	0	0	0	5	0	0	0	0	0	16	3	0	0	0	0
9:00:00	18	4	646	124	1	0	0	0	6	1	0	0	0	0	16	0	0	0	0	0
9:15:00	21	3	747	101	1	0	0	0	6	0	0	0	0	0	18	2	0	0	0	0
9:30:00	24	3	822	75	1	0	0	0	8	2	0	0	0	0	19	1	0	0	0	0
9:45:00	27	3	898	76	1	0	0	0	9	1	0	0	0	0	20	1	0	0	0	0
10:00:00	29	2	962	64	1	0	0	0	10	1	0	0	0	0	23	3	0	0	0	0
10:15:00	29	0	962	0	1	0	0	0	10	0	0	0	0	0	23	0	0	0	0	0
16:00:00	29	0	962	0	1	0	0	0	10	0	0	0	0	0	23	0	0	0	0	0
16:15:00	39	10	1094	132	1	0	0	0	11	1	0	0	0	0	24	1	0	0	0	0
16:30:00	48	9	1221	127	1	0	0	0	13	2	0	0	0	0	25	1	0	0	0	0
16:45:00	57	9	1380	159	1	0	0	0	13	0	0	0	0	0	27	2	0	0	0	0
17:00:00	64	7	1521	141	1	0	0	0	14	1	0	0	0	0	27	0	0	0	0	0
17:15:00	71	7	1650	129	1	0	0	0	14	0	0	0	0	0	28	1	0	0	0	0
17:30:00	78	7	1768	118	1	0	0	0	14	0	0	0	0	0	28	0	0	0	0	0
17:45:00	87	9	1912	144	2	1	0	0	14	0	0	0	0	0	29	1	0	0	2	2
18:00:00	92	5	2040	128	3	1	0	0	15	1	0	0	0	0	30	1	0	0	2	0
18:15:00	99	7	2165	125	3	0	0	0	15	0	0	0	0	0	31	1	0	0	2	0
18:30:00	105	6	2275	110	3	0	0	0	15	0	0	0	0	0	32	1	0	0	3	1
18:45:00	113	8	2389	114	4	1	0	0	16	1	0	0	0	0	32	0	0	0	3	0
19:00:00	124	11	2480	91	4	0	0	0	17	1	0	0	0	0	33	1	0	0	3	0
19:15:00	124	0	2480	0	4	0	0	0	17	0	0	0	0	0	33	0	0	0	3	0
19:15:15	124	0	2480	0	4	0	0	0	17	0	0	0	0	0	33	0	0	0	3	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Count Date: 9-Sep-25 Site #: 2513700007

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	5	5	0	0	0	0	0	0	0	0	0	0	0	0	2	2
7:30:00	0	0	0	0	17	12	0	0	0	0	0	0	0	0	0	0	0	0	5	3
7:45:00	0	0	0	0	23	6	0	0	0	0	0	0	0	0	0	0	0	0	7	2
8:00:00	0	0	0	0	29	6	0	0	0	0	0	0	0	0	0	0	0	0	11	4
8:15:00	0	0	0	0	45	16	0	0	0	0	0	0	0	0	0	0	1	1	15	4
8:30:00	1	1	0	0	49	4	0	0	0	0	0	0	0	0	0	0	1	0	19	4
8:45:00	3	2	0	0	58	9	0	0	0	0	0	0	0	0	0	0	1	0	21	2
9:00:00	4	1	0	0	64	6	0	0	0	0	0	0	0	0	0	0	1	0	24	3
9:15:00	7	3	0	0	74	10	0	0	0	0	0	0	0	0	0	0	1	0	34	10
9:30:00	7	0	0	0	76	2	0	0	0	0	0	0	0	0	0	0	1	0	36	2
9:45:00	7	0	0	0	80	4	0	0	0	0	0	0	0	0	0	0	1	0	37	1
10:00:00	7	0	0	0	85	5	0	0	0	0	0	0	0	0	0	0	1	0	40	3
10:15:00	7	0	0	0	85	0	0	0	0	0	0	0	0	0	0	0	1	0	40	0
16:00:00	7	0	0	0	85	0	0	0	0	0	0	0	0	0	0	0	1	0	40	0
16:15:00	10	3	0	0	91	6	0	0	0	0	0	0	0	0	0	0	1	0	42	2
16:30:00	16	6	0	0	95	4	0	0	0	0	0	0	0	0	0	0	1	0	45	3
16:45:00	19	3	0	0	98	3	0	0	0	0	0	0	0	0	0	0	1	0	49	4
17:00:00	21	2	0	0	107	9	0	0	0	0	0	0	0	0	0	0	2	1	51	2
17:15:00	21	0	0	0	114	7	0	0	0	0	0	0	0	0	0	0	2	0	54	3
17:30:00	22	1	0	0	120	6	0	0	0	0	0	0	0	0	0	0	2	0	56	2
17:45:00	23	1	0	0	127	7	0	0	0	0	0	0	0	0	0	0	2	0	59	3
18:00:00	25	2	0	0	132	5	0	0	0	0	0	0	0	0	0	0	2	0	65	6
18:15:00	26	1	0	0	135	3	0	0	0	0	0	0	0	0	0	0	2	0	69	4
18:30:00	29	3	0	0	137	2	0	0	0	0	0	0	0	0	0	0	2	0	74	5
18:45:00	29	0	0	0	140	3	0	0	0	0	0	0	0	0	0	0	2	0	79	5
19:00:00	32	3	0	0	143	3	0	0	0	0	0	0	0	0	0	0	2	0	80	1
19:15:00	32	0	0	0	143	0	0	0	0	0	0	0	0	0	0	0	2	0	80	0
19:15:15	32	0	0	0	143	0	0	0	0	0	0	0	0	0	0	0	2	0	80	0

Appendix D:
Signal Timming Plans

Location	Burnhamthorpe Road E @ Ponytrail Drive
Phase 1	
Phase 2	EB - Burnhamthorpe Road
Phase 3	SB & SBLT - Ponytrail Drive
Phase 4	NB & NBLT - Ponytrail Drive
Phase 5	
Phase 6	WB - Burnhamthorpe Road
Phase 7	
Phase 8	

Intelight 1904

Phase - Parameter 1-16	Units	Phase 1	Phase 2	Phase 3	Phase 4
Phase Description*	String				"Comp Phase"
Walk	Sec	0	10	10	10
Ped Clear	Sec	0	23	23	23
Min Green	Sec	0	10	10	10
Passage	Sec	0.0	3.0	3.0	3.0
Maximum 1	Sec	0	20	35	15
Maximum 2	Sec	0	20	35	15
Yellow Change	Sec	3.0	4.0	3.5	3.5
Red Clearance	Sec	0.0	3.0	4.5	4.5
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
Time Before Reduction	Sec	0	0	0	0
Cars Before Reduction	Veh	0	0	0	0
Time To Reduce	Sec	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
Dynamic Max Step	Sec	0.0	0.0	0.0	0.0
[P2] Start Up	Enum	other	redClear	phaseNotOn	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	0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase
[P2] Ring	Ring	0	1	1	1
[P2] Concurrency	Phase (,)	()	(6,9,15,11)	(8,10)	(8,10)

Coordination - Pattern 1-32	Units	1	2	3	4
Cycle Time	Sec	160	160	160	0
Offset	Sec	64	16	117	0

Split	Split	1	2	3	4
Sequence	Sequence	1	1	1	1
Phase Parameter Table*	Number	1	1	1	1
Coord Phase Reference Point*	Enum	green	green	green	green
Coord Mode*	Enum	singlePermissive	singlePermissive	singlePermissive	singlePermissive
Coordination - Splits	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**
Split 1 - Mode	Enum	none	none	none	none
Split 1 - Time	Sec	0	85	50	25
Split 1 - Coord	Enum	False	True	False	False
Split 1 - Coord Phase Options*	Bit		0: Reference Point		
Split 2 - Mode	Enum	none	none	none	none
Split 2 - Time	Sec	0	67	64	29
Split 2 - Coord	Enum	False	True	False	False
Split 2 - Coord Phase Options*	Bit		0: Reference Point		
Split 3 - Mode	Enum	none	none	none	none
Split 3 - Time	Sec	0	85	45	30
Split 3 - Coord	Enum	False	True	False	False
Split 3 - Coord Phase Options*	Bit		0: Reference Point		
Coordination - Splits	**Units**	**Phase 9**	**Phase 10**	**Phase 11**	**Phase 12**
Split 1 - Mode	Enum	none	none	none	none
Split 1 - Time	Sec	85	75	85	75
Split 1 - Coord	Enum	False	False	False	False
Split 1 - Coord Phase Options*	Bit				
Split 2 - Mode	Enum	none	none	none	none
Split 2 - Time	Sec	67	93	67	93
Split 2 - Coord	Enum	False	False	False	False
Split 2 - Coord Phase Options*	Bit				
Split 3 - Mode	Enum	none	none	none	none
Split 3 - Time	Sec	85	75	85	75
Split 3 - Coord	Enum	False	False	False	False
Split 3 - Coord Phase Options*	Bit				
Time Base - Schedule 1-16	**Units**	**1**	**2**	**3**	**4**
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	J----------
Day of Week	Bit	-MTWTF-	S------	------S	----T--
Day of Month	Bit	12345678901234567890123456789012345678901	12345678901234567890123456789012345678901	12345678901234567890123456789012345678901	1----------

Day Plan	Number	1	3	2	3
Time Base - Schedule 1-16	**Units**	**9**	**10**	**11**	**12**
Month	Bit	-------A----	--------S---	---------O--	----------D
Day of Week	Bit	-M-----	-M-----	-M-----	----T--
Day of Month	Bit	---4----------	1----------	----------3----------	----------5-----
Day Plan	Number	3	3	3	3
Time Base - Day Plans	**Units**	**Evt 1**	**Evt 2**	**Evt 3**	**Evt 4**
Plan 1 Hour	Hour	0	6	9	15
Plan 1 Minute	Min	0	0	30	0
Plan 1 Action	Number	8	1	2	3
Plan 2 Hour	Hour	0	7	3	0
Plan 2 Minute	Min	0	0	0	0
Plan 2 Action	Number	8	2	7	0
Plan 3 Hour	Hour	0	8	23	3
Plan 3 Minute	Min	0	0	0	0
Plan 3 Action	Number	8	2	8	7
Time Base - Action 1-32	**Units**	**1**	**2**	**3**	**4**
Pattern	Enum	Pattern 1	Pattern 2	Pattern 3	Pattern 4
Aux. Functions	Bit				
Spec. Functions	Bit				

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BURNHAMTHORPE ROAD E @ Ponytrail Drive

Phase 5	Phase 6	Phase 7	Phase 8
0	10	0	0
0	23	0	0
0	10	0	10
0.0	3.0	0.0	0.0
0	20	0	15
0	20	0	15
3.0	4.0	3.0	3.5
0.0	3.0	0.0	4.5
0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0
0	0	0	0
0.0	0.0	0.0	0.0
other	redClear	other	other
	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 10:Dual Entry Phase
0	2	0	2
()	(2,9,15,11)	()	(3,4,10)
5	**6**	**7**	**8**
0	0	0	0
0	0	0	0

5	6	7	8
1	1	1	1
1	1	1	1
green	green	green	green
singlePermissive	singlePermissive	singlePermissive	singlePermissive

Phase 5	**Phase 6**	**Phase 7**	**Phase 8**
none	none	none	none
0	85	0	75
False	True	False	False
	0: Reference Point		
none	none	none	none
0	67	0	93
False	True	False	False
	0: Reference Point		
none	none	none	none
0	85	0	75
False	True	False	False
	0: Reference Point		

Phase 13	**Phase 14**	**Phase 15**	**Phase 16**
none	none	none	none
0	0	0	75
False	False	False	False
none	none	none	none
0	0	0	93
False	False	False	False
none	none	none	none
0	0	0	75
False	False	False	False

5	**6**	**7**	**8**
-F----------	---A--------	----M-------	------J-----
-M-----	-----F-	-M-----	--T----
----------7----------	----------8----------	----------9----------	1----------
-	-	-	-

3	3	3	3

13	14	15	16
----------D	----------D	--------S---	----------
-----F-	---W---	--T----	SMTWTFS
----------6----	----------4------	----------	----------
-	-	0-	
3	3	3	0

Evt 5	Evt 6
19	3
30	0
2	7
0	0
0	0
0	0
0	0
0	0
0	0

5	6	7	8
Pattern 5	Pattern 6	Free	Free

Location	Rathburn Road E @ Fieldgate Drive
Phase 1	
Phase 2	Rathburn Road (EB)
Phase 3	
Phase 4	Fieldgate Drive (NB)
Phase 5	
Phase 6	Rathburn Road (WB)
Phase 7	
Phase 8	Fieldgate Drive (SB)

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Phase - Parameter 1-16	Units	Phase 1	Phase 2	Phase 3	Phase 4
Phase Description*	String		"EB"		"NB"
Walk	Sec	0	10	0	10
Ped Clear	Sec	0	37	0	40
Min Green	Sec	0	10	0	10
Passage	Sec	0.0	3.0	0.0	3.0
Maximum 1	Sec	0	15	0	25
Maximum 2	Sec	0	15	0	25
Yellow Change	Sec	3.0	3.5	3.0	3.0
Red Clearance	Sec	0.0	3.5	0.0	4.0
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
Time Before Reduction	Sec	0	0	0	0
Cars Before Reduction	Veh	0	0	0	0
Time To Reduce	Sec	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
Dynamic Max Step	Sec	0.0	0.0	0.0	0.0
[P2] Start Up	Enum	other	redClear	other	phaseNotOn
[P2] Options	Bit	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	5:Non Lock Detector Memory	0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase
[P2] Ring	Ring	0	1	0	1
[P2] Concurrency	Phase (,)	()	(6,13,9,15,11)	()	(8)

Coordination - Pattern 1-32	Units	1	2	3	4
Cycle Time	Sec	0	0	0	0
Offset	Sec	0	0	0	0

Split	Split	1	2	3	4
Sequence	Sequence	1	1	1	1
Phase Parameter Table*	Number	1	1	1	1
Coord Phase Reference Point*	Enum	green	green	green	green
Coord Mode*	Enum	singlePermissive	singlePermissive	singlePermissive	singlePermissive
Coordination - Splits	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**
Split 1 - Mode	Enum	none	none	none	none
Split 1 - Time	Sec	0	0	0	0
Split 1 - Coord	Enum	False	True	False	False
Split 1 - Coord Phase Options*	Bit		0: Reference Point		
Split 2 - Mode	Enum	none	none	none	none
Split 2 - Time	Sec	0	0	0	0
Split 2 - Coord	Enum	False	True	False	False
Split 2 - Coord Phase Options*	Bit		0: Reference Point		
Split 3 - Mode	Enum	none	none	none	none
Split 3 - Time	Sec	0	0	0	0
Split 3 - Coord	Enum	False	True	False	False
Split 3 - Coord Phase Options*	Bit		0: Reference Point		
Time Base - Schedule 1-16	**Units**	**1**	**2**	**3**	**4**
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	J----------
Day of Week	Bit	-MTWTF-	S------	------S	----T--
Day of Month	Bit	12345678901234567890123456789012345678901	123456789012345678901234567890123456789012	123456789012345678901234567890123456789012	1----------
Day Plan	Number	1	3	2	3
Time Base - Schedule 1-16	**Units**	**9**	**10**	**11**	**12**
Month	Bit	-------A----	--------S---	---------O--	----------D
Day of Month	Bit	---4----------	1----------	----------3----------	----------5----------
Day Plan	Number	3	3	3	3
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**
Pattern	Enum	Pattern 1	Pattern 2	Pattern 3	Pattern 4
Aux. Functions	Bit				
Spec. Functions	Bit				

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RATHBURN ROAD E @ Fieldgate Drive

Phase 5	Phase 6	Phase 7	Phase 8
	"WB"		"SB"
0	10	0	10
0	37	0	40
0	10	0	10
0.0	3.0	0.0	3.0
0	15	0	25
0	15	0	25
3.0	3.5	3.0	3.0
0.0	3.5	0.0	4.0
0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0
0	0	0	0
0.0	0.0	0.0	0.0
other	redClear	other	phaseNotOn
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	5:Non Lock Detector Memory	0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase
0	2	0	2
()	(2,13,9,15,11)	()	(4)
5	**6**	**7**	**8**
0	0	0	0
0	0	0	0

5	6	7	8
1	1	1	1
1	1	1	1
green	green	green	green
singlePermissive	singlePermissive	singlePermissive	singlePermissive
Phase 5	**Phase 6**	**Phase 7**	**Phase 8**
none	none	none	none
0	0	0	0
False	True	False	False
	0: Reference Point		
none	none	none	none
0	0	0	0
False	True	False	False
	0: Reference Point		
none	none	none	none
0	0	0	0
False	True	False	False
	0: Reference Point		
5	**6**	**7**	**8**
-F----------	---A--------	----M-------	------J-----
-M-----	-----F-	-M-----	--T----
----------7----------	----------8----------	----------9----------	1----------
-	-	-	-
3	3	3	3
13	**14**	**15**	**16**
----------D	----------D	--------S---	----------
-----F-	---W---	--T----	SMTWTFS
----------6----	----------4------	----------	----------
-	-	0-	
3	3	3	0

5	6	7	8
Pattern 5	Pattern 6	Free	Free

Location	Rathburn Road E @ Ponytrail Drive
Phase 1	
Phase 2	Rathburn Road - SB
Phase 3	
Phase 4	Rathburn Road - WB
Phase 5	
Phase 6	Ponytrail Drive - NB
Phase 7	
Phase 8	Computer Phase - EB

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Phase - Parameter 1-16	Units	Phase 1	Phase 2	Phase 3	Phase 4
Phase Description*	String				
Walk	Sec	0	10	0	10
Ped Clear	Sec	0	20	0	14
Min Green	Sec	7	10	7	10
Passage	Sec	3.0	3.0	2.0	3.0
Maximum 1	Sec	20	24	15	30
Maximum 2	Sec	20	25	15	30
Yellow Change	Sec	3.0	3.5	3.0	3.5
Red Clearance	Sec	2.0	3.0	0.0	3.0
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
Time Before Reduction	Sec	0	0	0	0
Cars Before Reduction	Veh	0	0	0	0
Time To Reduce	Sec	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
Dynamic Max Step	Sec	0.0	0.0	0.0	0.0
[P2] Start Up	Enum	phaseNotOn	redClear	phaseNotOn	phaseNotOn
[P2] Options	Bit	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	5:Non Lock Detector Memory	0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase
[P2] Ring	Ring	0	1	0	1
[P2] Concurrency	Phase (,)	()	(6,9,15,11)	()	(8,10,16,12)

Coordination - Pattern 1-32	Units	1	2	3	4
Cycle Time	Sec	0	0	0	0
Offset	Sec	0	0	0	0

Split	Split	1	2	3	4
Sequence	Sequence	1	1	1	1
Phase Parameter Table*	Number	1	1	1	1
Coord Phase Reference Point*	Enum	green	green	green	green
Coord Mode*	Enum	singlePermissive	singlePermissive	singlePermissive	singlePermissive
Coordination - Splits	**Units**	**Phase 1**	**Phase 2**	**Phase 3**	**Phase 4**
Split 1 - Mode	Enum	none	none	none	none
Split 1 - Time	Sec	0	0	0	0
Split 1 - Coord	Enum	False	True	False	False
Split 1 - Coord Phase Options*	Bit		0: Reference Point		
Split 2 - Mode	Enum	none	none	none	none
Split 2 - Time	Sec	0	0	0	0
Split 2 - Coord	Enum	False	True	False	False
Split 2 - Coord Phase Options*	Bit		0: Reference Point		
Split 3 - Mode	Enum	none	none	none	none
Split 3 - Time	Sec	0	0	0	0
Split 3 - Coord	Enum	False	True	False	False
Split 3 - Coord Phase Options*	Bit		0: Reference Point		
Time Base - Schedule 1-16	**Units**	**1**	**2**	**3**	**4**
Month	Bit	JFMAMJJASOND	JFMAMJJASOND	JFMAMJJASOND	J----------
Day of Week	Bit	-MTWTF-	S------	------S	----T--
Day of Month	Bit	12345678901234567890123456789012345678901	123456789012345678901234567890123456789012	123456789012345678901234567890123456789012	1----------
Day Plan	Number	1	3	2	3
Time Base - Schedule 1-16	**Units**	**9**	**10**	**11**	**12**
Month	Bit	-------A----	--------S---	---------O--	----------D
Day of Month	Bit	---4----------	1----------	----------3----------	----------5----------
Day Plan	Number	3	3	3	3
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**
Pattern	Enum	Pattern 1	Pattern 2	Pattern 3	Pattern 4
Aux. Functions	Bit				
Spec. Functions	Bit				

Device: 2612

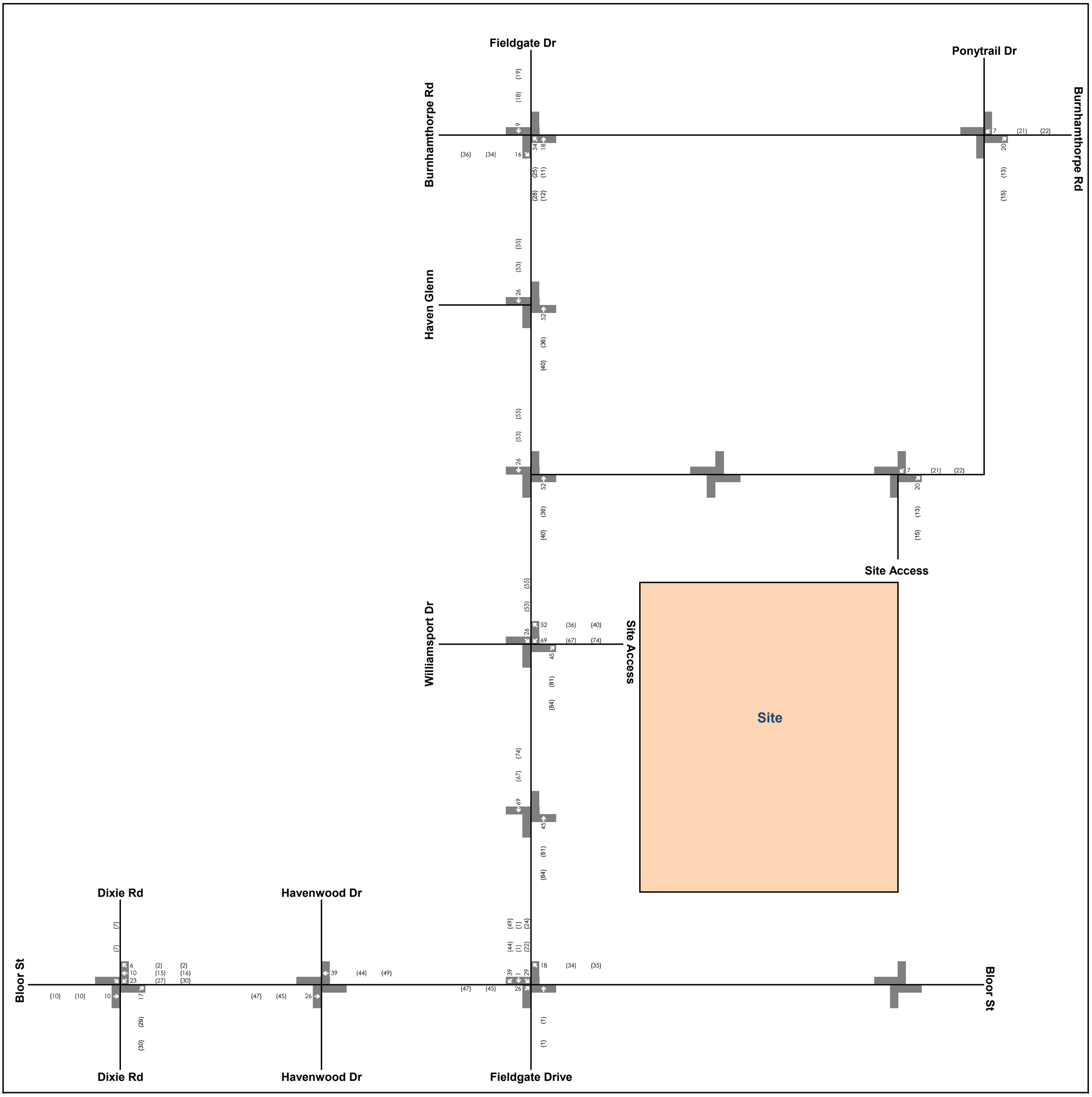
RATHBURN ROAD E @ Ponytrail Drive

Phase 5	Phase 6	Phase 7	Phase 8
0	10	0	10
0	20	0	14
7	10	7	10
2.0	3.0	3.0	3.0
15	24	25	30
15	24	25	30
3.0	3.5	3.0	3.5
0.0	3.0	2.0	3.0
0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0.0	0.0	0.0	0.0
0.0	0.0	0.0	0.0
0	0	0	0
0.0	0.0	0.0	0.0
phaseNotOn	redClear	phaseNotOn	phaseNotOn
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	5:Non Lock Detector Memory	0:Enabled Phase 5:Non Lock Detector Memory 10:Dual Entry Phase
0	2	0	2
()	(2,9,15,11)	()	(4,10,16,12)
5	**6**	**7**	**8**
0	0	0	0
0	0	0	0

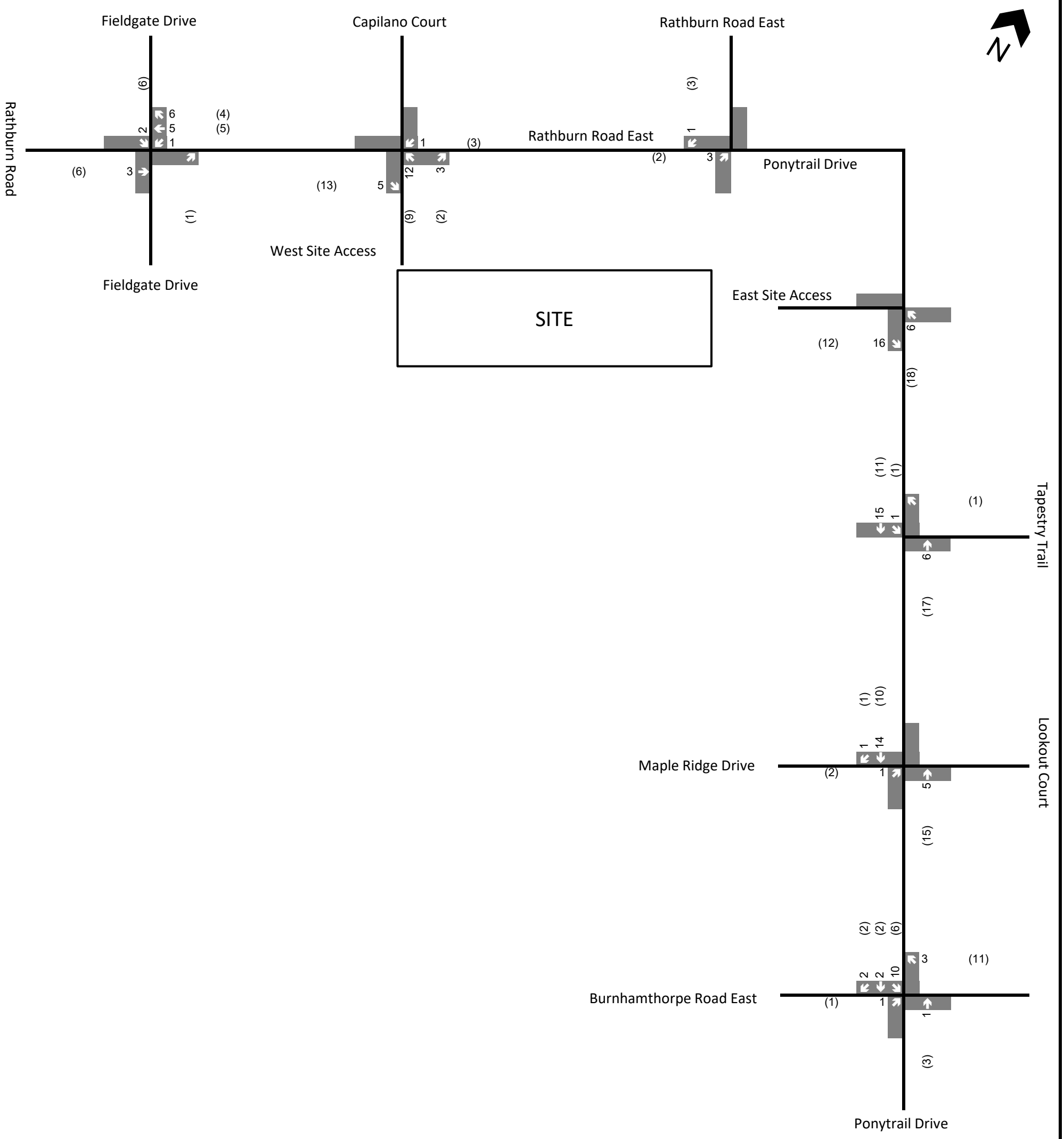
5	6	7	8
1	1	1	1
1	1	1	1
green	green	green	green
singlePermissive	singlePermissive	singlePermissive	singlePermissive
Phase 5	**Phase 6**	**Phase 7**	**Phase 8**
none	none	none	none
0	0	0	0
False	True	False	False
	0: Reference Point		
none	none	none	none
0	0	0	0
False	True	False	False
	0: Reference Point		
none	none	none	none
0	0	0	0
False	True	False	False
	0: Reference Point		
5	**6**	**7**	**8**
-F----------	---A--------	----M-------	------J-----
-M-----	-----F-	-M-----	--T----
----------7----------	----------8----------	----------9----------	1----------
-	-	-	-
3	3	3	3
13	**14**	**15**	**16**
----------D	----------D	--------S---	----------
-----F-	---W---	--T----	SMTWTFS
----------6----	----------4------	----------	----------
-	-	0-	
3	3	3	0

5	6	7	8
Pattern 5	Pattern 6	Free	Free

Appendix E:
Background Development Traffic



Legend	3403-3445 Fieldgate Drive	CROZIER	Figure 9
xx A.M. Peak Hour Traffic Volumes			Project No. 2655-7073
(xx) P.M. Peak Hour Traffic Volumes	Site Generated Trips		Date. 2024-08-12
{xx} Weekend Peak Hour Traffic Volumes			Analyst. Aarzoo D



Legend

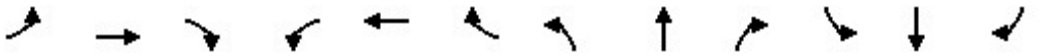
xx A.M. Peak Hour Traffic
(xx) P.M. Peak Hour Traffic

TYLin

Figure 5-1

Forest Park Circle- Building B3 -Site Traffic Volumes

Appendix F:
Synchro Capacity Analysis

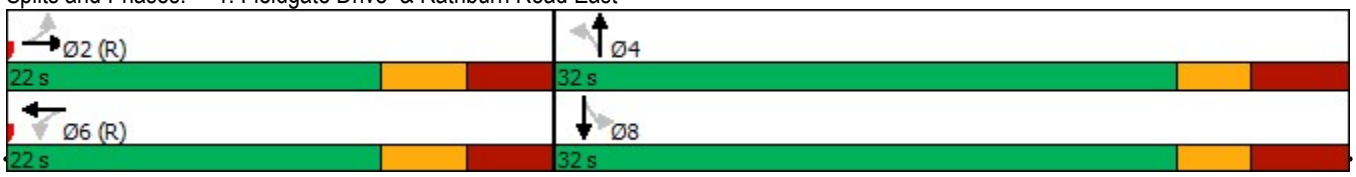


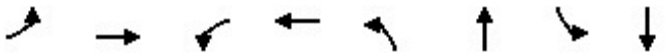
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	161	24	13	229	181	52	103	13	56	54	36
Future Volume (vph)	32	161	24	13	229	181	52	103	13	56	54	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	55.0		0.0	55.0		0.0	61.0		60.0	62.0		60.0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (m)	100.0			47.0			54.0			85.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	0.99		1.00	1.00		1.00	0.99	
Frt		0.981			0.934			0.983			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1706	3369	0	1825	3301	0	1825	3486	0	1789	3337	0
Flt Permitted	0.487			0.621			0.688			0.669		
Satd. Flow (perm)	873	3369	0	1190	3301	0	1320	3486	0	1254	3337	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			203			15			40	
Link Speed (k/h)		50			50			40			40	
Link Distance (m)		240.9			351.6			186.0			189.8	
Travel Time (s)		17.3			25.3			16.7			17.1	
Confl. Peds. (#/hr)	9		9	9		9	4		18	18		4
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	7%	7%	0%	0%	3%	2%	0%	1%	16%	2%	0%	6%
Adj. Flow (vph)	36	181	27	15	257	203	58	116	15	63	61	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	208	0	15	460	0	58	131	0	63	101	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)		5.4			5.4			5.4			5.4	
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	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		32.0	32.0		32.0	32.0	
Total Split (s)	22.0	22.0		22.0	22.0		32.0	32.0		32.0	32.0	
Total Split (%)	40.7%	40.7%		40.7%	40.7%		59.3%	59.3%		59.3%	59.3%	
Maximum Green (s)	15.0	15.0		15.0	15.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	3.0		0.0	3.0		0.0	3.0		0.0	3.0	
Total Lost Time (s)	7.0	10.0		7.0	10.0		7.0	10.0		7.0	10.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		Ped	Ped		Ped	Ped	
Walk Time (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	37.0	37.0		37.0	37.0		40.0	40.0		40.0	40.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		6	6	
Act Effct Green (s)	11.4	8.4		11.4	8.4		28.6	25.6		28.6	25.6	
Actuated g/C Ratio	0.21	0.16		0.21	0.16		0.53	0.47		0.53	0.47	
v/c Ratio	0.20	0.38		0.06	0.67		0.08	0.08		0.10	0.06	
Control Delay	19.3	19.3		16.3	16.7		7.5	7.8		7.6	6.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.3	19.3		16.3	16.7		7.5	7.8		7.6	6.0	
LOS	B	B		B	B		A	A		A	A	
Approach Delay		19.3			16.7			7.7			6.6	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 54			
Actuated Cycle Length: 54			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 97.5%		ICU Level of Service F	
Analysis Period (min) 15			

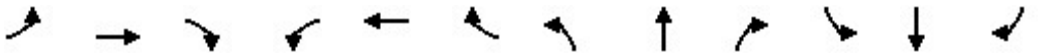
Splits and Phases: 1: Fieldgate Drive & Rathburn Road East





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	208	15	460	58	131	63	101
v/c Ratio	0.20	0.38	0.06	0.67	0.08	0.08	0.10	0.06
Control Delay	19.3	19.3	16.3	16.7	7.5	7.8	7.6	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	19.3	16.3	16.7	7.5	7.8	7.6	6.0
Queue Length 50th (m)	2.8	8.0	1.1	11.6	2.1	2.5	2.3	1.3
Queue Length 95th (m)	7.6	13.5	4.1	19.8	7.1	6.8	7.7	4.7
Internal Link Dist (m)		216.9		327.6		162.0		165.8
Turn Bay Length (m)	55.0		55.0		61.0		62.0	
Base Capacity (vph)	242	769	330	891	698	1659	663	1601
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.27	0.05	0.52	0.08	0.08	0.10	0.06

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	161	24	13	229	181	52	103	13	56	54	36
Future Volume (vph)	32	161	24	13	229	181	52	103	13	56	54	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	10.0		7.0	10.0		7.0	10.0		7.0	10.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.93		1.00	0.98		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1703	3367		1821	3299		1823	3485		1781	3336	
Flt Permitted	0.49	1.00		0.62	1.00		0.69	1.00		0.67	1.00	
Satd. Flow (perm)	873	3367		1191	3299		1321	3485		1254	3336	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	36	181	27	15	257	203	58	116	15	63	61	40
RTOR Reduction (vph)	0	23	0	0	171	0	0	8	0	0	21	0
Lane Group Flow (vph)	36	185	0	15	289	0	58	123	0	63	80	0
Confl. Peds. (#/hr)	9		9	9		9	4		18	18		4
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	7%	7%	0%	0%	3%	2%	0%	1%	16%	2%	0%	6%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	11.4	11.4		11.4	11.4		28.6	28.6		28.6	28.6	
Effective Green, g (s)	11.4	8.4		11.4	8.4		28.6	25.6		28.6	25.6	
Actuated g/C Ratio	0.21	0.16		0.21	0.16		0.53	0.47		0.53	0.47	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	184	523		251	513		699	1652		664	1581	
v/s Ratio Prot		0.06			c0.09			0.04			0.02	
v/s Ratio Perm	0.04			0.01			0.04			c0.05		
v/c Ratio	0.20	0.35		0.06	0.56		0.08	0.07		0.09	0.05	
Uniform Delay, d1	17.5	20.4		17.0	21.1		6.2	7.7		6.3	7.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	1.9		0.5	4.4		0.1	0.0		0.1	0.0	
Delay (s)	19.9	22.3		17.5	25.5		6.3	7.8		6.4	7.7	
Level of Service	B	C		B	C		A	A		A	A	
Approach Delay (s)		21.9			25.3			7.3			7.2	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

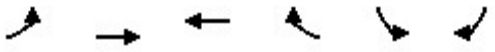
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	238	12	8	395	1	15	0	11	8	0	6
Future Volume (vph)	2	238	12	8	395	1	15	0	11	8	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.6			25.0			7.6			7.6		
Lane Util. Factor	0.95	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												
Frt		0.993						0.944			0.941	
Flt Protected				0.950				0.972			0.973	
Satd. Flow (prot)	0	3416	0	1615	3544	0	0	1693	0	0	1759	0
Flt Permitted				0.950				0.972			0.973	
Satd. Flow (perm)	0	3416	0	1615	3544	0	0	1693	0	0	1759	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		351.6			220.1			62.4			81.5	
Travel Time (s)		25.3			15.8			4.7			5.9	
Confl. Peds. (#/hr)	15		18	18		15	32					32
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	6%	9%	13%	3%	0%	0%	2%	10%	0%	2%	0%
Adj. Flow (vph)	2	267	13	9	444	1	17	0	12	9	0	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	282	0	9	445	0	0	29	0	0	16	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)		3.7			3.7			0.0			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	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.4%		ICU Level of Service A	
Analysis Period (min) 15			

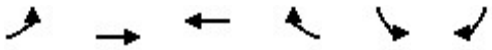
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	238	12	8	395	1	15	0	11	8	0	6
Future Volume (Veh/h)	2	238	12	8	395	1	15	0	11	8	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	2	267	13	9	444	1	17	0	12	9	0	7
Pedestrians		32						18			15	
Lane Width (m)		3.7						3.7			3.7	
Walking Speed (m/s)		1.1						1.1			1.1	
Percent Blockage		3						2			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)		352			220							
pX, platoon unblocked												
vC, conflicting volume	460			298			574	774	158	627	780	270
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	460			298			574	774	158	627	780	270
tC, single (s)	4.1			4.4			7.5	6.5	7.1	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			99			95	100	99	97	100	99
cM capacity (veh/h)	1096			1164			371	315	821	350	312	703

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	136	146	9	296	149	29	16
Volume Left	2	0	9	0	0	17	9
Volume Right	0	13	0	0	1	12	7
cSH	1096	1700	1164	1700	1700	480	449
Volume to Capacity	0.00	0.09	0.01	0.17	0.09	0.06	0.04
Queue Length 95th (m)	0.0	0.0	0.2	0.0	0.0	1.3	0.8
Control Delay (s)	0.1	0.0	8.1	0.0	0.0	13.0	13.3
Lane LOS	A		A			B	B
Approach Delay (s)	0.1		0.2			13.0	13.3
Approach LOS						B	B

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	28.4%	ICU Level of Service		A
Analysis Period (min)	15			



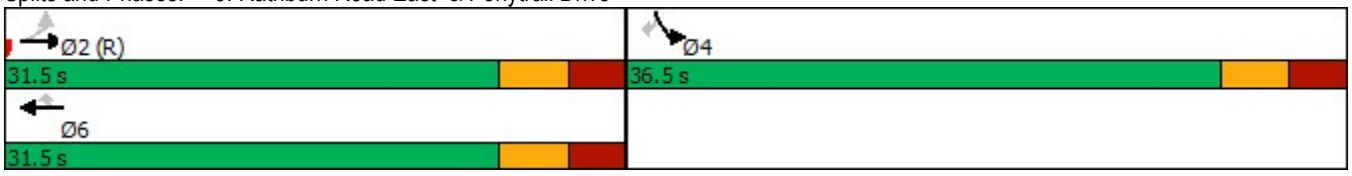
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	207	368	91	182	41
Future Volume (vph)	25	207	368	91	182	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	60.0			30.0	0.0	25.0
Storage Lanes	1			1	1	1
Taper Length (m)	18.0				7.6	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99			0.97	1.00	0.98
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1630	3476	3544	1512	1772	1585
Flt Permitted	0.516				0.950	
Satd. Flow (perm)	880	3476	3544	1468	1769	1547
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				99		45
Link Speed (k/h)		50	50		50	
Link Distance (m)		220.1	97.1		178.6	
Travel Time (s)		15.8	7.0		12.9	
Confl. Peds. (#/hr)	8			8	2	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	12%	5%	3%	8%	3%	3%
Adj. Flow (vph)	27	225	400	99	198	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	225	400	99	198	45
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		5.4	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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24			14	24	14
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (m)	6.1	30.5	30.5	6.1	6.1	6.1
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	1.8	1.8	6.1	6.1	6.1
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			

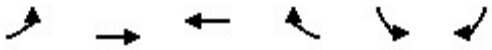


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	31.5	31.5	31.5	31.5	36.5	36.5
Total Split (%)	46.3%	46.3%	46.3%	46.3%	53.7%	53.7%
Maximum Green (s)	25.0	25.0	25.0	25.0	30.0	30.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	3.0	3.0	0.0	1.0	0.0
Total Lost Time (s)	6.5	9.5	9.5	6.5	7.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	Min	Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0
Flash Dont Walk (s)	20.0	20.0	20.0	20.0	14.0	14.0
Pedestrian Calls (#/hr)	5	5	5	5	5	5
Act Effct Green (s)	40.4	37.4	37.4	40.4	13.6	14.6
Actuated g/C Ratio	0.59	0.55	0.55	0.59	0.20	0.21
v/c Ratio	0.05	0.12	0.21	0.11	0.56	0.12
Control Delay	8.4	8.9	9.2	2.7	29.6	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	8.9	9.2	2.7	29.6	6.8
LOS	A	A	A	A	C	A
Approach Delay		8.8	7.9		25.4	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 68			
Actuated Cycle Length: 68			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 48.9%		ICU Level of Service A	
Analysis Period (min) 15			

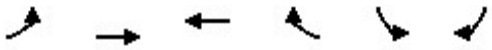
Splits and Phases: 3: Rathburn Road East & Ponytrail Drive





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	27	225	400	99	198	45
v/c Ratio	0.05	0.12	0.21	0.11	0.56	0.12
Control Delay	8.4	8.9	9.2	2.7	29.6	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	8.9	9.2	2.7	29.6	6.8
Queue Length 50th (m)	1.1	5.6	10.6	0.0	21.7	0.0
Queue Length 95th (m)	5.3	14.1	23.8	6.3	30.7	5.3
Internal Link Dist (m)		196.1	73.1		154.6	
Turn Bay Length (m)	60.0			30.0		25.0
Base Capacity (vph)	523	1912	1950	912	755	707
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	0.05	0.12	0.21	0.11	0.26	0.06

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	25	207	368	91	182	41
Future Volume (vph)	25	207	368	91	182	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	9.5	9.5	6.5	7.5	6.5
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.97	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1621	3476	3544	1468	1772	1547
Flt Permitted	0.52	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	881	3476	3544	1468	1772	1547
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	27	225	400	99	198	45
RTOR Reduction (vph)	0	0	0	40	0	35
Lane Group Flow (vph)	27	225	400	59	198	10
Confl. Peds. (#/hr)	8			8	2	15
Heavy Vehicles (%)	12%	5%	3%	8%	3%	3%
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	40.4	40.4	40.4	40.4	14.6	14.6
Effective Green, g (s)	40.4	37.4	37.4	40.4	13.6	14.6
Actuated g/C Ratio	0.59	0.55	0.55	0.59	0.20	0.21
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	523	1911	1949	872	354	332
v/s Ratio Prot		0.06	c0.11		c0.11	
v/s Ratio Perm	0.03			0.04		0.01
v/c Ratio	0.05	0.12	0.21	0.07	0.56	0.03
Uniform Delay, d1	5.8	7.4	7.8	5.8	24.5	21.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1	0.1	0.0	1.9	0.0
Delay (s)	6.0	7.5	7.8	5.9	26.4	21.1
Level of Service	A	A	A	A	C	C
Approach Delay (s)		7.3	7.4		25.4	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	11.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	32	10	442	386	3
Future Volume (vph)	17	32	10	442	386	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	10.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.6		6.0			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.912				0.999	
Flt Protected	0.983		0.950			
Satd. Flow (prot)	1645	0	1825	3510	3507	0
Flt Permitted	0.983		0.950			
Satd. Flow (perm)	1645	0	1825	3510	3507	0
Link Speed (k/h)	48			48	50	
Link Distance (m)	44.7			41.4	97.1	
Travel Time (s)	3.4			3.1	7.0	
Confl. Peds. (#/hr)		11	41			41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	6%	4%	0%	4%	4%	0%
Adj. Flow (vph)	18	34	11	475	415	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	11	475	418	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)	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	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	32	10	442	386	3
Future Volume (Veh/h)	17	32	10	442	386	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	18	34	11	475	415	3
Pedestrians	41			11		
Lane Width (m)	3.7			3.7		
Walking Speed (m/s)	1.1			1.1		
Percent Blockage	4			1		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				317	97	
pX, platoon unblocked	1.00	1.00	1.00			
vC, conflicting volume	717	261	459			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	709	252	450			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	95	95	99			
cM capacity (veh/h)	341	704	1074			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	52	11	238	238	277	141
Volume Left	18	11	0	0	0	0
Volume Right	34	0	0	0	0	3
cSH	515	1074	1700	1700	1700	1700
Volume to Capacity	0.10	0.01	0.14	0.14	0.16	0.08
Queue Length 95th (m)	2.3	0.2	0.0	0.0	0.0	0.0
Control Delay (s)	12.8	8.4	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.8	0.2			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	26.0%	ICU Level of Service	A
Analysis Period (min)	15		

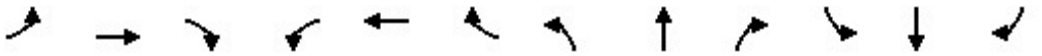
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	21	13	440	9	5	413
Future Volume (vph)	21	13	440	9	5	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	10.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.6				6.0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor						
Frt	0.949		0.997			
Flt Protected	0.970				0.950	
Satd. Flow (prot)	1716	0	3535	0	1825	3510
Flt Permitted	0.970				0.950	
Satd. Flow (perm)	1716	0	3535	0	1825	3510
Link Speed (k/h)	50		48			48
Link Distance (m)	79.6		108.4			41.4
Travel Time (s)	5.7		8.1			3.1
Confl. Peds. (#/hr)				12	12	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	3%	0%	0%	4%
Adj. Flow (vph)	23	14	473	10	5	444
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	483	0	5	444
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	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	21	13	440	9	5	413
Future Volume (Veh/h)	21	13	440	9	5	413
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	23	14	473	10	5	444
Pedestrians	12					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			276			138
pX, platoon unblocked						
vC, conflicting volume	722	254			495	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	722	254			495	
tC, single (s)	6.8	7.1			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	94	98			100	
cM capacity (veh/h)	360	720			1067	

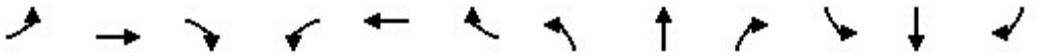
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	37	315	168	5	222	222
Volume Left	23	0	0	5	0	0
Volume Right	14	0	10	0	0	0
cSH	444	1700	1700	1067	1700	1700
Volume to Capacity	0.08	0.19	0.10	0.00	0.13	0.13
Queue Length 95th (m)	1.9	0.0	0.0	0.1	0.0	0.0
Control Delay (s)	13.8	0.0	0.0	8.4	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	13.8	0.0		0.1		
Approach LOS	B					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	22.8%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	35	0	0	1	11	443	0	1	421	12
Future Volume (vph)	7	0	35	0	0	1	11	443	0	1	421	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	31.0		0.0	0.0		30.0
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (m)	2.5			2.5			40.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.886			0.865							0.850
Flt Protected		0.992					0.950					
Satd. Flow (prot)	0	1688	0	0	1662	0	1825	3544	0	0	3544	1219
Flt Permitted		0.992					0.950					
Satd. Flow (perm)	0	1688	0	0	1662	0	1825	3544	0	0	3544	1219
Link Speed (k/h)		40			50			50			50	
Link Distance (m)		80.4			52.3			167.1			108.4	
Travel Time (s)		7.2			3.8			12.0			7.8	
Confl. Peds. (#/hr)							19		6	6		19
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 (%)	0%	2%	0%	2%	2%	0%	0%	3%	2%	0%	3%	34%
Adj. Flow (vph)	7	0	37	0	0	1	12	471	0	1	448	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	44	0	0	1	0	12	471	0	0	449	13
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.8%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	35	0	0	1	11	443	0	1	421	12
Future Volume (Veh/h)	7	0	35	0	0	1	11	443	0	1	421	12
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	7	0	37	0	0	1	12	471	0	1	448	13
Pedestrians		19			6							
Lane Width (m)		3.7			3.7							
Walking Speed (m/s)		1.1			1.1							
Percent Blockage		2			1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								167			247	
pX, platoon unblocked												
vC, conflicting volume	730	970	243	764	983	242	480			477		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	730	970	243	764	983	242	480			477		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	95	100	100	100	99			100		
cM capacity (veh/h)	300	243	750	270	239	761	1074			1090		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	44	1	12	314	157	150	299	13
Volume Left	7	0	12	0	0	1	0	0
Volume Right	37	1	0	0	0	0	0	13
cSH	606	761	1074	1700	1700	1090	1700	1700
Volume to Capacity	0.07	0.00	0.01	0.18	0.09	0.00	0.18	0.01
Queue Length 95th (m)	1.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	11.4	9.7	8.4	0.0	0.0	0.1	0.0	0.0
Lane LOS	B	A	A			A		
Approach Delay (s)	11.4	9.7	0.2			0.0		
Approach LOS	B	A						

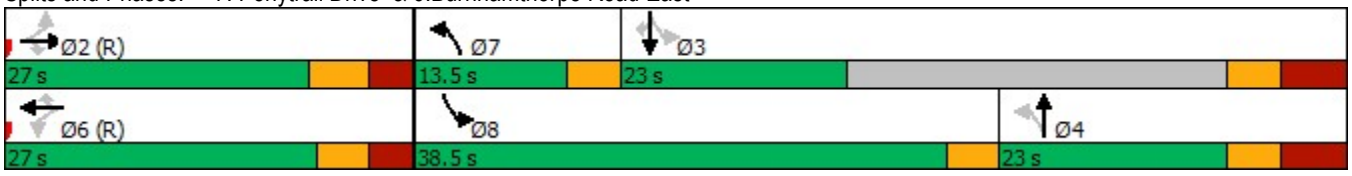
Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	33.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1014	43	32	595	353	19	52	73	345	40	73
Future Volume (vph)	49	1014	43	32	595	353	19	52	73	345	40	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	55.0		46.0	45.0		55.0	32.0		0.0	62.0		60.0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (m)	22.0			52.0			25.0			42.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor	0.99		0.97	1.00		0.97	0.99	0.98		0.98		0.98
Frt			0.850			0.850		0.912				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1674	3544	1526	1755	3544	1601	1644	1669	0	3471	1779	1555
Flt Permitted	0.391			0.177			0.729			0.524		
Satd. Flow (perm)	685	3544	1478	326	3544	1559	1253	1669	0	1873	1779	1525
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			376		67				92
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		305.9			443.3			194.4			167.1	
Travel Time (s)		18.4			26.6			14.0			12.0	
Confl. Peds. (#/hr)	18		9	9		18	9		21	21		9
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 (%)	9%	3%	7%	4%	3%	2%	11%	5%	2%	2%	8%	5%
Adj. Flow (vph)	52	1079	46	34	633	376	20	55	78	367	43	78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	1079	46	34	633	376	20	133	0	367	43	78
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.4			5.4			5.8			9.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5		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
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
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8		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
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
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
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
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	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		8	3	
Permitted Phases	2		2	6		6	4			3		3
Detector Phase	2	2	2	6	6	6	7	4		8	3	3
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0	17.0	13.5	23.0		13.5	23.0	23.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	13.5	23.0		38.5	23.0	23.0
Total Split (%)	30.5%	30.5%	30.5%	30.5%	30.5%	30.5%	15.3%	26.0%		43.5%	26.0%	26.0%
Maximum Green (s)	20.0	20.0	20.0	20.5	20.5	20.5	10.0	15.0		35.0	15.0	15.0
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	0.0	4.5		0.0	4.5	4.5
Lost Time Adjust (s)	0.0	3.0	0.0	0.0	3.0	0.0	1.0	3.0		1.0	3.0	0.0
Total Lost Time (s)	7.0	10.0	7.0	6.5	9.5	6.5	4.5	11.0		4.5	11.0	8.0
Lead/Lag							Lead	Lag		Lead	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	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	Min		Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0		10.0			10.0	10.0
Flash Dont Walk (s)	23.0	23.0	23.0	23.0	23.0	23.0		23.0			23.0	23.0
Pedestrian Calls (#/hr)	6	6	6	5	5	5		5			7	7
Act Effct Green (s)	42.4	39.4	42.4	42.9	39.9	42.9	27.3	11.8		34.1	22.7	25.7
Actuated g/C Ratio	0.48	0.45	0.48	0.48	0.45	0.48	0.31	0.13		0.39	0.26	0.29
v/c Ratio	0.16	0.68	0.06	0.22	0.40	0.40	0.05	0.47		0.39	0.09	0.15
Control Delay	19.1	25.3	0.1	23.1	19.3	3.8	13.8	22.4		18.8	25.0	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	19.1	25.3	0.1	23.1	19.3	3.8	13.8	22.4		18.8	25.0	4.4
LOS	B	C	A	C	B	A	B	C		B	C	A
Approach Delay		24.0			13.8			21.3			17.0	
Approach LOS		C			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 88.5			
Actuated Cycle Length: 88.5			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 89.8%		ICU Level of Service E	
Analysis Period (min) 15			

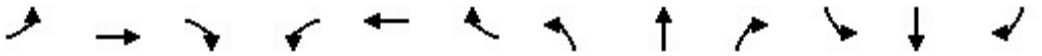
Splits and Phases: 7: Ponytrail Drive & 6.Burnhamthorpe Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	52	1079	46	34	633	376	20	133	367	43	78
v/c Ratio	0.16	0.68	0.06	0.22	0.40	0.40	0.05	0.47	0.39	0.09	0.15
Control Delay	19.1	25.3	0.1	23.1	19.3	3.8	13.8	22.4	18.8	25.0	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.1	25.3	0.1	23.1	19.3	3.8	13.8	22.4	18.8	25.0	4.4
Queue Length 50th (m)	4.0	63.2	0.0	2.7	31.0	0.0	2.0	10.1	21.0	4.9	0.0
Queue Length 95th (m)	15.5	#146.6	0.0	13.0	64.5	17.8	3.7	18.3	18.1	10.4	5.9
Internal Link Dist (m)		281.9			419.3			170.4		143.1	
Turn Bay Length (m)	55.0		46.0	45.0		55.0	32.0		62.0		60.0
Base Capacity (vph)	328	1579	785	158	1599	950	426	349	1410	743	739
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.68	0.06	0.22	0.40	0.40	0.05	0.38	0.26	0.06	0.11

Intersection Summary

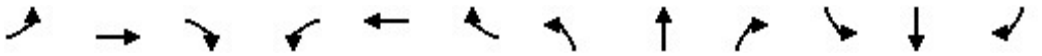
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	1014	43	32	595	353	19	52	73	345	40	73
Future Volume (vph)	49	1014	43	32	595	353	19	52	73	345	40	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	10.0	7.0	6.5	9.5	6.5	4.5	11.0		4.5	11.0	8.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97	1.00	0.98		1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1665	3544	1478	1751	3544	1559	1636	1669		3433	1779	1525
Flt Permitted	0.39	1.00	1.00	0.18	1.00	1.00	0.73	1.00		0.52	1.00	1.00
Satd. Flow (perm)	685	3544	1478	326	3544	1559	1256	1669		1895	1779	1525
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	52	1079	46	34	633	376	20	55	78	367	43	78
RTOR Reduction (vph)	0	0	25	0	0	203	0	56	0	0	0	55
Lane Group Flow (vph)	52	1079	21	34	633	173	20	77	0	367	43	23
Confl. Peds. (#/hr)	18		9	9		18	9		21	21		9
Heavy Vehicles (%)	9%	3%	7%	4%	3%	2%	11%	5%	2%	2%	8%	5%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		8	3	
Permitted Phases	2		2	6		6	4			3		3
Actuated Green, G (s)	40.3	40.3	40.3	40.8	40.8	40.8	21.0	17.0		33.2	25.7	25.7
Effective Green, g (s)	40.3	37.3	40.3	40.8	37.8	40.8	19.0	14.0		32.2	22.7	25.7
Actuated g/C Ratio	0.46	0.42	0.46	0.46	0.43	0.46	0.21	0.16		0.36	0.26	0.29
Clearance Time (s)	7.0	7.0	7.0	6.5	6.5	6.5	3.5	8.0		3.5	8.0	8.0
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
Lane Grp Cap (vph)	311	1493	673	150	1513	718	282	264		892	456	442
v/s Ratio Prot		c0.30			0.18		0.00	0.05		c0.05	0.02	
v/s Ratio Perm	0.08		0.01	0.10		0.11	0.01			c0.10		0.01
v/c Ratio	0.17	0.72	0.03	0.23	0.42	0.24	0.07	0.29		0.41	0.09	0.05
Uniform Delay, d1	14.2	21.3	13.3	14.4	17.7	14.5	27.6	32.9		20.2	25.1	22.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.2	3.1	0.1	3.5	0.9	0.8	0.1	0.6		0.3	0.1	0.0
Delay (s)	15.4	24.4	13.4	17.8	18.5	15.3	27.7	33.5		20.5	25.2	22.7
Level of Service	B	C	B	B	B	B	C	C		C	C	C
Approach Delay (s)		23.5			17.3			32.7			21.3	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	88.5	Sum of lost time (s)	25.5
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

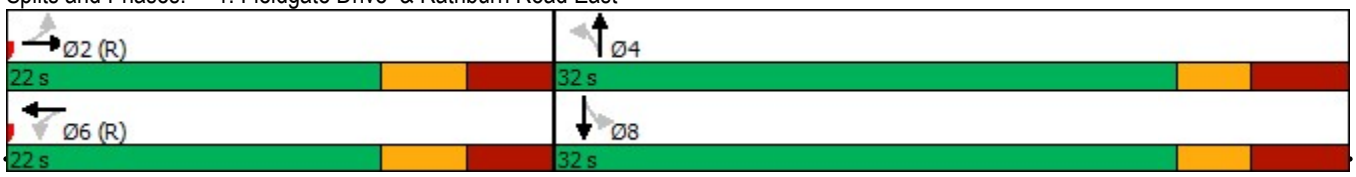


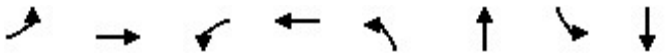
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	262	25	21	314	74	29	47	31	164	123	59
Future Volume (vph)	43	262	25	21	314	74	29	47	31	164	123	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	55.0		0.0	55.0		0.0	61.0		60.0	62.0		60.0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (m)	100.0			47.0			54.0			85.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Frt		0.987			0.971			0.941			0.951	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	3521	0	1825	3476	0	1825	3351	0	1807	3453	0
Flt Permitted	0.504			0.561			0.626			0.698		
Satd. Flow (perm)	966	3521	0	1075	3476	0	1199	3351	0	1323	3453	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			49			34			65	
Link Speed (k/h)		50			50			40			40	
Link Distance (m)		240.9			351.6			186.0			189.8	
Travel Time (s)		17.3			25.3			16.7			17.1	
Confl. Peds. (#/hr)	12		10	10		12	11		11	11		11
Confl. Bikes (#/hr)						2			2			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	4%	0%	2%	0%	0%	3%	0%	1%	0%	0%
Adj. Flow (vph)	47	288	27	23	345	81	32	52	34	180	135	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	315	0	23	426	0	32	86	0	180	200	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)		5.4			5.4			5.4			5.4	
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	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		32.0	32.0		32.0	32.0	
Total Split (s)	22.0	22.0		22.0	22.0		32.0	32.0		32.0	32.0	
Total Split (%)	40.7%	40.7%		40.7%	40.7%		59.3%	59.3%		59.3%	59.3%	
Maximum Green (s)	15.0	15.0		15.0	15.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	3.0		0.0	3.0		0.0	3.0		0.0	3.0	
Total Lost Time (s)	7.0	10.0		7.0	10.0		7.0	10.0		7.0	10.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		Ped	Ped		Ped	Ped	
Walk Time (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	37.0	37.0		37.0	37.0		40.0	40.0		40.0	40.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		6	6	
Act Effct Green (s)	11.9	8.9		11.9	8.9		28.1	25.1		28.1	25.1	
Actuated g/C Ratio	0.22	0.16		0.22	0.16		0.52	0.46		0.52	0.46	
v/c Ratio	0.22	0.53		0.10	0.70		0.05	0.05		0.26	0.12	
Control Delay	19.1	22.5		16.6	24.9		7.7	6.3		9.2	6.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.1	22.5		16.6	24.9		7.7	6.3		9.2	6.4	
LOS	B	C		B	C		A	A		A	A	
Approach Delay		22.1			24.5			6.7			7.7	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 54			
Actuated Cycle Length: 54			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 97.5%		ICU Level of Service F	
Analysis Period (min) 15			

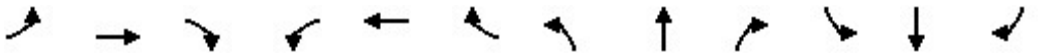
Splits and Phases: 1: Fieldgate Drive & Rathburn Road East





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	47	315	23	426	32	86	180	200
v/c Ratio	0.22	0.53	0.10	0.70	0.05	0.05	0.26	0.12
Control Delay	19.1	22.5	16.6	24.9	7.7	6.3	9.2	6.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.1	22.5	16.6	24.9	7.7	6.3	9.2	6.4
Queue Length 50th (m)	3.5	13.2	1.7	17.2	1.2	1.2	7.8	3.2
Queue Length 95th (m)	9.2	20.5	5.4	26.0	4.7	4.3	19.3	8.3
Internal Link Dist (m)		216.9		327.6		162.0		165.8
Turn Bay Length (m)	55.0		55.0		61.0		62.0	
Base Capacity (vph)	268	795	298	810	624	1576	689	1641
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.40	0.08	0.53	0.05	0.05	0.26	0.12

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	262	25	21	314	74	29	47	31	164	123	59
Future Volume (vph)	43	262	25	21	314	74	29	47	31	164	123	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	10.0		7.0	10.0		7.0	10.0		7.0	10.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1821	3522		1821	3477		1820	3351		1801	3454	
Flt Permitted	0.50	1.00		0.56	1.00		0.63	1.00		0.70	1.00	
Satd. Flow (perm)	965	3522		1075	3477		1200	3351		1324	3454	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	47	288	27	23	345	81	32	52	34	180	135	65
RTOR Reduction (vph)	0	14	0	0	41	0	0	18	0	0	35	0
Lane Group Flow (vph)	47	301	0	23	385	0	32	68	0	180	165	0
Confl. Peds. (#/hr)	12		10	10		12	11		11	11		11
Confl. Bikes (#/hr)						2			2			1
Heavy Vehicles (%)	0%	2%	4%	0%	2%	0%	0%	3%	0%	1%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	11.9	11.9		11.9	11.9		28.1	28.1		28.1	28.1	
Effective Green, g (s)	11.9	8.9		11.9	8.9		28.1	25.1		28.1	25.1	
Actuated g/C Ratio	0.22	0.16		0.22	0.16		0.52	0.46		0.52	0.46	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	212	580		236	573		624	1557		688	1605	
v/s Ratio Prot		0.09			c0.11			0.02			0.05	
v/s Ratio Perm	0.05			0.02			0.03			c0.14		
v/c Ratio	0.22	0.52		0.10	0.67		0.05	0.04		0.26	0.10	
Uniform Delay, d1	17.3	20.6		16.8	21.2		6.4	7.9		7.2	8.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	3.3		0.8	6.2		0.0	0.0		0.2	0.0	
Delay (s)	19.7	23.9		17.6	27.4		6.4	7.9		7.4	8.2	
Level of Service	B	C		B	C		A	A		A	A	
Approach Delay (s)		23.3			26.9			7.5			7.8	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

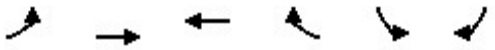
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	438	32	18	407	8	12	0	12	3	0	3
Future Volume (vph)	7	438	32	18	407	8	12	0	12	3	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.6			25.0			7.6			7.6		
Lane Util. Factor	0.95	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												
Frt		0.990			0.997			0.932			0.932	
Flt Protected		0.999		0.950				0.976			0.976	
Satd. Flow (prot)	0	3568	0	1825	3569	0	0	1672	0	0	1748	0
Flt Permitted		0.999		0.950				0.976			0.976	
Satd. Flow (perm)	0	3568	0	1825	3569	0	0	1672	0	0	1748	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		351.6			220.1			62.4			81.5	
Travel Time (s)		25.3			15.8			4.7			5.9	
Confl. Peds. (#/hr)	11		10	10		11	26					26
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	4%	0%	2%	0%	9%	2%	0%	0%	2%	0%
Adj. Flow (vph)	8	492	36	20	457	9	13	0	13	3	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	536	0	20	466	0	0	26	0	0	6	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)		3.7			3.7			0.0			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	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	34.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	438	32	18	407	8	12	0	12	3	0	3
Future Volume (Veh/h)	7	438	32	18	407	8	12	0	12	3	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	8	492	36	20	457	9	13	0	13	3	0	3
Pedestrians		26						10			11	
Lane Width (m)		3.7						3.7			3.7	
Walking Speed (m/s)		1.1						1.1			1.1	
Percent Blockage		2						1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)		352			220							
pX, platoon unblocked												
vC, conflicting volume	477			538			834	1053	274	788	1066	270
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	477			538			834	1053	274	788	1066	270
tC, single (s)	4.1			4.1			7.7	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			94	100	98	99	100	100
cM capacity (veh/h)	1084			1031			232	215	723	268	211	709

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	254	282	20	305	161	26	6
Volume Left	8	0	20	0	0	13	3
Volume Right	0	36	0	0	9	13	3
cSH	1084	1700	1031	1700	1700	351	389
Volume to Capacity	0.01	0.17	0.02	0.18	0.09	0.07	0.02
Queue Length 95th (m)	0.2	0.0	0.4	0.0	0.0	1.7	0.3
Control Delay (s)	0.3	0.0	8.6	0.0	0.0	16.1	14.4
Lane LOS	A		A			C	B
Approach Delay (s)	0.2		0.4			16.1	14.4
Approach LOS						C	B

Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	34.0%	ICU Level of Service	A	
Analysis Period (min)	15			

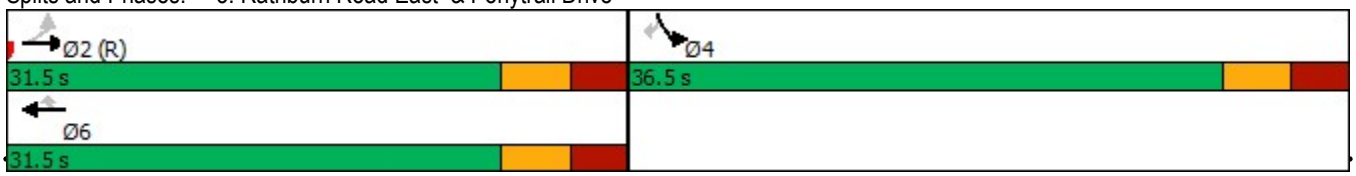


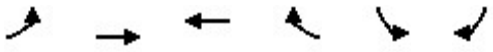
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	63	333	368	189	169	47
Future Volume (vph)	63	333	368	189	169	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	60.0			30.0	0.0	25.0
Storage Lanes	1			1	1	1
Taper Length (m)	18.0				7.6	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99			0.96	0.99	0.97
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1825	3614	3614	1617	1789	1585
Flt Permitted	0.525				0.950	
Satd. Flow (perm)	995	3614	3614	1549	1773	1538
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				197		49
Link Speed (k/h)		50	50		50	
Link Distance (m)		220.1	97.1		178.6	
Travel Time (s)		15.8	7.0		12.9	
Confl. Peds. (#/hr)	20			20	11	21
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.96	0.96	0.96	0.96	1.00	0.96
Heavy Vehicles (%)	0%	1%	1%	1%	2%	3%
Adj. Flow (vph)	66	347	383	197	169	49
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	347	383	197	169	49
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		5.4	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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24			14	24	14
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (m)	6.1	30.5	30.5	6.1	6.1	6.1
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	1.8	1.8	6.1	6.1	6.1
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						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	31.5	31.5	31.5	31.5	36.5	36.5
Total Split (%)	46.3%	46.3%	46.3%	46.3%	53.7%	53.7%
Maximum Green (s)	25.0	25.0	25.0	25.0	30.0	30.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	3.0	3.0	0.0	1.0	0.0
Total Lost Time (s)	6.5	9.5	9.5	6.5	7.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	Min	Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0
Flash Dont Walk (s)	20.0	20.0	20.0	20.0	14.0	14.0
Pedestrian Calls (#/hr)	7	7	7	7	6	6
Act Effct Green (s)	41.1	38.1	38.1	41.1	12.9	13.9
Actuated g/C Ratio	0.60	0.56	0.56	0.60	0.19	0.20
v/c Ratio	0.11	0.17	0.19	0.19	0.50	0.14
Control Delay	8.3	8.7	8.8	2.2	28.6	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	8.7	8.8	2.2	28.6	6.8
LOS	A	A	A	A	C	A
Approach Delay		8.6	6.6		23.7	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 68			
Actuated Cycle Length: 68			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

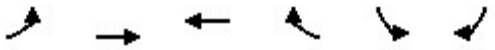
Splits and Phases: 3: Rathburn Road East & Ponytrail Drive





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	66	347	383	197	169	49
v/c Ratio	0.11	0.17	0.19	0.19	0.50	0.14
Control Delay	8.3	8.7	8.8	2.2	28.6	6.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.3	8.7	8.8	2.2	28.6	6.8
Queue Length 50th (m)	2.6	8.5	9.5	0.0	18.6	0.0
Queue Length 95th (m)	10.4	20.8	22.7	8.7	26.6	5.5
Internal Link Dist (m)		196.1	73.1		154.6	
Turn Bay Length (m)	60.0			30.0		25.0
Base Capacity (vph)	601	2025	2025	1014	762	705
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	0.11	0.17	0.19	0.19	0.22	0.07

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	63	333	368	189	169	47
Future Volume (vph)	63	333	368	189	169	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	9.5	9.5	6.5	7.5	6.5
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.96	1.00	0.97
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1801	3614	3614	1549	1789	1537
Flt Permitted	0.52	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	995	3614	3614	1549	1789	1537
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	1.00	0.96
Adj. Flow (vph)	66	347	383	197	169	49
RTOR Reduction (vph)	0	0	0	78	0	39
Lane Group Flow (vph)	66	347	383	119	169	10
Confl. Peds. (#/hr)	20			20	11	21
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	0%	1%	1%	1%	2%	3%
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	41.1	41.1	41.1	41.1	13.9	13.9
Effective Green, g (s)	41.1	38.1	38.1	41.1	12.9	13.9
Actuated g/C Ratio	0.60	0.56	0.56	0.60	0.19	0.20
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	601	2024	2024	936	339	314
v/s Ratio Prot		0.10	c0.11		c0.09	
v/s Ratio Perm	0.07			0.08		0.01
v/c Ratio	0.11	0.17	0.19	0.13	0.50	0.03
Uniform Delay, d1	5.7	7.3	7.4	5.8	24.7	21.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2	0.0	0.1	1.2	0.0
Delay (s)	6.1	7.5	7.4	5.8	25.8	21.7
Level of Service	A	A	A	A	C	C
Approach Delay (s)		7.2	6.9		24.9	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	14	13	546	459	41
Future Volume (vph)	11	14	13	546	459	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	10.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.6		6.0			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.924				0.988	
Flt Protected	0.978		0.950			
Satd. Flow (prot)	1736	0	1825	3614	3541	0
Flt Permitted	0.978		0.950			
Satd. Flow (perm)	1736	0	1825	3614	3541	0
Link Speed (k/h)	48			48	50	
Link Distance (m)	44.7			41.4	97.1	
Travel Time (s)	3.4			3.1	7.0	
Confl. Peds. (#/hr)	1	14	21			21
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	11	14	13	557	468	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	13	557	510	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)	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	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.8%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	14	13	546	459	41
Future Volume (Veh/h)	11	14	13	546	459	41
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	11	14	13	557	468	42
Pedestrians	21			14	1	
Lane Width (m)	3.7			3.7	3.7	
Walking Speed (m/s)	1.1			1.1	1.1	
Percent Blockage	2			1	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				317	97	
pX, platoon unblocked	0.97	0.97	0.97			
vC, conflicting volume	816	290	531			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	746	204	453			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	98	99			
cM capacity (veh/h)	331	759	1063			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	25	13	278	278	312	198
Volume Left	11	13	0	0	0	0
Volume Right	14	0	0	0	0	42
cSH	484	1063	1700	1700	1700	1700
Volume to Capacity	0.05	0.01	0.16	0.16	0.18	0.12
Queue Length 95th (m)	1.1	0.3	0.0	0.0	0.0	0.0
Control Delay (s)	12.8	8.4	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.8	0.2			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	28.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	28	2	559	21	12	459
Future Volume (vph)	28	2	559	21	12	459
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	10.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.6				6.0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor						
Frt	0.991		0.995			
Flt Protected	0.955				0.950	
Satd. Flow (prot)	1818	0	3563	0	1825	3544
Flt Permitted	0.955				0.950	
Satd. Flow (perm)	1818	0	3563	0	1825	3544
Link Speed (k/h)	48		48			48
Link Distance (m)	79.6		108.4			41.4
Travel Time (s)	6.0		8.1			3.1
Confl. Peds. (#/hr)				18	18	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	29	2	570	21	12	468
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	591	0	12	468
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	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.2%		ICU Level of Service A	
Analysis Period (min) 15			

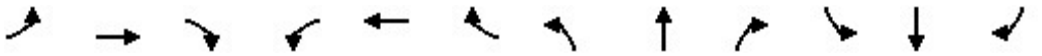
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	2	559	21	12	459
Future Volume (Veh/h)	28	2	559	21	12	459
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	29	2	570	21	12	468
Pedestrians	18					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	2					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			276			138
pX, platoon unblocked	1.00					
vC, conflicting volume	856	314			609	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	850	314			609	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	100			99	
cM capacity (veh/h)	294	677			963	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	31	380	211	12	234	234
Volume Left	29	0	0	12	0	0
Volume Right	2	0	21	0	0	0
cSH	305	1700	1700	963	1700	1700
Volume to Capacity	0.10	0.22	0.12	0.01	0.14	0.14
Queue Length 95th (m)	2.4	0.0	0.0	0.3	0.0	0.0
Control Delay (s)	18.1	0.0	0.0	8.8	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	18.1	0.0		0.2		
Approach LOS	C					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	26.2%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	0	26	1	0	0	30	555	0	0	471	16
Future Volume (vph)	24	0	26	1	0	0	30	555	0	0	471	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	31.0		0.0	0.0		30.0
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (m)	2.5			2.5			40.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.930										0.850
Flt Protected		0.977			0.950		0.950					
Satd. Flow (prot)	0	1710	0	0	1825	0	1825	3614	0	0	3579	1633
Flt Permitted		0.977			0.950		0.950					
Satd. Flow (perm)	0	1710	0	0	1825	0	1825	3614	0	0	3579	1633
Link Speed (k/h)		40			50			50			50	
Link Distance (m)		80.4			52.3			167.1			108.4	
Travel Time (s)		7.2			3.8			12.0			7.8	
Confl. Peds. (#/hr)	3					3	11		6	6		11
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 (%)	0%	2%	4%	0%	2%	0%	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	24	0	26	1	0	0	30	561	0	0	476	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	50	0	0	1	0	30	561	0	0	476	16
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.7%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	26	1	0	0	30	555	0	0	471	16
Future Volume (Veh/h)	24	0	26	1	0	0	30	555	0	0	471	16
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	24	0	26	1	0	0	30	561	0	0	476	16
Pedestrians		11			6						3	
Lane Width (m)		3.7			3.7						3.7	
Walking Speed (m/s)		1.1			1.1						1.1	
Percent Blockage		1			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								167			247	
pX, platoon unblocked												
vC, conflicting volume	830	1114	249	891	1130	290	503			567		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	830	1114	249	891	1130	290	503			567		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	100	96	100	100	100	97			100		
cM capacity (veh/h)	253	198	737	223	194	707	1061			1009		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	50	1	30	374	187	238	238	16
Volume Left	24	1	30	0	0	0	0	0
Volume Right	26	0	0	0	0	0	0	16
cSH	385	223	1061	1700	1700	1700	1700	1700
Volume to Capacity	0.13	0.00	0.03	0.22	0.11	0.14	0.14	0.01
Queue Length 95th (m)	3.1	0.1	0.6	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	15.7	21.2	8.5	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	C	A					
Approach Delay (s)	15.7	21.2	0.4			0.0		
Approach LOS	C	C						

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	30.7%	ICU Level of Service	A	
Analysis Period (min)	15			

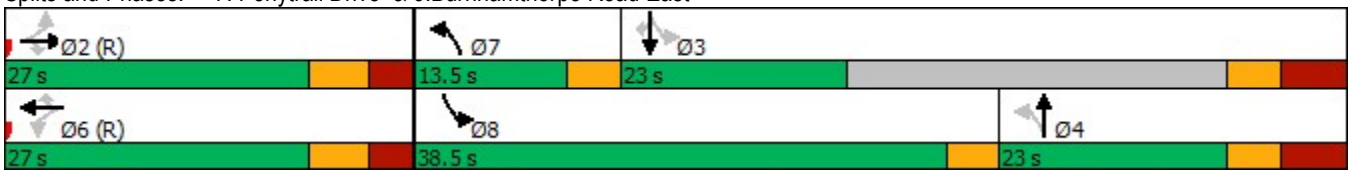
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	916	26	60	993	489	13	35	25	370	63	65
Future Volume (vph)	60	916	26	60	993	489	13	35	25	370	63	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	55.0		46.0	45.0		55.0	32.0		0.0	62.0		60.0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (m)	22.0			52.0			25.0			42.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor	1.00		0.96	1.00		0.97	0.99	0.99		0.98		0.98
Frt			0.850			0.850		0.937				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	3510	1570	1738	3614	1601	1825	1753	0	3471	1921	1633
Flt Permitted	0.196			0.230			0.715			0.562		
Satd. Flow (perm)	376	3510	1512	419	3614	1559	1362	1753	0	2018	1921	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			436		26				92
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		305.9			443.3			194.4			167.1	
Travel Time (s)		18.4			26.6			14.0			12.0	
Confl. Peds. (#/hr)	18		13	13		18	11		15	15		11
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	4%	4%	5%	1%	2%	0%	0%	4%	2%	0%	0%
Adj. Flow (vph)	61	935	27	61	1013	499	13	36	26	378	64	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	935	27	61	1013	499	13	62	0	378	64	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.4			5.4			5.8			9.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5		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
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
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8		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
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
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
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
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	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		8	3	
Permitted Phases	2		2	6		6	4			3		3
Detector Phase	2	2	2	6	6	6	7	4		8	3	3
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0	17.0	13.5	23.0		13.5	23.0	23.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	13.5	23.0		38.5	23.0	23.0
Total Split (%)	30.5%	30.5%	30.5%	30.5%	30.5%	30.5%	15.3%	26.0%		43.5%	26.0%	26.0%
Maximum Green (s)	20.0	20.0	20.0	20.0	20.0	20.0	10.0	15.0		35.0	15.0	15.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	0.0	4.5		0.0	4.5	4.5
Lost Time Adjust (s)	0.0	3.0	0.0	0.0	3.0	0.0	1.0	3.0		1.0	3.0	0.0
Total Lost Time (s)	7.0	10.0	7.0	7.0	10.0	7.0	4.5	11.0		4.5	11.0	8.0
Lead/Lag							Lead	Lag		Lead	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	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	Min		Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0		10.0			10.0	10.0
Flash Dont Walk (s)	23.0	23.0	23.0	23.0	23.0	23.0		23.0			23.0	23.0
Pedestrian Calls (#/hr)	6	6	6	5	5	5		5			7	7
Act Effct Green (s)	42.0	39.0	42.0	42.0	39.0	42.0	27.1	11.6		34.6	25.8	28.8
Actuated g/C Ratio	0.47	0.44	0.47	0.47	0.44	0.47	0.31	0.13		0.39	0.29	0.33
v/c Ratio	0.34	0.60	0.03	0.31	0.64	0.51	0.03	0.25		0.38	0.11	0.11
Control Delay	27.9	23.9	0.1	25.5	24.5	5.9	13.0	22.2		18.4	21.9	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	27.9	23.9	0.1	25.5	24.5	5.9	13.0	22.2		18.4	21.9	2.4
LOS	C	C	A	C	C	A	B	C		B	C	A
Approach Delay		23.5			18.6			20.6			16.8	
Approach LOS		C			B			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 88.5
Actuated Cycle Length: 88.5
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.64
Intersection Signal Delay: 19.9 Intersection LOS: B
Intersection Capacity Utilization 79.5% ICU Level of Service D
Analysis Period (min) 15

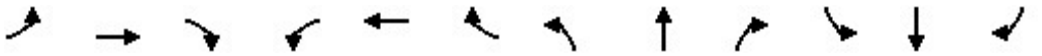
Splits and Phases: 7: Ponytrail Drive & 6.Burnhamthorpe Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	61	935	27	61	1013	499	13	62	378	64	66
v/c Ratio	0.34	0.60	0.03	0.31	0.64	0.51	0.03	0.25	0.38	0.11	0.11
Control Delay	27.9	23.9	0.1	25.5	24.5	5.9	13.0	22.2	18.4	21.9	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.9	23.9	0.1	25.5	24.5	5.9	13.0	22.2	18.4	21.9	2.4
Queue Length 50th (m)	5.3	52.3	0.0	5.2	57.7	4.7	1.3	5.4	21.6	7.4	0.0
Queue Length 95th (m)	#25.3	#121.7	0.0	#23.3	#133.7	35.0	2.8	11.4	18.5	13.9	4.2
Internal Link Dist (m)		281.9			419.3			170.4		143.1	
Turn Bay Length (m)	55.0		46.0	45.0		55.0	32.0		62.0		60.0
Base Capacity (vph)	178	1547	795	198	1593	969	464	330	1417	803	773
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.60	0.03	0.31	0.64	0.51	0.03	0.19	0.27	0.08	0.09

Intersection Summary

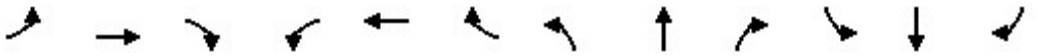
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	916	26	60	993	489	13	35	25	370	63	65
Future Volume (vph)	60	916	26	60	993	489	13	35	25	370	63	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	10.0	7.0	7.0	10.0	7.0	4.5	11.0		4.5	11.0	8.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1820	3510	1512	1731	3614	1559	1815	1753		3439	1921	1599
Flt Permitted	0.20	1.00	1.00	0.23	1.00	1.00	0.72	1.00		0.56	1.00	1.00
Satd. Flow (perm)	376	3510	1512	420	3614	1559	1366	1753		2036	1921	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	61	935	27	61	1013	499	13	36	26	378	64	66
RTOR Reduction (vph)	0	0	15	0	0	243	0	22	0	0	0	45
Lane Group Flow (vph)	61	935	12	61	1013	256	13	40	0	378	64	21
Confl. Peds. (#/hr)	18		13	13		18	11		15	15		11
Heavy Vehicles (%)	0%	4%	4%	5%	1%	2%	0%	0%	4%	2%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		8	3	
Permitted Phases	2		2	6		6	4			3		3
Actuated Green, G (s)	39.2	39.2	39.2	39.2	39.2	39.2	19.4	17.4		34.3	28.8	28.8
Effective Green, g (s)	39.2	36.2	39.2	39.2	36.2	39.2	17.4	14.4		33.3	25.8	28.8
Actuated g/C Ratio	0.44	0.41	0.44	0.44	0.41	0.44	0.20	0.16		0.38	0.29	0.33
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.5	8.0		3.5	8.0	8.0
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
Lane Grp Cap (vph)	166	1435	669	186	1478	690	273	285		962	560	520
v/s Ratio Prot		0.27			c0.28		0.00	0.02		c0.06	0.03	
v/s Ratio Perm	0.16		0.01	0.15		0.16	0.01			c0.09		0.01
v/c Ratio	0.37	0.65	0.02	0.33	0.69	0.37	0.05	0.14		0.39	0.11	0.04
Uniform Delay, d1	16.4	21.1	13.8	16.1	21.5	16.4	28.8	31.8		19.5	23.0	20.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	6.2	2.3	0.0	4.7	2.6	1.5	0.1	0.2		0.3	0.1	0.0
Delay (s)	22.6	23.4	13.9	20.7	24.1	18.0	28.8	32.0		19.7	23.1	20.4
Level of Service	C	C	B	C	C	B	C	C		B	C	C
Approach Delay (s)		23.1			22.0			31.4			20.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	88.5	Sum of lost time (s)	25.5
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

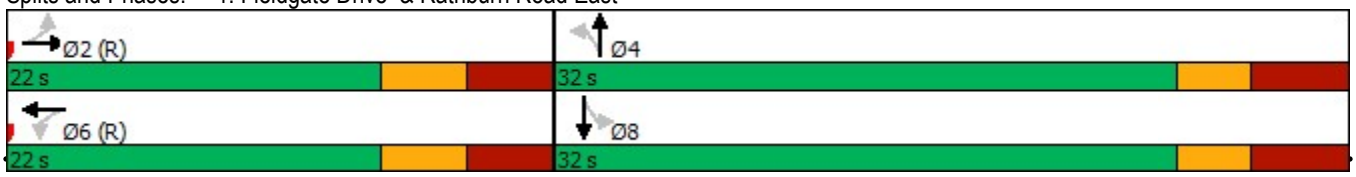


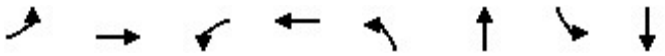
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	177	24	14	252	187	52	103	13	58	54	36
Future Volume (vph)	32	177	24	14	252	187	52	103	13	58	54	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	55.0		0.0	55.0		0.0	61.0		60.0	62.0		60.0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (m)	100.0			47.0			54.0			85.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	0.99		1.00	1.00		1.00	0.99	
Frt		0.982			0.936			0.983			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1706	3370	0	1825	3308	0	1825	3486	0	1789	3337	0
Flt Permitted	0.472			0.611			0.688			0.669		
Satd. Flow (perm)	846	3370	0	1171	3308	0	1320	3486	0	1254	3337	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			210			15			40	
Link Speed (k/h)		50			50			40			40	
Link Distance (m)		240.9			351.6			186.0			189.8	
Travel Time (s)		17.3			25.3			16.7			17.1	
Confl. Peds. (#/hr)	9		9	9		9	4		18	18		4
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	7%	7%	0%	0%	3%	2%	0%	1%	16%	2%	0%	6%
Adj. Flow (vph)	36	199	27	16	283	210	58	116	15	65	61	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	226	0	16	493	0	58	131	0	65	101	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)		5.4			5.4			5.4			5.4	
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	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		32.0	32.0		32.0	32.0	
Total Split (s)	22.0	22.0		22.0	22.0		32.0	32.0		32.0	32.0	
Total Split (%)	40.7%	40.7%		40.7%	40.7%		59.3%	59.3%		59.3%	59.3%	
Maximum Green (s)	15.0	15.0		15.0	15.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	3.0		0.0	3.0		0.0	3.0		0.0	3.0	
Total Lost Time (s)	7.0	10.0		7.0	10.0		7.0	10.0		7.0	10.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		Ped	Ped		Ped	Ped	
Walk Time (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	37.0	37.0		37.0	37.0		40.0	40.0		40.0	40.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		6	6	
Act Effct Green (s)	11.7	8.7		11.7	8.7		28.3	25.3		28.3	25.3	
Actuated g/C Ratio	0.22	0.16		0.22	0.16		0.52	0.47		0.52	0.47	
v/c Ratio	0.20	0.40		0.06	0.69		0.08	0.08		0.10	0.06	
Control Delay	19.1	19.6		16.1	17.3		7.7	7.9		7.8	6.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.1	19.6		16.1	17.3		7.7	7.9		7.8	6.2	
LOS	B	B		B	B		A	A		A	A	
Approach Delay		19.5			17.3			7.9			6.8	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 54			
Actuated Cycle Length: 54			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 97.5%		ICU Level of Service F	
Analysis Period (min) 15			

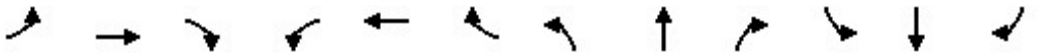
Splits and Phases: 1: Fieldgate Drive & Rathburn Road East





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	226	16	493	58	131	65	101
v/c Ratio	0.20	0.40	0.06	0.69	0.08	0.08	0.10	0.06
Control Delay	19.1	19.6	16.1	17.3	7.7	7.9	7.8	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.1	19.6	16.1	17.3	7.7	7.9	7.8	6.2
Queue Length 50th (m)	2.7	8.7	1.2	12.6	2.3	2.7	2.6	1.4
Queue Length 95th (m)	7.6	14.6	4.2	21.4	7.1	6.8	7.9	4.7
Internal Link Dist (m)		216.9		327.6		162.0		165.8
Turn Bay Length (m)	55.0		55.0		61.0		62.0	
Base Capacity (vph)	235	768	325	898	690	1638	656	1582
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.29	0.05	0.55	0.08	0.08	0.10	0.06

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	177	24	14	252	187	52	103	13	58	54	36
Future Volume (vph)	32	177	24	14	252	187	52	103	13	58	54	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	10.0		7.0	10.0		7.0	10.0		7.0	10.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.94		1.00	0.98		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1703	3371		1821	3308		1823	3485		1781	3336	
Flt Permitted	0.47	1.00		0.61	1.00		0.69	1.00		0.67	1.00	
Satd. Flow (perm)	846	3371		1171	3308		1321	3485		1254	3336	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	36	199	27	16	283	210	58	116	15	65	61	40
RTOR Reduction (vph)	0	21	0	0	176	0	0	8	0	0	21	0
Lane Group Flow (vph)	36	205	0	16	317	0	58	123	0	65	80	0
Confl. Peds. (#/hr)	9		9	9		9	4		18	18		4
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	7%	7%	0%	0%	3%	2%	0%	1%	16%	2%	0%	6%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	11.7	11.7		11.7	11.7		28.3	28.3		28.3	28.3	
Effective Green, g (s)	11.7	8.7		11.7	8.7		28.3	25.3		28.3	25.3	
Actuated g/C Ratio	0.22	0.16		0.22	0.16		0.52	0.47		0.52	0.47	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	183	543		253	532		692	1632		657	1562	
v/s Ratio Prot		0.06			c0.10			0.04			0.02	
v/s Ratio Perm	0.04			0.01			0.04			c0.05		
v/c Ratio	0.20	0.38		0.06	0.60		0.08	0.08		0.10	0.05	
Uniform Delay, d1	17.3	20.2		16.8	21.0		6.4	7.9		6.5	7.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	2.0		0.5	4.9		0.1	0.0		0.1	0.0	
Delay (s)	19.7	22.2		17.3	25.9		6.4	7.9		6.5	7.8	
Level of Service	B	C		B	C		A	A		A	A	
Approach Delay (s)		21.9			25.6			7.5			7.3	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

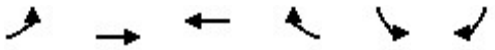
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	257	17	9	426	1	27	0	14	8	0	6
Future Volume (vph)	2	257	17	9	426	1	27	0	14	8	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.6			25.0			7.6			7.6		
Lane Util. Factor	0.95	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												
Frt		0.991						0.953			0.941	
Flt Protected				0.950				0.968			0.973	
Satd. Flow (prot)	0	3408	0	1615	3544	0	0	1713	0	0	1759	0
Flt Permitted				0.950				0.968			0.973	
Satd. Flow (perm)	0	3408	0	1615	3544	0	0	1713	0	0	1759	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		351.6			220.1			62.4			81.5	
Travel Time (s)		25.3			15.8			4.7			5.9	
Confl. Peds. (#/hr)	15		18	18		15	32					32
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	6%	9%	13%	3%	0%	0%	2%	10%	0%	2%	0%
Adj. Flow (vph)	2	289	19	10	479	1	30	0	16	9	0	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	310	0	10	480	0	0	46	0	0	16	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)		3.7			3.7			0.0			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	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.0%		ICU Level of Service A	
Analysis Period (min) 15			

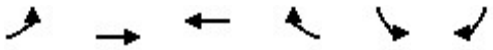
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	257	17	9	426	1	27	0	14	8	0	6
Future Volume (Veh/h)	2	257	17	9	426	1	27	0	14	8	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	2	289	19	10	479	1	30	0	16	9	0	7
Pedestrians		32						18			15	
Lane Width (m)		3.7						3.7			3.7	
Walking Speed (m/s)		1.1						1.1			1.1	
Percent Blockage		3						2			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)		352			220							
pX, platoon unblocked	0.99						0.99	0.99		0.99	0.99	0.99
vC, conflicting volume	495			326			619	836	172	679	844	287
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	473			326			598	816	172	658	825	263
tC, single (s)	4.1			4.4			7.5	6.5	7.1	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			99			92	100	98	97	100	99
cM capacity (veh/h)	1075			1135			354	294	803	328	291	703

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	146	164	10	319	161	46	16
Volume Left	2	0	10	0	0	30	9
Volume Right	0	19	0	0	1	16	7
cSH	1075	1700	1135	1700	1700	439	428
Volume to Capacity	0.00	0.10	0.01	0.19	0.09	0.10	0.04
Queue Length 95th (m)	0.0	0.0	0.2	0.0	0.0	2.4	0.8
Control Delay (s)	0.1	0.0	8.2	0.0	0.0	14.1	13.7
Lane LOS	A		A			B	B
Approach Delay (s)	0.1		0.2			14.1	13.7
Approach LOS						B	B

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	29.0%	ICU Level of Service		A
Analysis Period (min)	15			



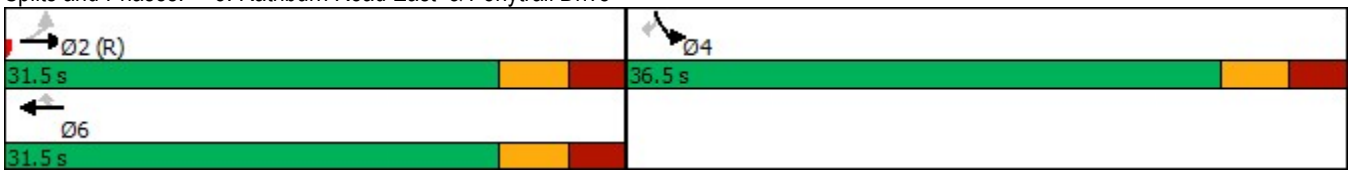
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	28	223	397	91	182	42
Future Volume (vph)	28	223	397	91	182	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	60.0			30.0	0.0	25.0
Storage Lanes	1			1	1	1
Taper Length (m)	18.0				7.6	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00			0.97	1.00	0.98
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1630	3476	3544	1512	1772	1585
Flt Permitted	0.501				0.950	
Satd. Flow (perm)	855	3476	3544	1468	1769	1547
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				99		46
Link Speed (k/h)		50	50		50	
Link Distance (m)		220.1	97.1		178.6	
Travel Time (s)		15.8	7.0		12.9	
Confl. Peds. (#/hr)	8			8	2	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	12%	5%	3%	8%	3%	3%
Adj. Flow (vph)	30	242	432	99	198	46
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	242	432	99	198	46
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		5.4	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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24			14	24	14
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (m)	6.1	30.5	30.5	6.1	6.1	6.1
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	1.8	1.8	6.1	6.1	6.1
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			

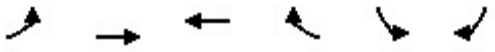


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	31.5	31.5	31.5	31.5	36.5	36.5
Total Split (%)	46.3%	46.3%	46.3%	46.3%	53.7%	53.7%
Maximum Green (s)	25.0	25.0	25.0	25.0	30.0	30.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	3.0	3.0	0.0	1.0	0.0
Total Lost Time (s)	6.5	9.5	9.5	6.5	7.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	Min	Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0
Flash Dont Walk (s)	20.0	20.0	20.0	20.0	14.0	14.0
Pedestrian Calls (#/hr)	5	5	5	5	5	5
Act Effct Green (s)	40.4	37.4	37.4	40.4	13.6	14.6
Actuated g/C Ratio	0.59	0.55	0.55	0.59	0.20	0.21
v/c Ratio	0.06	0.13	0.22	0.11	0.56	0.13
Control Delay	8.4	8.9	9.3	2.7	29.6	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	8.9	9.3	2.7	29.6	6.7
LOS	A	A	A	A	C	A
Approach Delay		8.8	8.1		25.3	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 68			
Actuated Cycle Length: 68			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

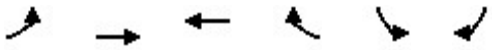
Splits and Phases: 3: Rathburn Road East & Ponytrail Drive





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	30	242	432	99	198	46
v/c Ratio	0.06	0.13	0.22	0.11	0.56	0.13
Control Delay	8.4	8.9	9.3	2.7	29.6	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	8.9	9.3	2.7	29.6	6.7
Queue Length 50th (m)	1.2	6.1	11.6	0.0	21.7	0.0
Queue Length 95th (m)	5.8	15.0	25.8	6.3	30.7	5.3
Internal Link Dist (m)		196.1	73.1		154.6	
Turn Bay Length (m)	60.0			30.0		25.0
Base Capacity (vph)	508	1912	1950	912	755	708
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	0.06	0.13	0.22	0.11	0.26	0.06

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	28	223	397	91	182	42
Future Volume (vph)	28	223	397	91	182	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	9.5	9.5	6.5	7.5	6.5
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.97	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1621	3476	3544	1468	1772	1547
Flt Permitted	0.50	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	854	3476	3544	1468	1772	1547
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	30	242	432	99	198	46
RTOR Reduction (vph)	0	0	0	40	0	36
Lane Group Flow (vph)	30	242	432	59	198	10
Confl. Peds. (#/hr)	8			8	2	15
Heavy Vehicles (%)	12%	5%	3%	8%	3%	3%
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	40.4	40.4	40.4	40.4	14.6	14.6
Effective Green, g (s)	40.4	37.4	37.4	40.4	13.6	14.6
Actuated g/C Ratio	0.59	0.55	0.55	0.59	0.20	0.21
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	507	1911	1949	872	354	332
v/s Ratio Prot		0.07	c0.12		c0.11	
v/s Ratio Perm	0.04			0.04		0.01
v/c Ratio	0.06	0.13	0.22	0.07	0.56	0.03
Uniform Delay, d1	5.8	7.4	7.8	5.8	24.5	21.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1	0.1	0.0	1.9	0.0
Delay (s)	6.0	7.5	7.9	5.9	26.4	21.1
Level of Service	A	A	A	A	C	C
Approach Delay (s)		7.4	7.5		25.4	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	48	16	477	416	3
Future Volume (vph)	17	48	16	477	416	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	10.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.6		6.0			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.900				0.999	
Flt Protected	0.987		0.950			
Satd. Flow (prot)	1633	0	1825	3510	3507	0
Flt Permitted	0.987		0.950			
Satd. Flow (perm)	1633	0	1825	3510	3507	0
Link Speed (k/h)	48			48	50	
Link Distance (m)	44.7			41.4	97.1	
Travel Time (s)	3.4			3.1	7.0	
Confl. Peds. (#/hr)		11	41			41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	6%	4%	0%	4%	4%	0%
Adj. Flow (vph)	18	52	17	513	447	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	70	0	17	513	450	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)	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	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.3%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	48	16	477	416	3
Future Volume (Veh/h)	17	48	16	477	416	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	18	52	17	513	447	3
Pedestrians	41			11		
Lane Width (m)	3.7			3.7		
Walking Speed (m/s)	1.1			1.1		
Percent Blockage	4			1		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				317	97	
pX, platoon unblocked	0.99	0.99	0.99			
vC, conflicting volume	780	277	491			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	761	253	469			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	94	93	98			
cM capacity (veh/h)	313	698	1052			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	70	17	256	256	298	152
Volume Left	18	17	0	0	0	0
Volume Right	52	0	0	0	0	3
cSH	530	1052	1700	1700	1700	1700
Volume to Capacity	0.13	0.02	0.15	0.15	0.18	0.09
Queue Length 95th (m)	3.2	0.3	0.0	0.0	0.0	0.0
Control Delay (s)	12.8	8.5	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.8	0.3			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	27.3%	ICU Level of Service	A
Analysis Period (min)	15		

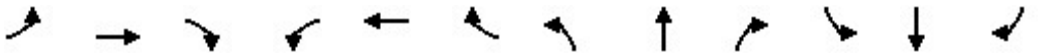
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	21	13	481	9	6	460
Future Volume (vph)	21	13	481	9	6	460
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	10.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.6				6.0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor						
Frt	0.949		0.997			
Flt Protected	0.970				0.950	
Satd. Flow (prot)	1716	0	3535	0	1825	3510
Flt Permitted	0.970				0.950	
Satd. Flow (perm)	1716	0	3535	0	1825	3510
Link Speed (k/h)	50		48			48
Link Distance (m)	79.6		108.4			41.4
Travel Time (s)	5.7		8.1			3.1
Confl. Peds. (#/hr)				12	12	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	3%	0%	0%	4%
Adj. Flow (vph)	23	14	517	10	6	495
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	0	527	0	6	495
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	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.6%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	21	13	481	9	6	460
Future Volume (Veh/h)	21	13	481	9	6	460
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	23	14	517	10	6	495
Pedestrians	12					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			276			138
pX, platoon unblocked						
vC, conflicting volume	794	276			539	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	794	276			539	
tC, single (s)	6.8	7.1			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	93	98			99	
cM capacity (veh/h)	324	696			1028	

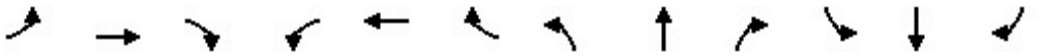
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	37	345	182	6	248	248
Volume Left	23	0	0	6	0	0
Volume Right	14	0	10	0	0	0
cSH	406	1700	1700	1028	1700	1700
Volume to Capacity	0.09	0.20	0.11	0.01	0.15	0.15
Queue Length 95th (m)	2.1	0.0	0.0	0.1	0.0	0.0
Control Delay (s)	14.7	0.0	0.0	8.5	0.0	0.0
Lane LOS	B			A		
Approach Delay (s)	14.7	0.0		0.1		
Approach LOS	B					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	23.6%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	0	35	0	0	1	11	483	0	1	468	13
Future Volume (vph)	8	0	35	0	0	1	11	483	0	1	468	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	31.0		0.0	0.0		30.0
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (m)	2.5			2.5			40.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.891			0.865							0.850
Flt Protected		0.990					0.950					
Satd. Flow (prot)	0	1695	0	0	1662	0	1825	3544	0	0	3544	1219
Flt Permitted		0.990					0.950					
Satd. Flow (perm)	0	1695	0	0	1662	0	1825	3544	0	0	3544	1219
Link Speed (k/h)		40			50			50			50	
Link Distance (m)		80.4			52.3			167.1			108.4	
Travel Time (s)		7.2			3.8			12.0			7.8	
Confl. Peds. (#/hr)							19		6	6		19
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 (%)	0%	2%	0%	2%	2%	0%	0%	3%	2%	0%	3%	34%
Adj. Flow (vph)	9	0	37	0	0	1	12	514	0	1	498	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	1	0	12	514	0	0	499	14
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	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
Sign Control		Stop			Stop			Free			Free	

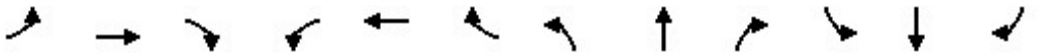
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.7%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	0	35	0	0	1	11	483	0	1	468	13
Future Volume (Veh/h)	8	0	35	0	0	1	11	483	0	1	468	13
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	9	0	37	0	0	1	12	514	0	1	498	14
Pedestrians		19			6							
Lane Width (m)		3.7			3.7							
Walking Speed (m/s)		1.1			1.1							
Percent Blockage		2			1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								167			247	
pX, platoon unblocked												
vC, conflicting volume	801	1063	268	832	1077	263	531			520		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	801	1063	268	832	1077	263	531			520		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	95	100	100	100	99			100		
cM capacity (veh/h)	266	214	723	240	210	737	1028			1051		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	46	1	12	343	171	167	332	14
Volume Left	9	0	12	0	0	1	0	0
Volume Right	37	1	0	0	0	0	0	14
cSH	541	737	1028	1700	1700	1051	1700	1700
Volume to Capacity	0.08	0.00	0.01	0.20	0.10	0.00	0.20	0.01
Queue Length 95th (m)	1.9	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	12.3	9.9	8.5	0.0	0.0	0.1	0.0	0.0
Lane LOS	B	A	A			A		
Approach Delay (s)	12.3	9.9	0.2			0.0		
Approach LOS	B	A						

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	34.7%	ICU Level of Service		A
Analysis Period (min)	15			



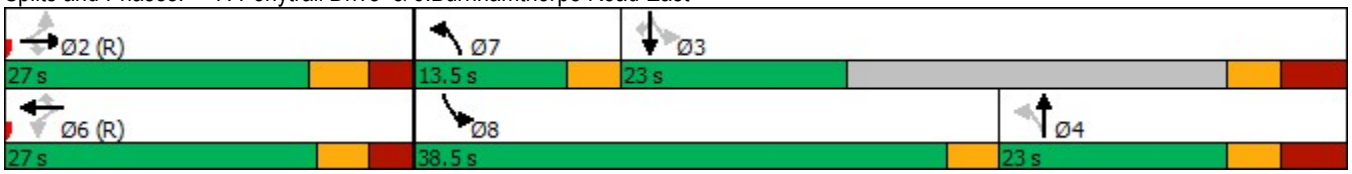
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1093	43	39	641	356	19	58	93	355	46	75
Future Volume (vph)	50	1093	43	39	641	356	19	58	93	355	46	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	55.0		46.0	45.0		55.0	32.0		0.0	62.0		60.0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (m)	22.0			52.0			25.0			42.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor	1.00		0.97	1.00		0.97	0.99	0.98		0.98		0.98
Frt			0.850			0.850		0.908				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1674	3544	1526	1755	3544	1601	1644	1661	0	3471	1779	1555
Flt Permitted	0.360			0.143			0.725			0.513		
Satd. Flow (perm)	631	3544	1478	264	3544	1559	1246	1661	0	1835	1779	1525
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			379		75				92
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		305.9			443.3			194.4			167.1	
Travel Time (s)		18.4			26.6			14.0			12.0	
Confl. Peds. (#/hr)	18		9	9		18	9		21	21		9
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 (%)	9%	3%	7%	4%	3%	2%	11%	5%	2%	2%	8%	5%
Adj. Flow (vph)	53	1163	46	41	682	379	20	62	99	378	49	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	1163	46	41	682	379	20	161	0	378	49	80
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.4			5.4			5.8			9.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5		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
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
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8		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
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
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
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
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	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		8	3	
Permitted Phases	2		2	6		6	4			3		3
Detector Phase	2	2	2	6	6	6	7	4		8	3	3
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0	17.0	13.5	23.0		13.5	23.0	23.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	13.5	23.0		38.5	23.0	23.0
Total Split (%)	30.5%	30.5%	30.5%	30.5%	30.5%	30.5%	15.3%	26.0%		43.5%	26.0%	26.0%
Maximum Green (s)	20.0	20.0	20.0	20.5	20.5	20.5	10.0	15.0		35.0	15.0	15.0
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	0.0	4.5		0.0	4.5	4.5
Lost Time Adjust (s)	0.0	3.0	0.0	0.0	3.0	0.0	1.0	3.0		1.0	3.0	0.0
Total Lost Time (s)	7.0	10.0	7.0	6.5	9.5	6.5	4.5	11.0		4.5	11.0	8.0
Lead/Lag							Lead	Lag		Lead	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	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	Min		Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0		10.0			10.0	10.0
Flash Dont Walk (s)	23.0	23.0	23.0	23.0	23.0	23.0		23.0			23.0	23.0
Pedestrian Calls (#/hr)	6	6	6	5	5	5		5			7	7
Act Effct Green (s)	41.9	38.9	41.9	42.4	39.4	42.4	27.6	12.1		34.7	23.2	26.2
Actuated g/C Ratio	0.47	0.44	0.47	0.48	0.45	0.48	0.31	0.14		0.39	0.26	0.30
v/c Ratio	0.18	0.75	0.06	0.33	0.43	0.40	0.05	0.55		0.40	0.11	0.16
Control Delay	20.1	27.2	0.1	30.4	20.2	3.9	13.4	25.0		18.5	24.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	20.1	27.2	0.1	30.4	20.2	3.9	13.4	25.0		18.5	24.7	4.5
LOS	C	C	A	C	C	A	B	C		B	C	A
Approach Delay		26.0			14.9			23.7			16.9	
Approach LOS		C			B			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 88.5
Actuated Cycle Length: 88.5
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.75
Intersection Signal Delay: 20.3 Intersection LOS: C
Intersection Capacity Utilization 91.7% ICU Level of Service F
Analysis Period (min) 15

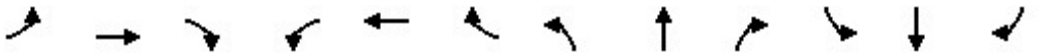
Splits and Phases: 7: Ponytrail Drive & 6.Burnhamthorpe Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	53	1163	46	41	682	379	20	161	378	49	80
v/c Ratio	0.18	0.75	0.06	0.33	0.43	0.40	0.05	0.55	0.40	0.11	0.16
Control Delay	20.1	27.2	0.1	30.4	20.2	3.9	13.4	25.0	18.5	24.7	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	27.2	0.1	30.4	20.2	3.9	13.4	25.0	18.5	24.7	4.5
Queue Length 50th (m)	4.2	71.2	0.0	3.5	34.3	0.0	2.0	13.3	21.5	5.6	0.0
Queue Length 95th (m)	16.0	#162.4	0.0	#19.6	70.3	18.0	3.7	22.1	18.5	11.4	6.2
Internal Link Dist (m)		281.9			419.3			170.4		143.1	
Turn Bay Length (m)	55.0		46.0	45.0		55.0	32.0		62.0		60.0
Base Capacity (vph)	298	1558	777	126	1578	944	429	354	1410	743	739
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.75	0.06	0.33	0.43	0.40	0.05	0.45	0.27	0.07	0.11

Intersection Summary

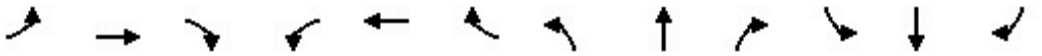
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	1093	43	39	641	356	19	58	93	355	46	75
Future Volume (vph)	50	1093	43	39	641	356	19	58	93	355	46	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	10.0	7.0	6.5	9.5	6.5	4.5	11.0		4.5	11.0	8.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97	1.00	0.98		1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1665	3544	1478	1752	3544	1559	1636	1661		3436	1779	1525
Flt Permitted	0.36	1.00	1.00	0.14	1.00	1.00	0.73	1.00		0.51	1.00	1.00
Satd. Flow (perm)	632	3544	1478	264	3544	1559	1249	1661		1854	1779	1525
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	53	1163	46	41	682	379	20	62	99	378	49	80
RTOR Reduction (vph)	0	0	25	0	0	206	0	63	0	0	0	56
Lane Group Flow (vph)	53	1163	21	41	682	173	20	98	0	378	49	24
Confl. Peds. (#/hr)	18		9	9		18	9		21	21		9
Heavy Vehicles (%)	9%	3%	7%	4%	3%	2%	11%	5%	2%	2%	8%	5%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		8	3	
Permitted Phases	2		2	6		6	4			3		3
Actuated Green, G (s)	39.8	39.8	39.8	40.3	40.3	40.3	21.2	17.2		33.7	26.2	26.2
Effective Green, g (s)	39.8	36.8	39.8	40.3	37.3	40.3	19.2	14.2		32.7	23.2	26.2
Actuated g/C Ratio	0.45	0.42	0.45	0.46	0.42	0.46	0.22	0.16		0.37	0.26	0.30
Clearance Time (s)	7.0	7.0	7.0	6.5	6.5	6.5	3.5	8.0		3.5	8.0	8.0
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
Lane Grp Cap (vph)	284	1473	664	120	1493	709	284	266		899	466	451
v/s Ratio Prot		c0.33			0.19		0.00	0.06		c0.06	0.03	
v/s Ratio Perm	0.08		0.01	0.16		0.11	0.01			c0.10		0.02
v/c Ratio	0.19	0.79	0.03	0.34	0.46	0.24	0.07	0.37		0.42	0.11	0.05
Uniform Delay, d1	14.6	22.5	13.6	15.5	18.3	14.8	27.5	33.1		19.9	24.8	22.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.4	4.4	0.1	7.6	1.0	0.8	0.1	0.9		0.3	0.1	0.0
Delay (s)	16.1	26.9	13.7	23.1	19.4	15.6	27.6	34.0		20.2	24.9	22.3
Level of Service	B	C	B	C	B	B	C	C		C	C	C
Approach Delay (s)		25.9			18.2			33.3			21.0	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	88.5	Sum of lost time (s)	25.5
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

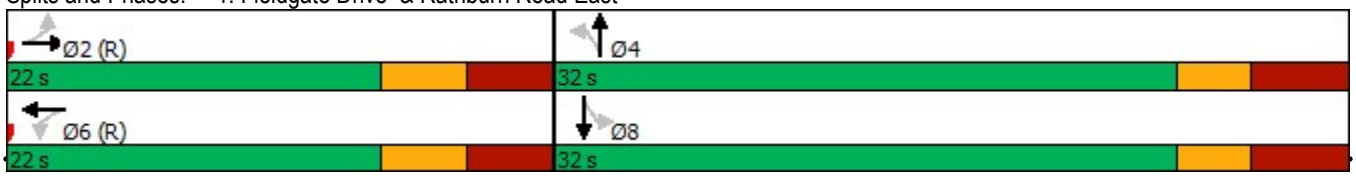


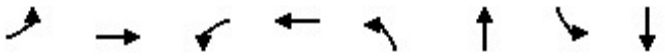
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	289	25	21	344	78	29	47	32	170	123	59
Future Volume (vph)	43	289	25	21	344	78	29	47	32	170	123	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	55.0		0.0	55.0		0.0	61.0		60.0	62.0		60.0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (m)	100.0			47.0			54.0			85.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Frt		0.988			0.972			0.940			0.951	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	3526	0	1825	3479	0	1825	3348	0	1807	3453	0
Flt Permitted	0.485			0.545			0.626			0.698		
Satd. Flow (perm)	930	3526	0	1045	3479	0	1199	3348	0	1323	3453	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			47			35			65	
Link Speed (k/h)		50			50			40			40	
Link Distance (m)		240.9			351.6			186.0			189.8	
Travel Time (s)		17.3			25.3			16.7			17.1	
Confl. Peds. (#/hr)	12		10	10		12	11		11	11		11
Confl. Bikes (#/hr)						2			2			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	4%	0%	2%	0%	0%	3%	0%	1%	0%	0%
Adj. Flow (vph)	47	318	27	23	378	86	32	52	35	187	135	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	345	0	23	464	0	32	87	0	187	200	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)		5.4			5.4			5.4			5.4	
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	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		32.0	32.0		32.0	32.0	
Total Split (s)	22.0	22.0		22.0	22.0		32.0	32.0		32.0	32.0	
Total Split (%)	40.7%	40.7%		40.7%	40.7%		59.3%	59.3%		59.3%	59.3%	
Maximum Green (s)	15.0	15.0		15.0	15.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	3.0		0.0	3.0		0.0	3.0		0.0	3.0	
Total Lost Time (s)	7.0	10.0		7.0	10.0		7.0	10.0		7.0	10.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		Ped	Ped		Ped	Ped	
Walk Time (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	37.0	37.0		37.0	37.0		40.0	40.0		40.0	40.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		6	6	
Act Effct Green (s)	12.4	9.4		12.4	9.4		27.6	24.6		27.6	24.6	
Actuated g/C Ratio	0.23	0.17		0.23	0.17		0.51	0.46		0.51	0.46	
v/c Ratio	0.22	0.55		0.10	0.72		0.05	0.06		0.28	0.12	
Control Delay	18.8	22.6		16.3	25.6		7.9	6.4		9.6	6.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.8	22.6		16.3	25.6		7.9	6.4		9.6	6.6	
LOS	B	C		B	C		A	A		A	A	
Approach Delay		22.2			25.1			6.8			8.0	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 54			
Actuated Cycle Length: 54			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 97.5%		ICU Level of Service F	
Analysis Period (min) 15			

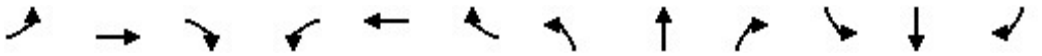
Splits and Phases: 1: Fieldgate Drive & Rathburn Road East





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	47	345	23	464	32	87	187	200
v/c Ratio	0.22	0.55	0.10	0.72	0.05	0.06	0.28	0.12
Control Delay	18.8	22.6	16.3	25.6	7.9	6.4	9.6	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	22.6	16.3	25.6	7.9	6.4	9.6	6.6
Queue Length 50th (m)	3.4	14.3	1.6	18.6	1.3	1.2	8.7	3.3
Queue Length 95th (m)	9.3	22.4	5.4	28.5	4.7	4.3	20.0	8.3
Internal Link Dist (m)		216.9		327.6		162.0		165.8
Turn Bay Length (m)	55.0		55.0		61.0		62.0	
Base Capacity (vph)	258	795	290	809	613	1546	677	1611
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.43	0.08	0.57	0.05	0.06	0.28	0.12

Intersection Summary

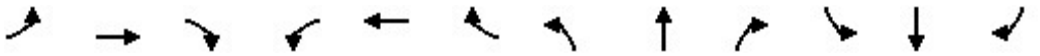


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	289	25	21	344	78	29	47	32	170	123	59
Future Volume (vph)	43	289	25	21	344	78	29	47	32	170	123	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	10.0		7.0	10.0		7.0	10.0		7.0	10.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1821	3527		1821	3480		1820	3347		1801	3454	
Flt Permitted	0.49	1.00		0.54	1.00		0.63	1.00		0.70	1.00	
Satd. Flow (perm)	930	3527		1044	3480		1200	3347		1323	3454	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	47	318	27	23	378	86	32	52	35	187	135	65
RTOR Reduction (vph)	0	12	0	0	39	0	0	19	0	0	35	0
Lane Group Flow (vph)	47	333	0	23	425	0	32	68	0	187	165	0
Confl. Peds. (#/hr)	12		10	10		12	11		11	11		11
Confl. Bikes (#/hr)						2			2			1
Heavy Vehicles (%)	0%	2%	4%	0%	2%	0%	0%	3%	0%	1%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	12.4	12.4		12.4	12.4		27.6	27.6		27.6	27.6	
Effective Green, g (s)	12.4	9.4		12.4	9.4		27.6	24.6		27.6	24.6	
Actuated g/C Ratio	0.23	0.17		0.23	0.17		0.51	0.46		0.51	0.46	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	213	613		239	605		613	1524		676	1573	
v/s Ratio Prot		0.09			c0.12			0.02			0.05	
v/s Ratio Perm	0.05			0.02			0.03			c0.14		
v/c Ratio	0.22	0.54		0.10	0.70		0.05	0.04		0.28	0.10	
Uniform Delay, d1	16.9	20.3		16.4	21.0		6.6	8.2		7.5	8.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	3.4		0.8	6.7		0.0	0.0		0.2	0.0	
Delay (s)	19.3	23.8		17.2	27.7		6.7	8.2		7.7	8.4	
Level of Service	B	C		B	C		A	A		A	A	
Approach Delay (s)		23.2			27.2			7.8			8.1	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	472	45	21	439	8	21	0	14	3	0	3
Future Volume (vph)	7	472	45	21	439	8	21	0	14	3	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.6			25.0			7.6			7.6		
Lane Util. Factor	0.95	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												
Frt		0.987			0.997			0.946			0.932	
Flt Protected		0.999		0.950				0.971			0.976	
Satd. Flow (prot)	0	3555	0	1825	3569	0	0	1674	0	0	1748	0
Flt Permitted		0.999		0.950				0.971			0.976	
Satd. Flow (perm)	0	3555	0	1825	3569	0	0	1674	0	0	1748	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		351.6			220.1			62.4			81.5	
Travel Time (s)		25.3			15.8			4.7			5.9	
Confl. Peds. (#/hr)	11		10	10		11	26					26
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	4%	0%	2%	0%	9%	2%	0%	0%	2%	0%
Adj. Flow (vph)	8	530	51	24	493	9	24	0	16	3	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	589	0	24	502	0	0	40	0	0	6	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)		3.7			3.7			0.0			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	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

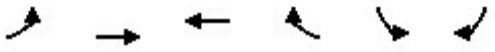
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	472	45	21	439	8	21	0	14	3	0	3
Future Volume (Veh/h)	7	472	45	21	439	8	21	0	14	3	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	8	530	51	24	493	9	24	0	16	3	0	3
Pedestrians		26						10			11	
Lane Width (m)		3.7						3.7			3.7	
Walking Speed (m/s)		1.1						1.1			1.1	
Percent Blockage		2						1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)		352			220							
pX, platoon unblocked												
vC, conflicting volume	513			591			905	1142	300	854	1164	288
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	513			591			905	1142	300	854	1164	288
tC, single (s)	4.1			4.1			7.7	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			88	100	98	99	100	100
cM capacity (veh/h)	1052			985			204	189	695	238	183	690

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	273	316	24	329	173	40	6
Volume Left	8	0	24	0	0	24	3
Volume Right	0	51	0	0	9	16	3
cSH	1052	1700	985	1700	1700	285	354
Volume to Capacity	0.01	0.19	0.02	0.19	0.10	0.14	0.02
Queue Length 95th (m)	0.2	0.0	0.5	0.0	0.0	3.4	0.4
Control Delay (s)	0.3	0.0	8.7	0.0	0.0	19.7	15.4
Lane LOS	A		A			C	C
Approach Delay (s)	0.1		0.4			19.7	15.4
Approach LOS						C	C

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	35.4%	ICU Level of Service		A
Analysis Period (min)	15			

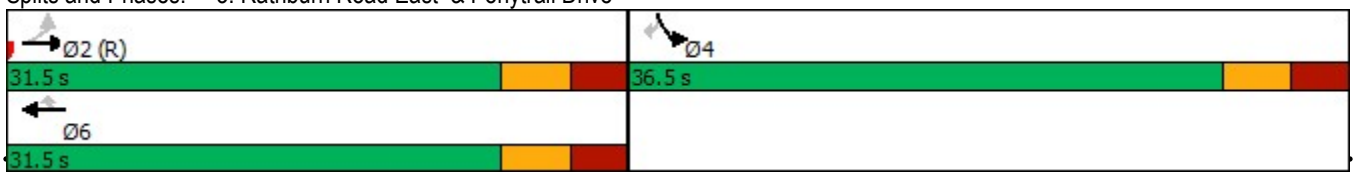


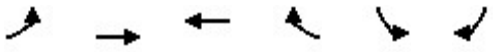
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	359	397	189	169	50
Future Volume (vph)	65	359	397	189	169	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	60.0			30.0	0.0	25.0
Storage Lanes	1			1	1	1
Taper Length (m)	18.0				7.6	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99			0.96	0.99	0.97
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1825	3614	3614	1617	1789	1585
Flt Permitted	0.509				0.950	
Satd. Flow (perm)	965	3614	3614	1549	1773	1538
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				197		52
Link Speed (k/h)		50	50		50	
Link Distance (m)		220.1	97.1		178.6	
Travel Time (s)		15.8	7.0		12.9	
Confl. Peds. (#/hr)	20			20	11	21
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.96	0.96	0.96	0.96	1.00	0.96
Heavy Vehicles (%)	0%	1%	1%	1%	2%	3%
Adj. Flow (vph)	68	374	414	197	169	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	374	414	197	169	52
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		5.4	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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24			14	24	14
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (m)	6.1	30.5	30.5	6.1	6.1	6.1
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	1.8	1.8	6.1	6.1	6.1
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						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	31.5	31.5	31.5	31.5	36.5	36.5
Total Split (%)	46.3%	46.3%	46.3%	46.3%	53.7%	53.7%
Maximum Green (s)	25.0	25.0	25.0	25.0	30.0	30.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	3.0	3.0	0.0	1.0	0.0
Total Lost Time (s)	6.5	9.5	9.5	6.5	7.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	Min	Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0
Flash Dont Walk (s)	20.0	20.0	20.0	20.0	14.0	14.0
Pedestrian Calls (#/hr)	7	7	7	7	6	6
Act Effct Green (s)	41.1	38.1	38.1	41.1	12.9	13.9
Actuated g/C Ratio	0.60	0.56	0.56	0.60	0.19	0.20
v/c Ratio	0.12	0.18	0.20	0.19	0.50	0.15
Control Delay	8.4	8.8	8.9	2.2	28.6	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	8.8	8.9	2.2	28.6	6.7
LOS	A	A	A	A	C	A
Approach Delay		8.7	6.7		23.4	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 68			
Actuated Cycle Length: 68			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			

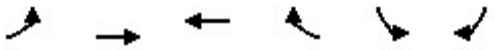
Splits and Phases: 3: Rathburn Road East & Ponytrail Drive





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	68	374	414	197	169	52
v/c Ratio	0.12	0.18	0.20	0.19	0.50	0.15
Control Delay	8.4	8.8	8.9	2.2	28.6	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	8.8	8.9	2.2	28.6	6.7
Queue Length 50th (m)	2.7	9.3	10.4	0.0	18.6	0.0
Queue Length 95th (m)	10.7	22.3	24.6	8.7	26.6	5.6
Internal Link Dist (m)		196.1	73.1		154.6	
Turn Bay Length (m)	60.0			30.0		25.0
Base Capacity (vph)	583	2025	2025	1014	762	707
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	0.12	0.18	0.20	0.19	0.22	0.07

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	359	397	189	169	50
Future Volume (vph)	65	359	397	189	169	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	9.5	9.5	6.5	7.5	6.5
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.96	1.00	0.97
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1802	3614	3614	1549	1789	1537
Flt Permitted	0.51	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	966	3614	3614	1549	1789	1537
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	1.00	0.96
Adj. Flow (vph)	68	374	414	197	169	52
RTOR Reduction (vph)	0	0	0	78	0	41
Lane Group Flow (vph)	68	374	414	119	169	11
Confl. Peds. (#/hr)	20			20	11	21
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	0%	1%	1%	1%	2%	3%
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	41.1	41.1	41.1	41.1	13.9	13.9
Effective Green, g (s)	41.1	38.1	38.1	41.1	12.9	13.9
Actuated g/C Ratio	0.60	0.56	0.56	0.60	0.19	0.20
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	583	2024	2024	936	339	314
v/s Ratio Prot		0.10	c0.11		c0.09	
v/s Ratio Perm	0.07			0.08		0.01
v/c Ratio	0.12	0.18	0.20	0.13	0.50	0.03
Uniform Delay, d1	5.7	7.3	7.4	5.8	24.7	21.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2	0.1	0.1	1.2	0.0
Delay (s)	6.1	7.5	7.5	5.8	25.8	21.7
Level of Service	A	A	A	A	C	C
Approach Delay (s)		7.3	6.9		24.8	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	26	31	589	495	41
Future Volume (vph)	11	26	31	589	495	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	10.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.6		6.0			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.904				0.988	
Flt Protected	0.986		0.950			
Satd. Flow (prot)	1712	0	1825	3614	3541	0
Flt Permitted	0.986		0.950			
Satd. Flow (perm)	1712	0	1825	3614	3541	0
Link Speed (k/h)	48			48	50	
Link Distance (m)	44.7			41.4	97.1	
Travel Time (s)	3.4			3.1	7.0	
Confl. Peds. (#/hr)	1	14	21			21
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	11	27	32	601	505	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	32	601	547	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)	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	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	26	31	589	495	41
Future Volume (Veh/h)	11	26	31	589	495	41
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	11	27	32	601	505	42
Pedestrians	21			14	1	
Lane Width (m)	3.7			3.7	3.7	
Walking Speed (m/s)	1.1			1.1	1.1	
Percent Blockage	2			1	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				317	97	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	912	308	568			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	831	204	473			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	96	97			
cM capacity (veh/h)	285	754	1037			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	38	32	300	300	337	210
Volume Left	11	32	0	0	0	0
Volume Right	27	0	0	0	0	42
cSH	511	1037	1700	1700	1700	1700
Volume to Capacity	0.07	0.03	0.18	0.18	0.20	0.12
Queue Length 95th (m)	1.7	0.7	0.0	0.0	0.0	0.0
Control Delay (s)	12.6	8.6	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.6	0.4			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		

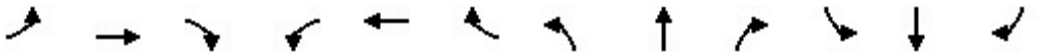
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	28	3	576	23	13	506
Future Volume (vph)	28	3	576	23	13	506
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	10.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.6				6.0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor						
Frt	0.987		0.994			
Flt Protected	0.957				0.950	
Satd. Flow (prot)	1815	0	3560	0	1825	3544
Flt Permitted	0.957				0.950	
Satd. Flow (perm)	1815	0	3560	0	1825	3544
Link Speed (k/h)	48		48			48
Link Distance (m)	79.6		108.4			41.4
Travel Time (s)	6.0		8.1			3.1
Confl. Peds. (#/hr)				18	18	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	29	3	588	23	13	516
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	611	0	13	516
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	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.7%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	3	576	23	13	506
Future Volume (Veh/h)	28	3	576	23	13	506
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	29	3	588	23	13	516
Pedestrians	18					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	2					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			276			138
pX, platoon unblocked	0.99					
vC, conflicting volume	902	324			629	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	877	324			629	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	100			99	
cM capacity (veh/h)	280	667			947	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	32	392	219	13	258	258
Volume Left	29	0	0	13	0	0
Volume Right	3	0	23	0	0	0
cSH	296	1700	1700	947	1700	1700
Volume to Capacity	0.11	0.23	0.13	0.01	0.15	0.15
Queue Length 95th (m)	2.5	0.0	0.0	0.3	0.0	0.0
Control Delay (s)	18.6	0.0	0.0	8.9	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	18.6	0.0		0.2		
Approach LOS	C					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		



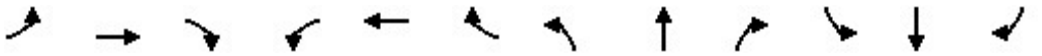
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	0	26	1	0	0	30	613	0	0	518	17
Future Volume (vph)	26	0	26	1	0	0	30	613	0	0	518	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	31.0		0.0	0.0		30.0
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (m)	2.5			2.5			40.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.932										0.850
Flt Protected		0.976			0.950		0.950					
Satd. Flow (prot)	0	1713	0	0	1825	0	1825	3614	0	0	3579	1633
Flt Permitted		0.976			0.950		0.950					
Satd. Flow (perm)	0	1713	0	0	1825	0	1825	3614	0	0	3579	1633
Link Speed (k/h)		40			50			50			50	
Link Distance (m)		80.4			52.3			167.1			108.4	
Travel Time (s)		7.2			3.8			12.0			7.8	
Confl. Peds. (#/hr)	3					3	11		6	6		11
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 (%)	0%	2%	4%	0%	2%	0%	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	26	0	26	1	0	0	30	619	0	0	523	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	1	0	30	619	0	0	523	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.9%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	0	26	1	0	0	30	613	0	0	518	17
Future Volume (Veh/h)	26	0	26	1	0	0	30	613	0	0	518	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	26	0	26	1	0	0	30	619	0	0	523	17
Pedestrians		11			6						3	
Lane Width (m)		3.7			3.7						3.7	
Walking Speed (m/s)		1.1			1.1						1.1	
Percent Blockage		1			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								167			247	
pX, platoon unblocked												
vC, conflicting volume	906	1219	272	972	1236	318	551			625		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	906	1219	272	972	1236	318	551			625		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	100	96	99	100	100	97			100		
cM capacity (veh/h)	223	171	712	194	167	677	1018			961		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	52	1	30	413	206	262	262	17
Volume Left	26	1	30	0	0	0	0	0
Volume Right	26	0	0	0	0	0	0	17
cSH	340	194	1018	1700	1700	1700	1700	1700
Volume to Capacity	0.15	0.01	0.03	0.24	0.12	0.15	0.15	0.01
Queue Length 95th (m)	3.7	0.1	0.6	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	17.5	23.7	8.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	C	A					
Approach Delay (s)	17.5	23.7	0.4			0.0		
Approach LOS	C	C						

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	31.9%	ICU Level of Service		A
Analysis Period (min)	15			

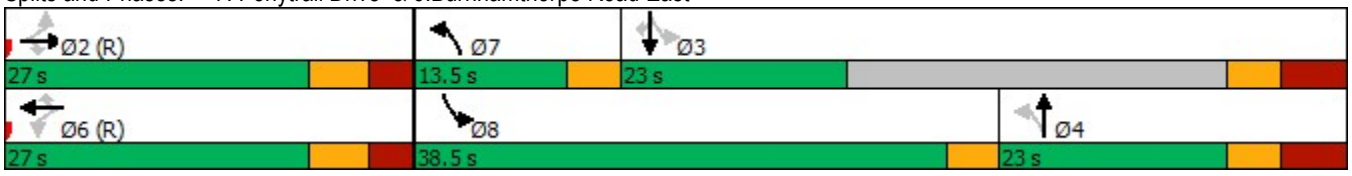


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	963	26	81	1044	500	13	41	38	376	70	67
Future Volume (vph)	61	963	26	81	1044	500	13	41	38	376	70	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	55.0		46.0	45.0		55.0	32.0		0.0	62.0		60.0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (m)	22.0			52.0			25.0			42.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor	1.00		0.96	1.00		0.97	0.99	0.99		0.98		0.98
Frt			0.850			0.850		0.928				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	3510	1570	1738	3614	1601	1825	1729	0	3471	1921	1633
Flt Permitted	0.175			0.208			0.711			0.553		
Satd. Flow (perm)	335	3510	1512	379	3614	1559	1355	1729	0	1987	1921	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			423		39				92
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		305.9			443.3			194.4			167.1	
Travel Time (s)		18.4			26.6			14.0			12.0	
Confl. Peds. (#/hr)	18		13	13		18	11		15	15		11
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	4%	4%	5%	1%	2%	0%	0%	4%	2%	0%	0%
Adj. Flow (vph)	62	983	27	83	1065	510	13	42	39	384	71	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	983	27	83	1065	510	13	81	0	384	71	68
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.4			5.4			5.8			9.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5		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
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
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8		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
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
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
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
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	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		8	3	
Permitted Phases	2		2	6		6	4			3		3
Detector Phase	2	2	2	6	6	6	7	4		8	3	3
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0	17.0	13.5	23.0		13.5	23.0	23.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	13.5	23.0		38.5	23.0	23.0
Total Split (%)	30.5%	30.5%	30.5%	30.5%	30.5%	30.5%	15.3%	26.0%		43.5%	26.0%	26.0%
Maximum Green (s)	20.0	20.0	20.0	20.0	20.0	20.0	10.0	15.0		35.0	15.0	15.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	0.0	4.5		0.0	4.5	4.5
Lost Time Adjust (s)	0.0	3.0	0.0	0.0	3.0	0.0	1.0	3.0		1.0	3.0	0.0
Total Lost Time (s)	7.0	10.0	7.0	7.0	10.0	7.0	4.5	11.0		4.5	11.0	8.0
Lead/Lag							Lead	Lag		Lead	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	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	Min		Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0		10.0			10.0	10.0
Flash Dont Walk (s)	23.0	23.0	23.0	23.0	23.0	23.0		23.0			23.0	23.0
Pedestrian Calls (#/hr)	6	6	6	5	5	5		5			7	7
Act Effct Green (s)	41.9	38.9	41.9	41.9	38.9	41.9	27.1	11.6		34.7	25.9	28.9
Actuated g/C Ratio	0.47	0.44	0.47	0.47	0.44	0.47	0.31	0.13		0.39	0.29	0.33
v/c Ratio	0.39	0.64	0.03	0.46	0.67	0.53	0.03	0.31		0.39	0.13	0.12
Control Delay	31.4	24.7	0.1	32.9	25.3	6.6	12.9	21.1		18.4	22.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	31.4	24.7	0.1	32.9	25.3	6.6	12.9	21.1		18.4	22.0	2.7
LOS	C	C	A	C	C	A	B	C		B	C	A
Approach Delay		24.4			19.9			20.0			16.8	
Approach LOS		C			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 88.5			
Actuated Cycle Length: 88.5			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Ponytrail Drive & 6.Burnhamthorpe Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	62	983	27	83	1065	510	13	81	384	71	68
v/c Ratio	0.39	0.64	0.03	0.46	0.67	0.53	0.03	0.31	0.39	0.13	0.12
Control Delay	31.4	24.7	0.1	32.9	25.3	6.6	12.9	21.1	18.4	22.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	24.7	0.1	32.9	25.3	6.6	12.9	21.1	18.4	22.0	2.7
Queue Length 50th (m)	5.5	56.4	0.0	7.7	62.3	6.7	1.3	6.3	21.9	8.2	0.0
Queue Length 95th (m)	#27.9	#130.9	0.0	#35.8	#143.4	40.8	2.8	13.1	18.7	15.0	4.5
Internal Link Dist (m)		281.9			419.3			170.4		143.1	
Turn Bay Length (m)	55.0		46.0	45.0		55.0	32.0		62.0		60.0
Base Capacity (vph)	158	1542	793	179	1587	960	462	337	1417	803	773
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.64	0.03	0.46	0.67	0.53	0.03	0.24	0.27	0.09	0.09

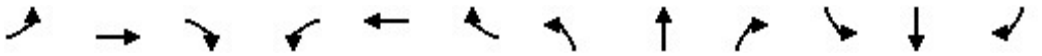
Intersection Summary

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 (vph)	61	963	26	81	1044	500	13	41	38	376	70	67
Future Volume (vph)	61	963	26	81	1044	500	13	41	38	376	70	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	10.0	7.0	7.0	10.0	7.0	4.5	11.0		4.5	11.0	8.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1820	3510	1512	1732	3614	1559	1815	1729		3440	1921	1599
Flt Permitted	0.17	1.00	1.00	0.21	1.00	1.00	0.71	1.00		0.55	1.00	1.00
Satd. Flow (perm)	334	3510	1512	380	3614	1559	1358	1729		2002	1921	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	62	983	27	83	1065	510	13	42	39	384	71	68
RTOR Reduction (vph)	0	0	15	0	0	236	0	33	0	0	0	46
Lane Group Flow (vph)	62	983	12	83	1065	274	13	48	0	384	71	22
Confl. Peds. (#/hr)	18		13	13		18	11		15	15		11
Heavy Vehicles (%)	0%	4%	4%	5%	1%	2%	0%	0%	4%	2%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		8	3	
Permitted Phases	2		2	6		6	4			3		3
Actuated Green, G (s)	39.1	39.1	39.1	39.1	39.1	39.1	19.4	17.4		34.4	28.9	28.9
Effective Green, g (s)	39.1	36.1	39.1	39.1	36.1	39.1	17.4	14.4		33.4	25.9	28.9
Actuated g/C Ratio	0.44	0.41	0.44	0.44	0.41	0.44	0.20	0.16		0.38	0.29	0.33
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.5	8.0		3.5	8.0	8.0
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
Lane Grp Cap (vph)	147	1431	668	167	1474	688	272	281		958	562	522
v/s Ratio Prot		0.28			c0.29		0.00	0.03		c0.06	0.04	
v/s Ratio Perm	0.19		0.01	0.22		0.18	0.01			c0.09		0.01
v/c Ratio	0.42	0.69	0.02	0.50	0.72	0.40	0.05	0.17		0.40	0.13	0.04
Uniform Delay, d1	16.9	21.6	13.9	17.7	22.0	16.7	28.8	31.9		19.4	23.0	20.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	8.6	2.7	0.0	10.2	3.1	1.7	0.1	0.3		0.3	0.1	0.0
Delay (s)	25.6	24.3	13.9	27.9	25.1	18.4	28.8	32.2		19.7	23.1	20.4
Level of Service	C	C	B	C	C	B	C	C		B	C	C
Approach Delay (s)		24.1			23.2			31.7			20.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	88.5	Sum of lost time (s)	25.5
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

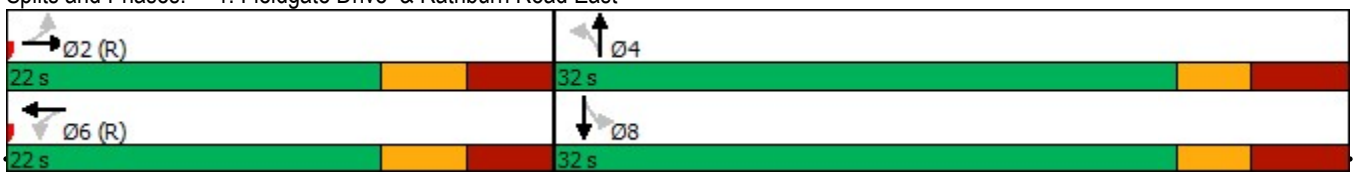


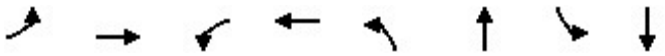
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	184	24	15	264	201	52	103	13	64	54	36
Future Volume (vph)	32	184	24	15	264	201	52	103	13	64	54	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	55.0		0.0	55.0		0.0	61.0		60.0	62.0		60.0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (m)	100.0			47.0			54.0			85.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	0.99		1.00	1.00		1.00	0.99	
Frt		0.983			0.935			0.983			0.941	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1706	3373	0	1825	3304	0	1825	3486	0	1789	3337	0
Flt Permitted	0.458			0.606			0.688			0.669		
Satd. Flow (perm)	821	3373	0	1162	3304	0	1320	3486	0	1254	3337	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			226			15			40	
Link Speed (k/h)		50			50			40			40	
Link Distance (m)		240.9			351.6			186.0			189.8	
Travel Time (s)		17.3			25.3			16.7			17.1	
Confl. Peds. (#/hr)	9		9	9		9	4		18	18		4
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	7%	7%	0%	0%	3%	2%	0%	1%	16%	2%	0%	6%
Adj. Flow (vph)	36	207	27	17	297	226	58	116	15	72	61	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	234	0	17	523	0	58	131	0	72	101	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)		5.4			5.4			5.4			5.4	
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	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		32.0	32.0		32.0	32.0	
Total Split (s)	22.0	22.0		22.0	22.0		32.0	32.0		32.0	32.0	
Total Split (%)	40.7%	40.7%		40.7%	40.7%		59.3%	59.3%		59.3%	59.3%	
Maximum Green (s)	15.0	15.0		15.0	15.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	3.0		0.0	3.0		0.0	3.0		0.0	3.0	
Total Lost Time (s)	7.0	10.0		7.0	10.0		7.0	10.0		7.0	10.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		Ped	Ped		Ped	Ped	
Walk Time (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	37.0	37.0		37.0	37.0		40.0	40.0		40.0	40.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		6	6	
Act Effct Green (s)	12.0	9.0		12.0	9.0		28.0	25.0		28.0	25.0	
Actuated g/C Ratio	0.22	0.17		0.22	0.17		0.52	0.46		0.52	0.46	
v/c Ratio	0.20	0.40		0.07	0.71		0.08	0.08		0.11	0.06	
Control Delay	18.8	19.5		15.9	17.2		7.9	8.1		8.1	6.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.8	19.5		15.9	17.2		7.9	8.1		8.1	6.3	
LOS	B	B		B	B		A	A		A	A	
Approach Delay		19.4			17.2			8.1			7.1	
Approach LOS		B			B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 54			
Actuated Cycle Length: 54			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 97.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Fieldgate Drive & Rathburn Road East



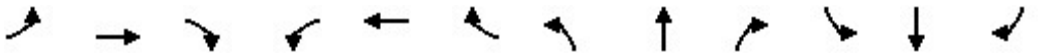


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Protected Phases		2		6		4		8
Permitted Phases	2		6		4		8	
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	22.0	22.0	22.0	22.0	32.0	32.0	32.0	32.0
Total Split (s)	22.0	22.0	22.0	22.0	32.0	32.0	32.0	32.0
Total Split (%)	40.7%	40.7%	40.7%	40.7%	59.3%	59.3%	59.3%	59.3%
Maximum Green (s)	15.0	15.0	15.0	15.0	25.0	25.0	25.0	25.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.0	3.0	3.0	3.0
All-Red Time (s)	3.5	3.5	3.5	3.5	4.0	4.0	4.0	4.0
Lead/Lag								
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	Ped	Ped	Ped	Ped
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Flash Dont Walk (s)	37.0	37.0	37.0	37.0	40.0	40.0	40.0	40.0
Pedestrian Calls (#/hr)	5	5	5	5	5	5	6	6
90th %ile Green (s)	15.0	15.0	15.0	15.0	25.0	25.0	25.0	25.0
90th %ile Term Code	Coord	Coord	Coord	Coord	Ped	Ped	Ped	Ped
70th %ile Green (s)	13.8	13.8	13.8	13.8	26.2	26.2	26.2	26.2
70th %ile Term Code	Coord	Coord	Coord	Coord	Ped	Ped	Ped	Ped
50th %ile Green (s)	11.3	11.3	11.3	11.3	28.7	28.7	28.7	28.7
50th %ile Term Code	Coord	Coord	Coord	Coord	Ped	Ped	Ped	Ped
30th %ile Green (s)	10.0	10.0	10.0	10.0	30.0	30.0	30.0	30.0
30th %ile Term Code	Coord	Coord	Coord	Coord	Ped	Ped	Ped	Ped
10th %ile Green (s)	10.0	10.0	10.0	10.0	30.0	30.0	30.0	30.0
10th %ile Term Code	Coord	Coord	Coord	Coord	Ped	Ped	Ped	Ped

Intersection Summary
Cycle Length: 54
Actuated Cycle Length: 54
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Control Type: Actuated-Coordinated

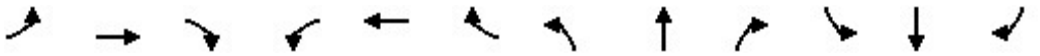
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	184	24	15	264	201	52	103	13	64	54	36
Future Volume (vph)	32	184	24	15	264	201	52	103	13	64	54	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	10.0		7.0	10.0		7.0	10.0		7.0	10.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.94		1.00	0.98		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1703	3372		1821	3305		1823	3485		1781	3336	
Flt Permitted	0.46	1.00		0.61	1.00		0.69	1.00		0.67	1.00	
Satd. Flow (perm)	822	3372		1162	3305		1321	3485		1254	3336	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	36	207	27	17	297	226	58	116	15	72	61	40
RTOR Reduction (vph)	0	20	0	0	188	0	0	8	0	0	21	0
Lane Group Flow (vph)	36	214	0	17	335	0	58	123	0	72	80	0
Confl. Peds. (#/hr)	9		9	9		9	4		18	18		4
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	7%	7%	0%	0%	3%	2%	0%	1%	16%	2%	0%	6%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	12.0	12.0		12.0	12.0		28.0	28.0		28.0	28.0	
Effective Green, g (s)	12.0	9.0		12.0	9.0		28.0	25.0		28.0	25.0	
Actuated g/C Ratio	0.22	0.17		0.22	0.17		0.52	0.46		0.52	0.46	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	182	562		258	550		684	1613		650	1544	
v/s Ratio Prot		0.06			c0.10			0.04			0.02	
v/s Ratio Perm	0.04			0.01			0.04			c0.06		
v/c Ratio	0.20	0.38		0.07	0.61		0.08	0.08		0.11	0.05	
Uniform Delay, d1	17.1	20.0		16.6	20.9		6.5	8.1		6.6	8.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	2.0		0.5	4.9		0.1	0.0		0.1	0.0	
Delay (s)	19.5	22.0		17.1	25.8		6.6	8.1		6.7	8.0	
Level of Service	B	C		B	C		A	A		A	A	
Approach Delay (s)		21.6			25.5			7.6			7.5	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	257	30	11	426	1	54	0	20	8	0	6
Future Volume (vph)	2	257	30	11	426	1	54	0	20	8	0	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.6			25.0			7.6			7.6		
Lane Util. Factor	0.95	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												
Frt		0.984						0.964			0.941	
Flt Protected				0.950				0.965			0.973	
Satd. Flow (prot)	0	3380	0	1615	3544	0	0	1741	0	0	1759	0
Flt Permitted				0.950				0.965			0.973	
Satd. Flow (perm)	0	3380	0	1615	3544	0	0	1741	0	0	1759	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		351.6			220.1			62.4			81.5	
Travel Time (s)		25.3			15.8			4.7			5.9	
Confl. Peds. (#/hr)	15		18	18		15	32					32
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	6%	9%	13%	3%	0%	0%	2%	10%	0%	2%	0%
Adj. Flow (vph)	2	289	34	12	479	1	61	0	22	9	0	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	325	0	12	480	0	0	83	0	0	16	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)		3.7			3.7			0.0			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	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

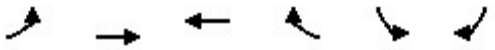
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.0%		ICU Level of Service A	
Analysis Period (min) 15			



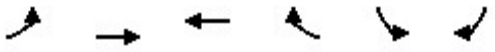
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	257	30	11	426	1	54	0	20	8	0	6
Future Volume (Veh/h)	2	257	30	11	426	1	54	0	20	8	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	2	289	34	12	479	1	61	0	22	9	0	7
Pedestrians		32						18			15	
Lane Width (m)		3.7						3.7			3.7	
Walking Speed (m/s)		1.1						1.1			1.1	
Percent Blockage		3						2			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)		352			220							
pX, platoon unblocked	0.99						0.99	0.99		0.99	0.99	0.99
vC, conflicting volume	495			341			630	847	180	689	864	287
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	475			341			611	830	180	670	846	265
tC, single (s)	4.1			4.4			7.5	6.5	7.1	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.3			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			99			82	100	97	97	100	99
cM capacity (veh/h)	1074			1120			346	289	794	319	283	702

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	146	178	12	319	161	83	16
Volume Left	2	0	12	0	0	61	9
Volume Right	0	34	0	0	1	22	7
cSH	1074	1700	1120	1700	1700	407	419
Volume to Capacity	0.00	0.10	0.01	0.19	0.09	0.20	0.04
Queue Length 95th (m)	0.0	0.0	0.2	0.0	0.0	5.3	0.8
Control Delay (s)	0.1	0.0	8.2	0.0	0.0	16.1	13.9
Lane LOS	A		A			C	B
Approach Delay (s)	0.1		0.2			16.1	13.9
Approach LOS						C	B

Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	29.0%	ICU Level of Service		A
Analysis Period (min)	15			



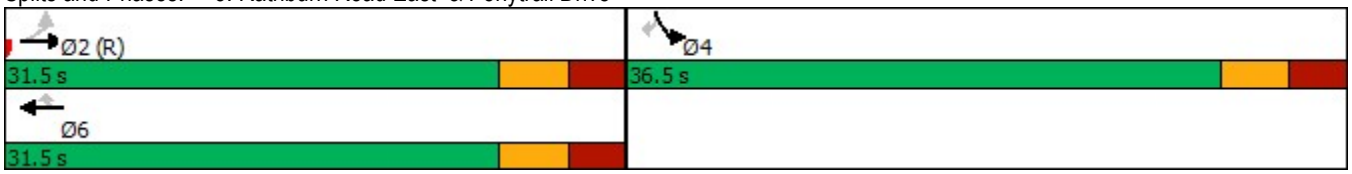
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	34	223	397	91	182	44
Future Volume (vph)	34	223	397	91	182	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	60.0			30.0	0.0	25.0
Storage Lanes	1			1	1	1
Taper Length (m)	18.0				7.6	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	1.00			0.97	1.00	0.98
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1630	3476	3544	1512	1772	1585
Flt Permitted	0.501				0.950	
Satd. Flow (perm)	855	3476	3544	1468	1769	1547
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				99		48
Link Speed (k/h)		50	50		50	
Link Distance (m)		220.1	97.1		178.6	
Travel Time (s)		15.8	7.0		12.9	
Confl. Peds. (#/hr)	8			8	2	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	12%	5%	3%	8%	3%	3%
Adj. Flow (vph)	37	242	432	99	198	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	242	432	99	198	48
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		5.4	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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24			14	24	14
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (m)	6.1	30.5	30.5	6.1	6.1	6.1
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	1.8	1.8	6.1	6.1	6.1
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			

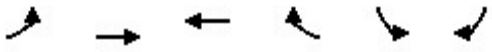


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	31.5	31.5	31.5	31.5	36.5	36.5
Total Split (%)	46.3%	46.3%	46.3%	46.3%	53.7%	53.7%
Maximum Green (s)	25.0	25.0	25.0	25.0	30.0	30.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	3.0	3.0	0.0	1.0	0.0
Total Lost Time (s)	6.5	9.5	9.5	6.5	7.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	Min	Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0
Flash Dont Walk (s)	20.0	20.0	20.0	20.0	14.0	14.0
Pedestrian Calls (#/hr)	5	5	5	5	5	5
Act Effct Green (s)	40.4	37.4	37.4	40.4	13.6	14.6
Actuated g/C Ratio	0.59	0.55	0.55	0.59	0.20	0.21
v/c Ratio	0.07	0.13	0.22	0.11	0.56	0.13
Control Delay	8.5	8.9	9.3	2.7	29.6	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.5	8.9	9.3	2.7	29.6	6.6
LOS	A	A	A	A	C	A
Approach Delay		8.8	8.1		25.1	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 68			
Actuated Cycle Length: 68			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 12.3		Intersection LOS: B	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

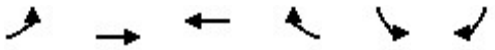
Splits and Phases: 3: Rathburn Road East & Ponytrail Drive





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Minimum Initial (s)	10.0	10.0	5.0	5.0	10.0	10.0
Minimum Split (s)	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	31.5	31.5	31.5	31.5	36.5	36.5
Total Split (%)	46.3%	46.3%	46.3%	46.3%	53.7%	53.7%
Maximum Green (s)	25.0	25.0	25.0	25.0	30.0	30.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	C-Min	Min	Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0
Flash Dont Walk (s)	20.0	20.0	20.0	20.0	14.0	14.0
Pedestrian Calls (#/hr)	5	5	5	5	5	5
90th %ile Green (s)	31.0	31.0	31.0	31.0	24.0	24.0
90th %ile Term Code	Coord	Coord	Coord	Coord	Ped	Ped
70th %ile Green (s)	39.9	39.9	39.9	39.9	15.1	15.1
70th %ile Term Code	Coord	Coord	Coord	Coord	Gap	Gap
50th %ile Green (s)	42.0	42.0	42.0	42.0	13.0	13.0
50th %ile Term Code	Coord	Coord	Coord	Coord	Gap	Gap
30th %ile Green (s)	44.2	44.2	44.2	44.2	10.8	10.8
30th %ile Term Code	Coord	Coord	Coord	Coord	Gap	Gap
10th %ile Green (s)	45.0	45.0	45.0	45.0	10.0	10.0
10th %ile Term Code	Coord	Coord	Coord	Coord	Min	Min

Intersection Summary
Cycle Length: 68
Actuated Cycle Length: 68
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green
Control Type: Actuated-Coordinated



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	34	223	397	91	182	44
Future Volume (vph)	34	223	397	91	182	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	9.5	9.5	6.5	7.5	6.5
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.97	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1621	3476	3544	1468	1772	1547
Flt Permitted	0.50	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	854	3476	3544	1468	1772	1547
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	37	242	432	99	198	48
RTOR Reduction (vph)	0	0	0	40	0	38
Lane Group Flow (vph)	37	242	432	59	198	10
Confl. Peds. (#/hr)	8			8	2	15
Heavy Vehicles (%)	12%	5%	3%	8%	3%	3%
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	40.4	40.4	40.4	40.4	14.6	14.6
Effective Green, g (s)	40.4	37.4	37.4	40.4	13.6	14.6
Actuated g/C Ratio	0.59	0.55	0.55	0.59	0.20	0.21
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	507	1911	1949	872	354	332
v/s Ratio Prot		0.07	c0.12		c0.11	
v/s Ratio Perm	0.04			0.04		0.01
v/c Ratio	0.07	0.13	0.22	0.07	0.56	0.03
Uniform Delay, d1	5.9	7.4	7.8	5.8	24.5	21.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.1	0.1	0.0	1.9	0.0
Delay (s)	6.1	7.5	7.9	5.9	26.4	21.1
Level of Service	A	A	A	A	C	C
Approach Delay (s)		7.4	7.5		25.4	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.31		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	91	32	477	416	3
Future Volume (vph)	17	91	32	477	416	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	10.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.6		6.0			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.886				0.999	
Flt Protected	0.992		0.950			
Satd. Flow (prot)	1619	0	1825	3510	3507	0
Flt Permitted	0.992		0.950			
Satd. Flow (perm)	1619	0	1825	3510	3507	0
Link Speed (k/h)	48			48	50	
Link Distance (m)	44.7			41.4	97.1	
Travel Time (s)	3.4			3.1	7.0	
Confl. Peds. (#/hr)		11	41			41
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	6%	4%	0%	4%	4%	0%
Adj. Flow (vph)	18	98	34	513	447	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	116	0	34	513	450	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)	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	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	17	91	32	477	416	3
Future Volume (Veh/h)	17	91	32	477	416	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	18	98	34	513	447	3
Pedestrians	41			11		
Lane Width (m)	3.7			3.7		
Walking Speed (m/s)	1.1			1.1		
Percent Blockage	4			1		
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				317	97	
pX, platoon unblocked	0.99	0.99	0.99			
vC, conflicting volume	814	277	491			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	795	253	469			
tC, single (s)	6.9	7.0	4.1			
tC, 2 stage (s)						
tF (s)	3.6	3.3	2.2			
p0 queue free %	94	86	97			
cM capacity (veh/h)	292	698	1052			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	116	34	256	256	298	152
Volume Left	18	34	0	0	0	0
Volume Right	98	0	0	0	0	3
cSH	575	1052	1700	1700	1700	1700
Volume to Capacity	0.20	0.03	0.15	0.15	0.18	0.09
Queue Length 95th (m)	5.2	0.7	0.0	0.0	0.0	0.0
Control Delay (s)	12.8	8.5	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.8	0.5			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		

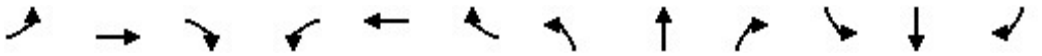
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	21	14	496	9	8	501
Future Volume (vph)	21	14	496	9	8	501
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	10.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.6				6.0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor						
Frt	0.947		0.997			
Flt Protected	0.971				0.950	
Satd. Flow (prot)	1712	0	3535	0	1825	3510
Flt Permitted	0.971				0.950	
Satd. Flow (perm)	1712	0	3535	0	1825	3510
Link Speed (k/h)	50		48			48
Link Distance (m)	79.6		108.4			41.4
Travel Time (s)	5.7		8.1			3.1
Confl. Peds. (#/hr)				12	12	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	8%	3%	0%	0%	4%
Adj. Flow (vph)	23	15	533	10	9	539
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	543	0	9	539
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	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.0%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	21	14	496	9	8	501
Future Volume (Veh/h)	21	14	496	9	8	501
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	23	15	533	10	9	539
Pedestrians	12					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			276			138
pX, platoon unblocked						
vC, conflicting volume	838	284			555	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	838	284			555	
tC, single (s)	6.8	7.1			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.4			2.2	
p0 queue free %	92	98			99	
cM capacity (veh/h)	303	688			1014	

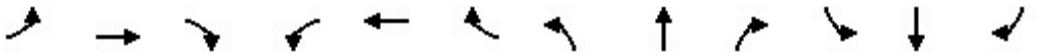
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	38	355	188	9	270	270
Volume Left	23	0	0	9	0	0
Volume Right	15	0	10	0	0	0
cSH	389	1700	1700	1014	1700	1700
Volume to Capacity	0.10	0.21	0.11	0.01	0.16	0.16
Queue Length 95th (m)	2.3	0.0	0.0	0.2	0.0	0.0
Control Delay (s)	15.3	0.0	0.0	8.6	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	15.3	0.0		0.1		
Approach LOS	C					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	24.0%	ICU Level of Service	A
Analysis Period (min)	15		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	35	0	0	1	11	496	0	1	505	17
Future Volume (vph)	10	0	35	0	0	1	11	496	0	1	505	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	31.0		0.0	0.0		30.0
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (m)	2.5			2.5			40.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	1.00
Ped Bike Factor												
Frt		0.896			0.865							0.850
Flt Protected		0.989					0.950					
Satd. Flow (prot)	0	1702	0	0	1662	0	1825	3544	0	0	3544	1219
Flt Permitted		0.989					0.950					
Satd. Flow (perm)	0	1702	0	0	1662	0	1825	3544	0	0	3544	1219
Link Speed (k/h)		40			50			50			50	
Link Distance (m)		80.4			52.3			167.1			108.4	
Travel Time (s)		7.2			3.8			12.0			7.8	
Confl. Peds. (#/hr)							19		6	6		19
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 (%)	0%	2%	0%	2%	2%	0%	0%	3%	2%	0%	3%	34%
Adj. Flow (vph)	11	0	37	0	0	1	12	528	0	1	537	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	48	0	0	1	0	12	528	0	0	538	18
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.1%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	35	0	0	1	11	496	0	1	505	17
Future Volume (Veh/h)	10	0	35	0	0	1	11	496	0	1	505	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	11	0	37	0	0	1	12	528	0	1	537	18
Pedestrians		19			6							
Lane Width (m)		3.7			3.7							
Walking Speed (m/s)		1.1			1.1							
Percent Blockage		2			1							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								167			247	
pX, platoon unblocked												
vC, conflicting volume	847	1116	288	866	1134	270	574			534		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	847	1116	288	866	1134	270	574			534		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	95	100	100	100	99			100		
cM capacity (veh/h)	247	199	703	227	194	730	991			1038		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	48	1	12	352	176	180	358	18
Volume Left	11	0	12	0	0	1	0	0
Volume Right	37	1	0	0	0	0	0	18
cSH	493	730	991	1700	1700	1038	1700	1700
Volume to Capacity	0.10	0.00	0.01	0.21	0.10	0.00	0.21	0.01
Queue Length 95th (m)	2.2	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	13.1	9.9	8.7	0.0	0.0	0.1	0.0	0.0
Lane LOS	B	A	A			A		
Approach Delay (s)	13.1	9.9	0.2			0.0		
Approach LOS	B	A						

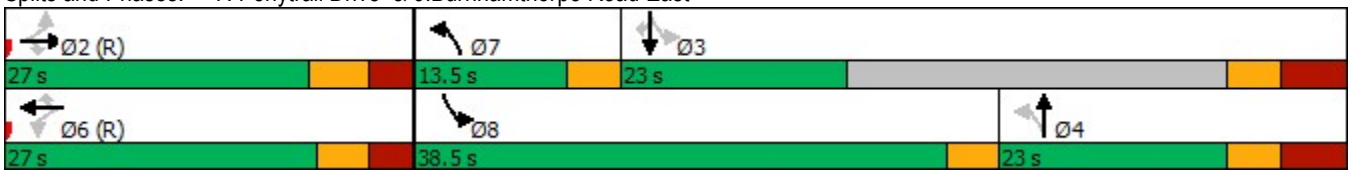
Intersection Summary				
Average Delay	0.7			
Intersection Capacity Utilization	35.1%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	1093	43	39	641	363	19	61	93	380	52	81
Future Volume (vph)	53	1093	43	39	641	363	19	61	93	380	52	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	55.0		46.0	45.0		55.0	32.0		0.0	62.0		60.0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (m)	22.0			52.0			25.0			42.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor	1.00		0.97	1.00		0.97	0.99	0.98		0.98		0.98
Frt			0.850			0.850		0.909				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1674	3544	1526	1755	3544	1601	1644	1663	0	3471	1779	1555
Flt Permitted	0.358			0.139			0.721			0.512		
Satd. Flow (perm)	628	3544	1478	256	3544	1559	1239	1663	0	1832	1779	1525
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			386		72				92
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		305.9			443.3			194.4			167.1	
Travel Time (s)		18.4			26.6			14.0			12.0	
Confl. Peds. (#/hr)	18		9	9		18	9		21	21		9
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 (%)	9%	3%	7%	4%	3%	2%	11%	5%	2%	2%	8%	5%
Adj. Flow (vph)	56	1163	46	41	682	386	20	65	99	404	55	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	1163	46	41	682	386	20	164	0	404	55	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.4			5.4			5.8			9.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5		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
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
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8		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
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
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
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
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	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		8	3	
Permitted Phases	2		2	6		6	4			3		3
Detector Phase	2	2	2	6	6	6	7	4		8	3	3
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0	17.0	13.5	23.0		13.5	23.0	23.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	13.5	23.0		38.5	23.0	23.0
Total Split (%)	30.5%	30.5%	30.5%	30.5%	30.5%	30.5%	15.3%	26.0%		43.5%	26.0%	26.0%
Maximum Green (s)	20.0	20.0	20.0	20.5	20.5	20.5	10.0	15.0		35.0	15.0	15.0
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	0.0	4.5		0.0	4.5	4.5
Lost Time Adjust (s)	0.0	3.0	0.0	0.0	3.0	0.0	1.0	3.0		1.0	3.0	0.0
Total Lost Time (s)	7.0	10.0	7.0	6.5	9.5	6.5	4.5	11.0		4.5	11.0	8.0
Lead/Lag							Lead	Lag		Lead	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	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	Min		Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0		10.0			10.0	10.0
Flash Dont Walk (s)	23.0	23.0	23.0	23.0	23.0	23.0		23.0			23.0	23.0
Pedestrian Calls (#/hr)	6	6	6	5	5	5		5			7	7
Act Effct Green (s)	41.2	38.2	41.2	41.7	38.7	41.7	27.7	12.2		35.5	23.9	26.9
Actuated g/C Ratio	0.47	0.43	0.47	0.47	0.44	0.47	0.31	0.14		0.40	0.27	0.30
v/c Ratio	0.19	0.76	0.06	0.34	0.44	0.41	0.05	0.56		0.42	0.11	0.16
Control Delay	20.8	28.2	0.1	32.2	20.8	4.0	13.1	26.0		18.2	24.3	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	20.8	28.2	0.1	32.2	20.8	4.0	13.1	26.0		18.2	24.3	5.0
LOS	C	C	A	C	C	A	B	C		B	C	A
Approach Delay		26.8			15.4			24.6			16.8	
Approach LOS		C			B			C			B	

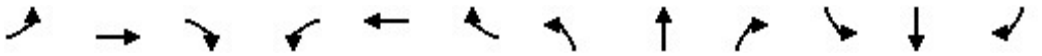
Intersection Summary			
Area Type:	Other		
Cycle Length: 88.5			
Actuated Cycle Length: 88.5			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 94.9%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 7: Ponytrail Drive & 6.Burnhamthorpe Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Protected Phases		2			6		7	4	8	3	
Permitted Phases	2		2	6		6	4		3		3
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0	17.0	13.5	23.0	13.5	23.0	23.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	13.5	23.0	38.5	23.0	23.0
Total Split (%)	30.5%	30.5%	30.5%	30.5%	30.5%	30.5%	15.3%	26.0%	43.5%	26.0%	26.0%
Maximum Green (s)	20.0	20.0	20.0	20.5	20.5	20.5	10.0	15.0	35.0	15.0	15.0
Yellow Time (s)	4.0	4.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	0.0	4.5	0.0	4.5	4.5
Lead/Lag							Lead	Lag	Lead	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	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	Min	Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0		10.0		10.0	10.0
Flash Dont Walk (s)	23.0	23.0	23.0	23.0	23.0	23.0		23.0		23.0	23.0
Pedestrian Calls (#/hr)	6	6	6	5	5	5		5		7	7
90th %ile Green (s)	24.0	24.0	24.0	24.5	24.5	24.5	10.0	33.0	13.0	36.0	36.0
90th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Max	Ped	Gap	Hold	Hold
70th %ile Green (s)	42.2	42.2	42.2	42.7	42.7	42.7	10.0	12.7	15.1	17.8	17.8
70th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Max	Gap	Gap	Hold	Hold
50th %ile Green (s)	44.3	44.3	44.3	44.8	44.8	44.8	0.0	10.4	15.3	29.2	29.2
50th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Skip	Gap	Gap	Hold	Hold
30th %ile Green (s)	46.5	46.5	46.5	47.0	47.0	47.0	0.0	10.0	13.5	27.0	27.0
30th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Skip	Min	Gap	Hold	Hold
10th %ile Green (s)	49.0	49.0	49.0	49.5	49.5	49.5	0.0	10.0	11.0	24.5	24.5
10th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Skip	Min	Gap	Hold	Hold

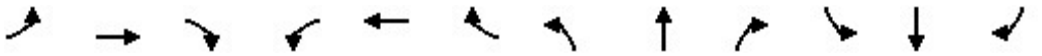
Intersection Summary
Cycle Length: 88.5
Actuated Cycle Length: 88.5
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Control Type: Actuated-Coordinated



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	1093	43	39	641	363	19	61	93	380	52	81
Future Volume (vph)	53	1093	43	39	641	363	19	61	93	380	52	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	10.0	7.0	6.5	9.5	6.5	4.5	11.0		4.5	11.0	8.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97	1.00	0.98		1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1665	3544	1478	1752	3544	1559	1636	1664		3436	1779	1525
Flt Permitted	0.36	1.00	1.00	0.14	1.00	1.00	0.72	1.00		0.51	1.00	1.00
Satd. Flow (perm)	628	3544	1478	256	3544	1559	1242	1664		1851	1779	1525
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	56	1163	46	41	682	386	20	65	99	404	55	86
RTOR Reduction (vph)	0	0	26	0	0	213	0	60	0	0	0	60
Lane Group Flow (vph)	56	1163	20	41	682	173	20	104	0	404	55	26
Confl. Peds. (#/hr)	18		9	9		18	9		21	21		9
Heavy Vehicles (%)	9%	3%	7%	4%	3%	2%	11%	5%	2%	2%	8%	5%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		8	3	
Permitted Phases	2		2	6		6	4			3		3
Actuated Green, G (s)	39.1	39.1	39.1	39.6	39.6	39.6	21.3	17.3		34.4	26.9	26.9
Effective Green, g (s)	39.1	36.1	39.1	39.6	36.6	39.6	19.3	14.3		33.4	23.9	26.9
Actuated g/C Ratio	0.44	0.41	0.44	0.45	0.41	0.45	0.22	0.16		0.38	0.27	0.30
Clearance Time (s)	7.0	7.0	7.0	6.5	6.5	6.5	3.5	8.0		3.5	8.0	8.0
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
Lane Grp Cap (vph)	277	1445	652	114	1465	697	284	268		924	480	463
v/s Ratio Prot		c0.33			0.19		0.00	0.06		c0.06	0.03	
v/s Ratio Perm	0.09		0.01	0.16		0.11	0.01			c0.10		0.02
v/c Ratio	0.20	0.80	0.03	0.36	0.47	0.25	0.07	0.39		0.44	0.11	0.06
Uniform Delay, d1	15.1	23.1	14.0	16.1	18.8	15.2	27.4	33.2		19.6	24.3	21.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	1.6	4.9	0.1	8.6	1.1	0.8	0.1	0.9		0.3	0.1	0.1
Delay (s)	16.8	28.0	14.1	24.7	19.9	16.0	27.5	34.1		19.9	24.4	21.9
Level of Service	B	C	B	C	B	B	C	C		B	C	C
Approach Delay (s)		27.0			18.7			33.4			20.7	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	88.5	Sum of lost time (s)	25.5
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

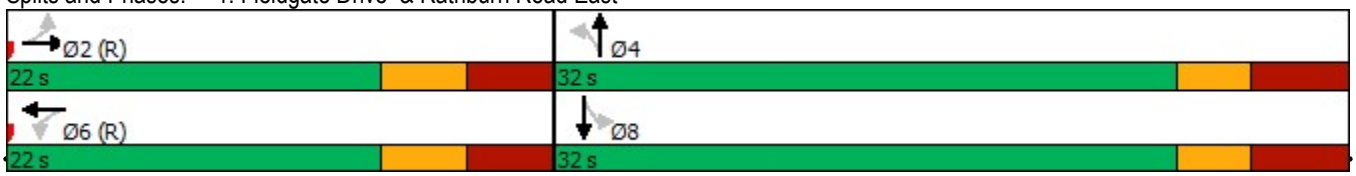


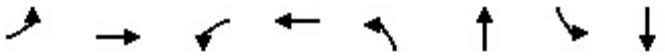
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	289	25	21	344	78	29	47	32	170	123	59
Future Volume (vph)	43	289	25	21	344	78	29	47	32	170	123	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	55.0		0.0	55.0		0.0	61.0		60.0	62.0		60.0
Storage Lanes	2		0	1		0	1		1	1		1
Taper Length (m)	100.0			47.0			54.0			85.0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Frt		0.988			0.972			0.940			0.951	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	3526	0	1825	3479	0	1825	3348	0	1807	3453	0
Flt Permitted	0.485			0.545			0.626			0.698		
Satd. Flow (perm)	930	3526	0	1045	3479	0	1199	3348	0	1323	3453	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15			47			35			65	
Link Speed (k/h)		50			50			40			40	
Link Distance (m)		240.9			351.6			186.0			189.8	
Travel Time (s)		17.3			25.3			16.7			17.1	
Confl. Peds. (#/hr)	12		10	10		12	11		11	11		11
Confl. Bikes (#/hr)						2			2			1
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	2%	4%	0%	2%	0%	0%	3%	0%	1%	0%	0%
Adj. Flow (vph)	47	318	27	23	378	86	32	52	35	187	135	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	47	345	0	23	464	0	32	87	0	187	200	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)		5.4			5.4			5.4			5.4	
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	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		32.0	32.0		32.0	32.0	
Total Split (s)	22.0	22.0		22.0	22.0		32.0	32.0		32.0	32.0	
Total Split (%)	40.7%	40.7%		40.7%	40.7%		59.3%	59.3%		59.3%	59.3%	
Maximum Green (s)	15.0	15.0		15.0	15.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.0	3.0		3.0	3.0	
All-Red Time (s)	3.5	3.5		3.5	3.5		4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	3.0		0.0	3.0		0.0	3.0		0.0	3.0	
Total Lost Time (s)	7.0	10.0		7.0	10.0		7.0	10.0		7.0	10.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	C-Min	C-Min		C-Min	C-Min		Ped	Ped		Ped	Ped	
Walk Time (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Flash Dont Walk (s)	37.0	37.0		37.0	37.0		40.0	40.0		40.0	40.0	
Pedestrian Calls (#/hr)	5	5		5	5		5	5		6	6	
Act Effct Green (s)	12.4	9.4		12.4	9.4		27.6	24.6		27.6	24.6	
Actuated g/C Ratio	0.23	0.17		0.23	0.17		0.51	0.46		0.51	0.46	
v/c Ratio	0.22	0.55		0.10	0.72		0.05	0.06		0.28	0.12	
Control Delay	18.8	22.6		16.3	25.6		7.9	6.4		9.6	6.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.8	22.6		16.3	25.6		7.9	6.4		9.6	6.6	
LOS	B	C		B	C		A	A		A	A	
Approach Delay		22.2			25.1			6.8			8.0	
Approach LOS		C			C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 54			
Actuated Cycle Length: 54			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 18.0		Intersection LOS: B	
Intersection Capacity Utilization 97.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: Fieldgate Drive & Rathburn Road East





Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	47	345	23	464	32	87	187	200
v/c Ratio	0.22	0.55	0.10	0.72	0.05	0.06	0.28	0.12
Control Delay	18.8	22.6	16.3	25.6	7.9	6.4	9.6	6.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.8	22.6	16.3	25.6	7.9	6.4	9.6	6.6
Queue Length 50th (m)	3.4	14.3	1.6	18.6	1.3	1.2	8.7	3.3
Queue Length 95th (m)	9.3	22.4	5.4	28.5	4.7	4.3	20.0	8.3
Internal Link Dist (m)		216.9		327.6		162.0		165.8
Turn Bay Length (m)	55.0		55.0		61.0		62.0	
Base Capacity (vph)	258	795	290	809	613	1546	677	1611
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.43	0.08	0.57	0.05	0.06	0.28	0.12

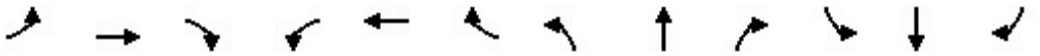
Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	289	25	21	344	78	29	47	32	170	123	59
Future Volume (vph)	43	289	25	21	344	78	29	47	32	170	123	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	10.0		7.0	10.0		7.0	10.0		7.0	10.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1821	3527		1821	3480		1820	3347		1801	3454	
Flt Permitted	0.49	1.00		0.54	1.00		0.63	1.00		0.70	1.00	
Satd. Flow (perm)	930	3527		1044	3480		1200	3347		1323	3454	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	47	318	27	23	378	86	32	52	35	187	135	65
RTOR Reduction (vph)	0	12	0	0	39	0	0	19	0	0	35	0
Lane Group Flow (vph)	47	333	0	23	425	0	32	68	0	187	165	0
Confl. Peds. (#/hr)	12		10	10		12	11		11	11		11
Confl. Bikes (#/hr)						2			2			1
Heavy Vehicles (%)	0%	2%	4%	0%	2%	0%	0%	3%	0%	1%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Actuated Green, G (s)	12.4	12.4		12.4	12.4		27.6	27.6		27.6	27.6	
Effective Green, g (s)	12.4	9.4		12.4	9.4		27.6	24.6		27.6	24.6	
Actuated g/C Ratio	0.23	0.17		0.23	0.17		0.51	0.46		0.51	0.46	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	213	613		239	605		613	1524		676	1573	
v/s Ratio Prot		0.09			c0.12			0.02			0.05	
v/s Ratio Perm	0.05			0.02			0.03			c0.14		
v/c Ratio	0.22	0.54		0.10	0.70		0.05	0.04		0.28	0.10	
Uniform Delay, d1	16.9	20.3		16.4	21.0		6.6	8.2		7.5	8.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.4	3.4		0.8	6.7		0.0	0.0		0.2	0.0	
Delay (s)	19.3	23.8		17.2	27.7		6.7	8.2		7.7	8.4	
Level of Service	B	C		B	C		A	A		A	A	
Approach Delay (s)		23.2			27.2			7.8			8.1	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	54.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	472	45	21	439	8	21	0	14	3	0	3
Future Volume (vph)	7	472	45	21	439	8	21	0	14	3	0	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	15.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	0		0	1		0	0		0	0		0
Taper Length (m)	7.6			25.0			7.6			7.6		
Lane Util. Factor	0.95	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												
Frt		0.987			0.997			0.946			0.932	
Flt Protected		0.999		0.950				0.971			0.976	
Satd. Flow (prot)	0	3555	0	1825	3569	0	0	1674	0	0	1748	0
Flt Permitted		0.999		0.950				0.971			0.976	
Satd. Flow (perm)	0	3555	0	1825	3569	0	0	1674	0	0	1748	0
Link Speed (k/h)		50			50			48			50	
Link Distance (m)		351.6			220.1			62.4			81.5	
Travel Time (s)		25.3			15.8			4.7			5.9	
Confl. Peds. (#/hr)	11		10	10		11	26					26
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	1%	4%	0%	2%	0%	9%	2%	0%	0%	2%	0%
Adj. Flow (vph)	8	530	51	24	493	9	24	0	16	3	0	3
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	589	0	24	502	0	0	40	0	0	6	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)		3.7			3.7			0.0			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	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Sign Control		Free			Free			Stop			Stop	

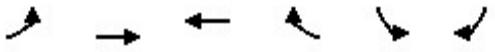
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	472	45	21	439	8	21	0	14	3	0	3
Future Volume (Veh/h)	7	472	45	21	439	8	21	0	14	3	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	8	530	51	24	493	9	24	0	16	3	0	3
Pedestrians		26						10			11	
Lane Width (m)		3.7						3.7			3.7	
Walking Speed (m/s)		1.1						1.1			1.1	
Percent Blockage		2						1			1	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)		352			220							
pX, platoon unblocked												
vC, conflicting volume	513			591			905	1142	300	854	1164	288
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	513			591			905	1142	300	854	1164	288
tC, single (s)	4.1			4.1			7.7	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			88	100	98	99	100	100
cM capacity (veh/h)	1052			985			204	189	695	238	183	690

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	273	316	24	329	173	40	6
Volume Left	8	0	24	0	0	24	3
Volume Right	0	51	0	0	9	16	3
cSH	1052	1700	985	1700	1700	285	354
Volume to Capacity	0.01	0.19	0.02	0.19	0.10	0.14	0.02
Queue Length 95th (m)	0.2	0.0	0.5	0.0	0.0	3.4	0.4
Control Delay (s)	0.3	0.0	8.7	0.0	0.0	19.7	15.4
Lane LOS	A		A			C	C
Approach Delay (s)	0.1		0.4			19.7	15.4
Approach LOS						C	C

Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	35.4%	ICU Level of Service		A
Analysis Period (min)	15			

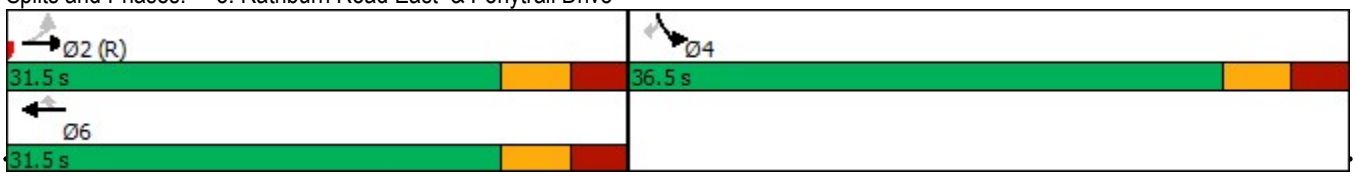


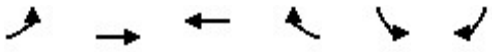
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	359	397	189	169	50
Future Volume (vph)	65	359	397	189	169	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	60.0			30.0	0.0	25.0
Storage Lanes	1			1	1	1
Taper Length (m)	18.0				7.6	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99			0.96	0.99	0.97
Frt				0.850		0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1825	3614	3614	1617	1789	1585
Flt Permitted	0.509				0.950	
Satd. Flow (perm)	965	3614	3614	1549	1773	1538
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				197		52
Link Speed (k/h)		50	50		50	
Link Distance (m)		220.1	97.1		178.6	
Travel Time (s)		15.8	7.0		12.9	
Confl. Peds. (#/hr)	20			20	11	21
Confl. Bikes (#/hr)						1
Peak Hour Factor	0.96	0.96	0.96	0.96	1.00	0.96
Heavy Vehicles (%)	0%	1%	1%	1%	2%	3%
Adj. Flow (vph)	68	374	414	197	169	52
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	374	414	197	169	52
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		5.4	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	0.99	0.99	0.99	0.99	0.99	0.99
Turning Speed (k/h)	24			14	24	14
Number of Detectors	1	2	2	1	1	1
Detector Template	Left	Thru	Thru	Right	Left	Right
Leading Detector (m)	6.1	30.5	30.5	6.1	6.1	6.1
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	1.8	1.8	6.1	6.1	6.1
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						

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Detector 2 Extend (s)		0.0	0.0			
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	16.5	16.5	16.5	16.5	16.5	16.5
Total Split (s)	31.5	31.5	31.5	31.5	36.5	36.5
Total Split (%)	46.3%	46.3%	46.3%	46.3%	53.7%	53.7%
Maximum Green (s)	25.0	25.0	25.0	25.0	30.0	30.0
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	3.0	3.0	0.0	1.0	0.0
Total Lost Time (s)	6.5	9.5	9.5	6.5	7.5	6.5
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Min	C-Min	Min	Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0
Flash Dont Walk (s)	20.0	20.0	20.0	20.0	14.0	14.0
Pedestrian Calls (#/hr)	7	7	7	7	6	6
Act Effct Green (s)	41.1	38.1	38.1	41.1	12.9	13.9
Actuated g/C Ratio	0.60	0.56	0.56	0.60	0.19	0.20
v/c Ratio	0.12	0.18	0.20	0.19	0.50	0.15
Control Delay	8.4	8.8	8.9	2.2	28.6	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	8.8	8.9	2.2	28.6	6.7
LOS	A	A	A	A	C	A
Approach Delay		8.7	6.7		23.4	
Approach LOS		A	A		C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 68			
Actuated Cycle Length: 68			
Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.50			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			

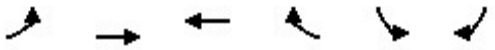
Splits and Phases: 3: Rathburn Road East & Ponytrail Drive





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	68	374	414	197	169	52
v/c Ratio	0.12	0.18	0.20	0.19	0.50	0.15
Control Delay	8.4	8.8	8.9	2.2	28.6	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	8.8	8.9	2.2	28.6	6.7
Queue Length 50th (m)	2.7	9.3	10.4	0.0	18.6	0.0
Queue Length 95th (m)	10.7	22.3	24.6	8.7	26.6	5.6
Internal Link Dist (m)		196.1	73.1		154.6	
Turn Bay Length (m)	60.0			30.0		25.0
Base Capacity (vph)	583	2025	2025	1014	762	707
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	0.12	0.18	0.20	0.19	0.22	0.07

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	359	397	189	169	50
Future Volume (vph)	65	359	397	189	169	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	9.5	9.5	6.5	7.5	6.5
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	0.96	1.00	0.97
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1802	3614	3614	1549	1789	1537
Flt Permitted	0.51	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	966	3614	3614	1549	1789	1537
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	1.00	0.96
Adj. Flow (vph)	68	374	414	197	169	52
RTOR Reduction (vph)	0	0	0	78	0	41
Lane Group Flow (vph)	68	374	414	119	169	11
Confl. Peds. (#/hr)	20			20	11	21
Confl. Bikes (#/hr)						1
Heavy Vehicles (%)	0%	1%	1%	1%	2%	3%
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Actuated Green, G (s)	41.1	41.1	41.1	41.1	13.9	13.9
Effective Green, g (s)	41.1	38.1	38.1	41.1	12.9	13.9
Actuated g/C Ratio	0.60	0.56	0.56	0.60	0.19	0.20
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	583	2024	2024	936	339	314
v/s Ratio Prot		0.10	c0.11		c0.09	
v/s Ratio Perm	0.07			0.08		0.01
v/c Ratio	0.12	0.18	0.20	0.13	0.50	0.03
Uniform Delay, d1	5.7	7.3	7.4	5.8	24.7	21.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2	0.1	0.1	1.2	0.0
Delay (s)	6.1	7.5	7.5	5.8	25.8	21.7
Level of Service	A	A	A	A	C	C
Approach Delay (s)		7.3	6.9		24.8	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	60.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	26	31	589	495	41
Future Volume (vph)	11	26	31	589	495	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0	10.0			0.0
Storage Lanes	1	0	1			0
Taper Length (m)	7.6		6.0			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.904				0.988	
Flt Protected	0.986		0.950			
Satd. Flow (prot)	1712	0	1825	3614	3541	0
Flt Permitted	0.986		0.950			
Satd. Flow (perm)	1712	0	1825	3614	3541	0
Link Speed (k/h)	48			48	50	
Link Distance (m)	44.7			41.4	97.1	
Travel Time (s)	3.4			3.1	7.0	
Confl. Peds. (#/hr)	1	14	21			21
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	1%	2%	0%
Adj. Flow (vph)	11	27	32	601	505	42
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	32	601	547	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)	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	24			14
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.5%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	26	31	589	495	41
Future Volume (Veh/h)	11	26	31	589	495	41
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	11	27	32	601	505	42
Pedestrians	21			14	1	
Lane Width (m)	3.7			3.7	3.7	
Walking Speed (m/s)	1.1			1.1	1.1	
Percent Blockage	2			1	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				317	97	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	912	308	568			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	831	204	473			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	96	97			
cM capacity (veh/h)	285	754	1037			

Direction, Lane #	EB 1	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	38	32	300	300	337	210
Volume Left	11	32	0	0	0	0
Volume Right	27	0	0	0	0	42
cSH	511	1037	1700	1700	1700	1700
Volume to Capacity	0.07	0.03	0.18	0.18	0.20	0.12
Queue Length 95th (m)	1.7	0.7	0.0	0.0	0.0	0.0
Control Delay (s)	12.6	8.6	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	12.6	0.4			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	28	3	576	23	13	506
Future Volume (vph)	28	3	576	23	13	506
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0	0.0		0.0	10.0	
Storage Lanes	1	0		0	1	
Taper Length (m)	7.6				6.0	
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Ped Bike Factor						
Frt	0.987		0.994			
Flt Protected	0.957				0.950	
Satd. Flow (prot)	1815	0	3560	0	1825	3544
Flt Permitted	0.957				0.950	
Satd. Flow (perm)	1815	0	3560	0	1825	3544
Link Speed (k/h)	48		48			48
Link Distance (m)	79.6		108.4			41.4
Travel Time (s)	6.0		8.1			3.1
Confl. Peds. (#/hr)				18	18	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	3%
Adj. Flow (vph)	29	3	588	23	13	516
Shared Lane Traffic (%)						
Lane Group Flow (vph)	32	0	611	0	13	516
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	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.7%		ICU Level of Service A	
Analysis Period (min) 15			

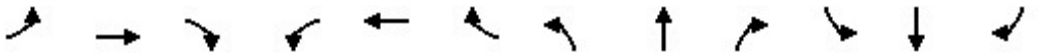
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	28	3	576	23	13	506
Future Volume (Veh/h)	28	3	576	23	13	506
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	29	3	588	23	13	516
Pedestrians	18					
Lane Width (m)	3.7					
Walking Speed (m/s)	1.1					
Percent Blockage	2					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)			276			138
pX, platoon unblocked	0.99					
vC, conflicting volume	902	324			629	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	877	324			629	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	100			99	
cM capacity (veh/h)	280	667			947	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	32	392	219	13	258	258
Volume Left	29	0	0	13	0	0
Volume Right	3	0	23	0	0	0
cSH	296	1700	1700	947	1700	1700
Volume to Capacity	0.11	0.23	0.13	0.01	0.15	0.15
Queue Length 95th (m)	2.5	0.0	0.0	0.3	0.0	0.0
Control Delay (s)	18.6	0.0	0.0	8.9	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	18.6	0.0		0.2		
Approach LOS	C					

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	26.7%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	0	26	1	0	0	30	613	0	0	518	17
Future Volume (vph)	26	0	26	1	0	0	30	613	0	0	518	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	0.0		0.0	0.0		0.0	31.0		0.0	0.0		30.0
Storage Lanes	0		0	0		0	1		0	0		1
Taper Length (m)	2.5			2.5			40.0			2.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor												
Frt		0.932										0.850
Flt Protected		0.976			0.950		0.950					
Satd. Flow (prot)	0	1713	0	0	1825	0	1825	3614	0	0	3579	1633
Flt Permitted		0.976			0.950		0.950					
Satd. Flow (perm)	0	1713	0	0	1825	0	1825	3614	0	0	3579	1633
Link Speed (k/h)		40			50			50			50	
Link Distance (m)		80.4			52.3			167.1			108.4	
Travel Time (s)		7.2			3.8			12.0			7.8	
Confl. Peds. (#/hr)	3					3	11		6	6		11
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 (%)	0%	2%	4%	0%	2%	0%	0%	1%	2%	0%	2%	0%
Adj. Flow (vph)	26	0	26	1	0	0	30	619	0	0	523	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	52	0	0	1	0	30	619	0	0	523	17
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.7			3.7	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	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
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.9%		ICU Level of Service A	
Analysis Period (min) 15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	0	26	1	0	0	30	613	0	0	518	17
Future Volume (Veh/h)	26	0	26	1	0	0	30	613	0	0	518	17
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	26	0	26	1	0	0	30	619	0	0	523	17
Pedestrians		11			6						3	
Lane Width (m)		3.7			3.7						3.7	
Walking Speed (m/s)		1.1			1.1						1.1	
Percent Blockage		1			1						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								167			247	
pX, platoon unblocked												
vC, conflicting volume	906	1219	272	972	1236	318	551			625		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	906	1219	272	972	1236	318	551			625		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	100	96	99	100	100	97			100		
cM capacity (veh/h)	223	171	712	194	167	677	1018			961		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	52	1	30	413	206	262	262	17
Volume Left	26	1	30	0	0	0	0	0
Volume Right	26	0	0	0	0	0	0	17
cSH	340	194	1018	1700	1700	1700	1700	1700
Volume to Capacity	0.15	0.01	0.03	0.24	0.12	0.15	0.15	0.01
Queue Length 95th (m)	3.7	0.1	0.6	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	17.5	23.7	8.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	C	A					
Approach Delay (s)	17.5	23.7	0.4			0.0		
Approach LOS	C	C						

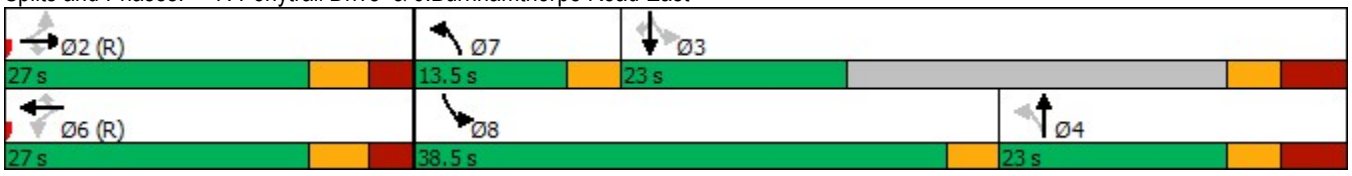
Intersection Summary				
Average Delay	1.0			
Intersection Capacity Utilization	31.9%	ICU Level of Service		A
Analysis Period (min)	15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	963	26	81	1044	500	13	41	38	376	70	67
Future Volume (vph)	61	963	26	81	1044	500	13	41	38	376	70	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (m)	55.0		46.0	45.0		55.0	32.0		0.0	62.0		60.0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (m)	22.0			52.0			25.0			42.0		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor	1.00		0.96	1.00		0.97	0.99	0.99		0.98		0.98
Frt			0.850			0.850		0.928				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1825	3510	1570	1738	3614	1601	1825	1729	0	3471	1921	1633
Flt Permitted	0.175			0.208			0.711			0.553		
Satd. Flow (perm)	335	3510	1512	379	3614	1559	1355	1729	0	1987	1921	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			423		39				92
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		305.9			443.3			194.4			167.1	
Travel Time (s)		18.4			26.6			14.0			12.0	
Confl. Peds. (#/hr)	18		13	13		18	11		15	15		11
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	4%	4%	5%	1%	2%	0%	0%	4%	2%	0%	0%
Adj. Flow (vph)	62	983	27	83	1065	510	13	42	39	384	71	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	983	27	83	1065	510	13	81	0	384	71	68
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		5.4			5.4			5.8			9.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	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	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5	6.1	6.1	30.5		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
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
Detector 1 Size(m)	6.1	1.8	6.1	6.1	1.8	6.1	6.1	1.8		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
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
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
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
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	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		8	3	
Permitted Phases	2		2	6		6	4			3		3
Detector Phase	2	2	2	6	6	6	7	4		8	3	3
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	17.0	17.0	17.0	17.0	17.0	17.0	13.5	23.0		13.5	23.0	23.0
Total Split (s)	27.0	27.0	27.0	27.0	27.0	27.0	13.5	23.0		38.5	23.0	23.0
Total Split (%)	30.5%	30.5%	30.5%	30.5%	30.5%	30.5%	15.3%	26.0%		43.5%	26.0%	26.0%
Maximum Green (s)	20.0	20.0	20.0	20.0	20.0	20.0	10.0	15.0		35.0	15.0	15.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	0.0	4.5		0.0	4.5	4.5
Lost Time Adjust (s)	0.0	3.0	0.0	0.0	3.0	0.0	1.0	3.0		1.0	3.0	0.0
Total Lost Time (s)	7.0	10.0	7.0	7.0	10.0	7.0	4.5	11.0		4.5	11.0	8.0
Lead/Lag							Lead	Lag		Lead	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	3.0	3.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	None	Min		Min	Min	Min
Walk Time (s)	10.0	10.0	10.0	10.0	10.0	10.0		10.0			10.0	10.0
Flash Dont Walk (s)	23.0	23.0	23.0	23.0	23.0	23.0		23.0			23.0	23.0
Pedestrian Calls (#/hr)	6	6	6	5	5	5		5			7	7
Act Effct Green (s)	41.9	38.9	41.9	41.9	38.9	41.9	27.1	11.6		34.7	25.9	28.9
Actuated g/C Ratio	0.47	0.44	0.47	0.47	0.44	0.47	0.31	0.13		0.39	0.29	0.33
v/c Ratio	0.39	0.64	0.03	0.46	0.67	0.53	0.03	0.31		0.39	0.13	0.12
Control Delay	31.4	24.7	0.1	32.9	25.3	6.6	12.9	21.1		18.4	22.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	31.4	24.7	0.1	32.9	25.3	6.6	12.9	21.1		18.4	22.0	2.7
LOS	C	C	A	C	C	A	B	C		B	C	A
Approach Delay		24.4			19.9			20.0			16.8	
Approach LOS		C			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 88.5			
Actuated Cycle Length: 88.5			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 20.9		Intersection LOS: C	
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 7: Ponytrail Drive & 6.Burnhamthorpe Road East



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	62	983	27	83	1065	510	13	81	384	71	68
v/c Ratio	0.39	0.64	0.03	0.46	0.67	0.53	0.03	0.31	0.39	0.13	0.12
Control Delay	31.4	24.7	0.1	32.9	25.3	6.6	12.9	21.1	18.4	22.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	24.7	0.1	32.9	25.3	6.6	12.9	21.1	18.4	22.0	2.7
Queue Length 50th (m)	5.5	56.4	0.0	7.7	62.3	6.7	1.3	6.3	21.9	8.2	0.0
Queue Length 95th (m)	#27.9	#130.9	0.0	#35.8	#143.4	40.8	2.8	13.1	18.7	15.0	4.5
Internal Link Dist (m)		281.9			419.3			170.4		143.1	
Turn Bay Length (m)	55.0		46.0	45.0		55.0	32.0		62.0		60.0
Base Capacity (vph)	158	1542	793	179	1587	960	462	337	1417	803	773
Starvation Cap Reductn	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
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.64	0.03	0.46	0.67	0.53	0.03	0.24	0.27	0.09	0.09

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 (vph)	61	963	26	81	1044	500	13	41	38	376	70	67
Future Volume (vph)	61	963	26	81	1044	500	13	41	38	376	70	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	10.0	7.0	7.0	10.0	7.0	4.5	11.0		4.5	11.0	8.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00		0.97	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00	0.97	1.00	0.99		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00		0.99	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1820	3510	1512	1732	3614	1559	1815	1729		3440	1921	1599
Flt Permitted	0.17	1.00	1.00	0.21	1.00	1.00	0.71	1.00		0.55	1.00	1.00
Satd. Flow (perm)	334	3510	1512	380	3614	1559	1358	1729		2002	1921	1599
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	62	983	27	83	1065	510	13	42	39	384	71	68
RTOR Reduction (vph)	0	0	15	0	0	236	0	33	0	0	0	46
Lane Group Flow (vph)	62	983	12	83	1065	274	13	48	0	384	71	22
Confl. Peds. (#/hr)	18		13	13		18	11		15	15		11
Heavy Vehicles (%)	0%	4%	4%	5%	1%	2%	0%	0%	4%	2%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2			6		7	4		8	3	
Permitted Phases	2		2	6		6	4			3		3
Actuated Green, G (s)	39.1	39.1	39.1	39.1	39.1	39.1	19.4	17.4		34.4	28.9	28.9
Effective Green, g (s)	39.1	36.1	39.1	39.1	36.1	39.1	17.4	14.4		33.4	25.9	28.9
Actuated g/C Ratio	0.44	0.41	0.44	0.44	0.41	0.44	0.20	0.16		0.38	0.29	0.33
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	3.5	8.0		3.5	8.0	8.0
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
Lane Grp Cap (vph)	147	1431	668	167	1474	688	272	281		958	562	522
v/s Ratio Prot		0.28			c0.29		0.00	0.03		c0.06	0.04	
v/s Ratio Perm	0.19		0.01	0.22		0.18	0.01			c0.09		0.01
v/c Ratio	0.42	0.69	0.02	0.50	0.72	0.40	0.05	0.17		0.40	0.13	0.04
Uniform Delay, d1	16.9	21.6	13.9	17.7	22.0	16.7	28.8	31.9		19.4	23.0	20.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	8.6	2.7	0.0	10.2	3.1	1.7	0.1	0.3		0.3	0.1	0.0
Delay (s)	25.6	24.3	13.9	27.9	25.1	18.4	28.8	32.2		19.7	23.1	20.4
Level of Service	C	C	B	C	C	B	C	C		B	C	C
Approach Delay (s)		24.1			23.2			31.7			20.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	88.5	Sum of lost time (s)	25.5
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Appendix G:
Queuing Analysis

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	7:30	7:30	7:30	7:30	7:30	7:30	7:30
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	90	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	3107	3122	3158	3204	3230	3232	3234
Vehs Exited	3133	3108	3148	3212	3224	3180	3232
Starting Vehs	101	69	78	95	83	65	91
Ending Vehs	75	83	88	87	89	117	93
Travel Distance (km)	2680	2661	2704	2755	2729	2716	2742
Travel Time (hr)	90.4	89.9	95.5	85.9	88.8	117.9	98.3
Total Delay (hr)	37.5	37.7	42.2	31.6	34.8	64.5	44.1
Total Stops	2538	2585	2500	2778	2550	2569	2618
Fuel Used (l)	246.2	245.5	248.7	248.9	245.6	268.7	254.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	7:30	7:30	7:30	7:30
End Time	9:00	9:00	9:00	9:00
Total Time (min)	90	90	90	90
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	3186	3214	3189	3187
Vehs Exited	3194	3240	3162	3184
Starting Vehs	92	116	70	81
Ending Vehs	84	90	97	84
Travel Distance (km)	2718	2757	2691	2715
Travel Time (hr)	89.9	88.4	86.2	93.1
Total Delay (hr)	36.2	34.0	33.2	39.6
Total Stops	2658	2733	2490	2604
Fuel Used (l)	249.4	251.0	240.2	249.9

Interval #0 Information Seeding

Start Time	7:30
End Time	8:00
Total Time (min)	30

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	751	759	764	786	823	825	813
Vehs Exited	769	753	766	806	805	763	830
Starting Vehs	101	69	78	95	83	65	91
Ending Vehs	83	75	76	75	101	127	74
Travel Distance (km)	652	648	661	696	701	653	707
Travel Time (hr)	20.9	20.4	20.2	21.6	20.3	22.7	22.4
Total Delay (hr)	8.0	7.6	7.1	7.8	6.3	9.8	8.3
Total Stops	632	633	587	704	658	599	788
Fuel Used (l)	59.4	57.5	58.4	63.0	60.5	58.8	64.1

Interval #1 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	822	829	748	791
Vehs Exited	832	867	757	793
Starting Vehs	92	116	70	81
Ending Vehs	82	78	61	78
Travel Distance (km)	704	741	630	679
Travel Time (hr)	21.6	23.4	19.3	21.3
Total Delay (hr)	7.8	8.9	7.0	7.8
Total Stops	706	719	602	661
Fuel Used (l)	64.0	68.1	55.7	60.9

Interval #2 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	810	792	804	797	833	804	822
Vehs Exited	789	774	767	796	835	807	787
Starting Vehs	83	75	76	75	101	127	74
Ending Vehs	104	93	113	76	99	124	109
Travel Distance (km)	690	661	672	681	691	705	688
Travel Time (hr)	27.1	21.8	26.6	21.2	25.0	32.7	25.9
Total Delay (hr)	13.5	9.0	13.4	7.8	11.4	18.8	12.2
Total Stops	665	599	637	728	631	731	671
Fuel Used (l)	66.5	60.1	63.2	61.7	63.6	72.3	65.2

Interval #2 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	775	766	776	796
Vehs Exited	766	772	746	784
Starting Vehs	82	78	61	78
Ending Vehs	91	72	91	93
Travel Distance (km)	637	645	644	671
Travel Time (hr)	23.9	21.3	19.2	24.5
Total Delay (hr)	11.4	8.5	6.5	11.3
Total Stops	562	589	540	630
Fuel Used (l)	59.6	58.0	55.1	62.5

Interval #3 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	769	787	786	777	776	842	825
Vehs Exited	798	768	804	774	771	868	869
Starting Vehs	104	93	113	76	99	124	109
Ending Vehs	75	112	95	79	104	98	65
Travel Distance (km)	673	658	675	675	665	731	723
Travel Time (hr)	21.5	26.2	26.5	21.8	20.8	31.4	25.0
Total Delay (hr)	8.3	13.4	13.3	8.6	7.7	17.0	10.6
Total Stops	612	599	618	628	630	688	635
Fuel Used (l)	60.3	63.6	64.5	62.0	60.0	73.0	65.6

Interval #3 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	764	812	814	793
Vehs Exited	780	804	813	806
Starting Vehs	91	72	91	93
Ending Vehs	75	80	92	86
Travel Distance (km)	679	682	702	686
Travel Time (hr)	22.7	22.0	23.1	24.1
Total Delay (hr)	9.2	8.4	9.3	10.6
Total Stops	649	762	707	650
Fuel Used (l)	62.3	62.4	64.3	63.8

Interval #4 Information Recording

Start Time	8:45
End Time	9:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	777	784	804	844	798	761	774
Vehs Exited	777	813	811	836	813	742	746
Starting Vehs	75	112	95	79	104	98	65
Ending Vehs	75	83	88	87	89	117	93
Travel Distance (km)	666	694	696	703	672	627	624
Travel Time (hr)	20.9	21.6	22.3	21.3	22.5	31.1	25.2
Total Delay (hr)	7.8	7.7	8.4	7.4	9.4	18.8	12.9
Total Stops	629	754	658	718	631	551	524
Fuel Used (l)	60.0	64.3	62.6	62.2	61.6	64.6	59.4

Interval #4 Information Recording

Start Time	8:45
End Time	9:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	825	807	851	802
Vehs Exited	816	797	846	801
Starting Vehs	75	80	92	86
Ending Vehs	84	90	97	84
Travel Distance (km)	699	689	716	679
Travel Time (hr)	21.7	21.8	24.5	23.3
Total Delay (hr)	7.8	8.2	10.4	9.9
Total Stops	741	663	641	649
Fuel Used (l)	63.5	62.5	65.2	62.6

Intersection: 1: Fieldgate Drive & Rathburn Road East

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (m)	21.8	29.7	43.1	11.0	39.1	55.6	33.3	43.7	38.9	41.7	26.9	18.4
Average Queue (m)	6.6	4.9	18.1	2.5	15.0	27.5	10.5	16.3	5.1	13.3	8.7	5.6
95th Queue (m)	16.8	17.8	35.9	9.1	32.1	48.1	26.0	33.8	20.4	30.9	21.5	14.8
Link Distance (m)			225.4		328.7	328.7		170.4			175.3	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	55.0	55.0		55.0			61.0		60.0	62.0		60.0
Storage Blk Time (%)		0	0							0		
Queuing Penalty (veh)		0	0							0		

Intersection: 2: West Site Access /Capilano Court & Rathburn Road East

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	LT	TR	L	T	TR	LTR	LTR
Maximum Queue (m)	13.3	15.6	7.1	11.2	18.7	15.7	8.7
Average Queue (m)	1.0	1.4	0.5	0.7	2.0	5.5	3.2
95th Queue (m)	6.5	9.1	3.9	5.3	10.1	13.6	9.5
Link Distance (m)	328.7	328.7		197.5	197.5	47.3	65.8
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (m)			15.0				
Storage Blk Time (%)				0			
Queuing Penalty (veh)				0			

Intersection: 3: Rathburn Road East & Ponytrail Drive

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (m)	22.4	28.0	27.6	28.0	34.1	24.7	35.4	14.4
Average Queue (m)	6.6	12.6	9.1	11.9	17.3	9.1	17.1	4.0
95th Queue (m)	17.5	24.7	21.5	23.6	28.1	19.4	31.2	10.8
Link Distance (m)		197.5	197.5	75.6	75.6		160.8	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (m)	60.0					30.0		25.0
Storage Blk Time (%)					1	0	2	0
Queuing Penalty (veh)					1	0	1	0

Intersection: 4: East Site Access & Ponytrail Drive

Movement	EB	NB	NB	NB	SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (m)	22.5	9.8	6.7	15.4	10.8	6.9
Average Queue (m)	8.7	1.1	0.3	1.1	0.6	0.3
95th Queue (m)	17.0	5.9	3.2	7.2	5.3	3.8
Link Distance (m)	28.3		25.5	25.5	75.6	75.6
Upstream Blk Time (%)	0			0		
Queuing Penalty (veh)	0			0		
Storage Bay Dist (m)		10.0				
Storage Blk Time (%)		1	0			
Queuing Penalty (veh)		1	0			

Intersection: 5: Ponytrail Drive & Tapestry Trail

Movement	WB	SB	SB	SB
Directions Served	LR	L	T	T
Maximum Queue (m)	15.9	6.2	9.6	2.8
Average Queue (m)	6.5	0.3	0.4	0.1
95th Queue (m)	14.4	3.0	6.0	2.9
Link Distance (m)	65.6		25.5	25.5
Upstream Blk Time (%)			0	0
Queuing Penalty (veh)			1	0
Storage Bay Dist (m)		10.0		
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	

Intersection: 6: Ponytrail Drive & Maple Ridge Drive/Lookout Court

Movement	EB	WB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	LT	T	R
Maximum Queue (m)	11.7	4.3	7.9	37.6	21.8	7.4
Average Queue (m)	5.5	0.2	0.9	3.8	2.2	0.5
95th Queue (m)	11.1	2.0	4.9	28.1	20.7	9.5
Link Distance (m)	65.5	39.7		93.5	93.5	
Upstream Blk Time (%)				0	0	
Queuing Penalty (veh)				1	0	
Storage Bay Dist (m)			31.0			30.0
Storage Blk Time (%)					1	
Queuing Penalty (veh)					0	

Intersection: 7: Ponytrail Drive & 6.Burnhamthorpe Road East

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	L
Maximum Queue (m)	71.5	129.8	120.7	63.9	25.2	71.3	68.1	40.9	48.2	143.8	103.8	145.2
Average Queue (m)	13.7	60.7	52.0	5.7	5.9	30.7	25.0	16.3	9.5	64.8	47.9	58.2
95th Queue (m)	43.1	125.8	110.9	30.0	16.3	64.6	57.6	33.3	36.1	146.3	97.1	122.0
Link Distance (m)		289.7	289.7			425.7	425.7			174.3		140.1
Upstream Blk Time (%)										5		4
Queuing Penalty (veh)										0		9
Storage Bay Dist (m)	55.0			46.0	45.0			55.0	32.0		62.0	
Storage Blk Time (%)		15	12			5	1		1	50	16	19
Queuing Penalty (veh)		7	5			1	3		2	9	27	32

Intersection: 7: Ponytrail Drive & 6.Burnhamthorpe Road East

Movement	SB	SB
Directions Served	T	R
Maximum Queue (m)	85.4	33.9
Average Queue (m)	17.0	7.3
95th Queue (m)	66.8	29.0
Link Distance (m)	140.1	
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	5	
Storage Bay Dist (m)		60.0
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Network Summary

Network wide Queuing Penalty: 107

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:00	4:00	4:00	4:00	4:00	4:00	4:00
End Time	5:30	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	90	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	3798	3735	3873	3854	3682	3774	3847
Vehs Exited	3807	3746	3906	3875	3653	3766	3802
Starting Vehs	137	106	123	119	104	90	103
Ending Vehs	128	95	90	98	133	98	148
Travel Distance (km)	3265	3256	3348	3343	3132	3241	3315
Travel Time (hr)	113.0	112.0	108.5	111.1	105.5	112.3	242.6
Total Delay (hr)	44.8	44.2	39.1	41.5	40.4	44.8	173.5
Total Stops	2961	2941	3205	3166	2728	2872	4065
Fuel Used (l)	290.2	289.8	294.9	295.6	276.3	288.4	405.5

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:00	4:00	4:00	4:00
End Time	5:30	5:30	5:30	5:30
Total Time (min)	90	90	90	90
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	3852	3886	3895	3819
Vehs Exited	3840	3914	3889	3818
Starting Vehs	94	116	114	107
Ending Vehs	106	88	120	104
Travel Distance (km)	3308	3336	3352	3290
Travel Time (hr)	111.2	109.5	115.1	124.1
Total Delay (hr)	41.9	39.9	45.2	55.5
Total Stops	3220	3061	3139	3132
Fuel Used (l)	292.4	294.5	298.7	302.6

Interval #0 Information Seeding

Start Time	4:00
End Time	4:30
Total Time (min)	30

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	986	932	963	962	905	932	998
Vehs Exited	1027	952	974	975	898	892	953
Starting Vehs	137	106	123	119	104	90	103
Ending Vehs	96	86	112	106	111	130	148
Travel Distance (km)	871	814	824	842	768	789	839
Travel Time (hr)	30.7	26.4	26.7	28.2	27.9	25.5	34.5
Total Delay (hr)	12.3	9.5	9.7	10.6	11.9	9.1	17.0
Total Stops	804	781	696	761	644	722	792
Fuel Used (l)	78.0	71.6	71.9	74.1	68.7	68.7	79.7

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	961	1005	970	957
Vehs Exited	949	1024	963	960
Starting Vehs	94	116	114	107
Ending Vehs	106	97	121	109
Travel Distance (km)	815	869	818	825
Travel Time (hr)	27.5	27.7	29.9	28.5
Total Delay (hr)	10.4	9.6	12.9	11.3
Total Stops	768	759	710	742
Fuel Used (l)	72.7	76.1	73.7	73.5

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	927	948	954	970	940	961	946
Vehs Exited	937	924	962	998	944	988	834
Starting Vehs	96	86	112	106	111	130	148
Ending Vehs	86	110	104	78	107	103	260
Travel Distance (km)	798	823	842	847	806	842	752
Travel Time (hr)	24.5	29.1	26.7	26.4	26.6	32.6	52.0
Total Delay (hr)	7.8	12.0	9.2	8.8	9.8	15.0	36.4
Total Stops	745	745	841	853	707	745	720
Fuel Used (l)	68.0	73.7	74.1	73.4	70.7	77.1	87.9

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	989	987	970	959
Vehs Exited	986	962	963	951
Starting Vehs	106	97	121	109
Ending Vehs	109	122	128	116
Travel Distance (km)	850	841	814	822
Travel Time (hr)	28.0	27.1	26.9	30.0
Total Delay (hr)	10.2	9.5	9.9	12.9
Total Stops	902	803	719	777
Fuel Used (l)	74.4	73.8	70.8	74.4

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	952	932	1008	1001	897	948	960
Vehs Exited	943	927	997	927	904	945	920
Starting Vehs	86	110	104	78	107	103	260
Ending Vehs	95	115	115	152	100	106	300
Travel Distance (km)	808	793	856	832	765	815	790
Travel Time (hr)	25.6	28.6	28.0	28.8	24.6	26.6	75.9
Total Delay (hr)	8.8	12.1	10.3	11.5	8.7	9.7	59.6
Total Stops	792	638	874	768	663	703	1033
Fuel Used (l)	70.9	71.8	76.4	74.8	66.4	71.4	111.0

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	952	921	988	953
Vehs Exited	959	944	1013	947
Starting Vehs	109	122	128	116
Ending Vehs	102	99	103	129
Travel Distance (km)	824	804	877	816
Travel Time (hr)	27.1	27.0	30.1	32.2
Total Delay (hr)	9.9	10.2	11.9	15.3
Total Stops	816	770	887	793
Fuel Used (l)	72.1	71.0	78.9	76.5

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	933	923	948	921	940	933	943
Vehs Exited	900	943	973	975	907	941	1095
Starting Vehs	95	115	115	152	100	106	300
Ending Vehs	128	95	90	98	133	98	148
Travel Distance (km)	788	827	827	823	793	795	934
Travel Time (hr)	32.2	28.0	27.2	27.7	26.4	27.6	80.3
Total Delay (hr)	15.9	10.6	9.9	10.6	10.0	11.0	60.6
Total Stops	620	777	794	784	714	702	1520
Fuel Used (l)	73.4	72.7	72.5	73.3	70.5	71.3	126.9

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	950	973	967	942
Vehs Exited	946	984	950	961
Starting Vehs	102	99	103	129
Ending Vehs	106	88	120	104
Travel Distance (km)	818	821	842	827
Travel Time (hr)	28.6	27.7	28.1	33.4
Total Delay (hr)	11.5	10.6	10.4	16.1
Total Stops	734	729	823	817
Fuel Used (l)	73.2	73.7	75.3	78.3

Intersection: 1: Fieldgate Drive & Rathburn Road East

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (m)	27.8	46.3	60.0	17.4	41.9	50.4	22.0	26.6	17.1	80.8	54.8	41.9
Average Queue (m)	8.8	9.1	25.0	3.9	17.9	24.4	6.5	8.9	4.8	33.1	20.7	11.0
95th Queue (m)	21.5	26.8	47.7	12.4	36.7	44.5	17.4	21.4	13.5	64.2	43.0	27.6
Link Distance (m)			225.4		328.7	328.7		170.4			175.3	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	55.0	55.0		55.0			61.0		60.0	62.0		60.0
Storage Blk Time (%)		0	0							2	0	0
Queuing Penalty (veh)		0	0							4	0	0

Intersection: 2: West Site Access /Capilano Court & Rathburn Road East

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	LT	TR	L	T	TR	LTR	LTR
Maximum Queue (m)	20.9	20.5	10.2	12.6	19.9	17.2	7.8
Average Queue (m)	3.0	2.6	2.3	1.0	2.1	5.1	1.0
95th Queue (m)	15.1	15.6	8.7	6.8	11.8	13.8	5.2
Link Distance (m)	328.7	328.7		197.5	197.5	47.3	65.8
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (m)			15.0				
Storage Blk Time (%)			0	0			
Queuing Penalty (veh)			0	0			

Intersection: 3: Rathburn Road East & Ponytrail Drive

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (m)	30.0	53.1	48.7	28.2	32.0	27.0	49.4	19.8
Average Queue (m)	12.0	23.6	20.2	12.8	16.7	13.6	23.5	5.6
95th Queue (m)	29.8	79.0	74.6	23.7	27.2	22.6	71.7	17.7
Link Distance (m)		197.5	197.5	75.6	75.6		160.8	
Upstream Blk Time (%)		1	1				2	
Queuing Penalty (veh)		2	2				0	
Storage Bay Dist (m)	60.0					30.0		25.0
Storage Blk Time (%)		4			0	0	7	0
Queuing Penalty (veh)		3			1	0	3	0

Intersection: 4: East Site Access & Ponytrail Drive

Movement	EB	NB	NB	NB	SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (m)	15.6	9.6	8.8	17.6	22.4	17.1
Average Queue (m)	5.7	1.6	0.5	1.7	6.6	5.9
95th Queue (m)	15.8	7.2	3.9	9.2	38.8	37.8
Link Distance (m)	28.3		25.5	25.5	75.6	75.6
Upstream Blk Time (%)	3			0	4	4
Queuing Penalty (veh)	0			0	11	10
Storage Bay Dist (m)		10.0				
Storage Blk Time (%)		1	0			
Queuing Penalty (veh)		3	0			

Intersection: 5: Ponytrail Drive & Tapestry Trail

Movement	WB	NB	SB	SB	SB
Directions Served	LR	TR	L	T	T
Maximum Queue (m)	22.5	0.7	10.1	13.2	10.5
Average Queue (m)	10.3	0.0	1.3	2.5	2.4
95th Queue (m)	35.8	0.0	6.7	15.9	15.8
Link Distance (m)	65.6	93.5		25.5	25.5
Upstream Blk Time (%)	5			6	5
Queuing Penalty (veh)	0			14	13
Storage Bay Dist (m)			10.0		
Storage Blk Time (%)			1	6	
Queuing Penalty (veh)			1	1	

Intersection: 6: Ponytrail Drive & Maple Ridge Drive/Lookout Court

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	T	T	R
Maximum Queue (m)	20.2	4.4	12.9	3.3	6.9	50.9	38.6	27.2
Average Queue (m)	10.6	0.4	2.7	0.1	0.4	11.2	9.5	1.2
95th Queue (m)	35.6	3.0	10.6	1.7	3.7	57.7	55.1	15.4
Link Distance (m)	65.5	39.7		140.1	140.1	93.5	93.5	
Upstream Blk Time (%)	6					6	6	
Queuing Penalty (veh)	0					15	14	
Storage Bay Dist (m)			31.0					30.0
Storage Blk Time (%)			1				4	
Queuing Penalty (veh)			2				1	

Intersection: 7: Ponytrail Drive & 6.Burnhamthorpe Road East

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	L
Maximum Queue (m)	59.3	112.9	103.9	33.1	58.2	122.0	121.9	97.9	25.2	66.0	103.8	147.6
Average Queue (m)	19.3	49.9	41.9	2.5	14.0	49.0	45.3	27.6	5.8	26.7	56.9	71.2
95th Queue (m)	45.5	106.3	94.5	16.3	37.4	107.5	103.0	67.5	21.4	72.9	109.3	144.1
Link Distance (m)		289.7	289.7			425.7	425.7			174.3		140.1
Upstream Blk Time (%)										0		11
Queuing Penalty (veh)										0		28
Storage Bay Dist (m)	55.0			46.0	45.0			55.0	32.0		62.0	
Storage Blk Time (%)	1	10	8		1	13	7	1		18	23	28
Queuing Penalty (veh)	3	6	2		3	8	34	3		2	42	51

Intersection: 7: Ponytrail Drive & 6.Burnhamthorpe Road East

Movement	SB	SB
Directions Served	T	R
Maximum Queue (m)	114.1	47.4
Average Queue (m)	28.9	7.5
95th Queue (m)	93.1	34.0
Link Distance (m)	140.1	
Upstream Blk Time (%)	3	
Queuing Penalty (veh)	7	
Storage Bay Dist (m)		60.0
Storage Blk Time (%)	4	
Queuing Penalty (veh)	3	

Network Summary

Network wide Queuing Penalty: 290

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	7:30	7:30	7:30	7:30	7:30	7:30	7:30
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	90	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	3335	3422	3408	3573	3398	3446	3457
Vehs Exited	3288	3400	3380	3601	3404	3439	3456
Starting Vehs	68	82	111	111	88	95	104
Ending Vehs	115	104	139	83	82	102	105
Travel Distance (km)	2820	2944	2847	3020	2892	2910	2948
Travel Time (hr)	93.8	93.1	101.6	104.6	98.6	95.3	129.8
Total Delay (hr)	38.4	35.2	46.0	45.3	41.7	38.1	72.0
Total Stops	2815	2755	2716	2918	2676	2757	2731
Fuel Used (l)	258.9	263.8	265.2	279.2	264.9	265.1	293.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	7:30	7:30	7:30	7:30
End Time	9:00	9:00	9:00	9:00
Total Time (min)	90	90	90	90
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	3453	3485	3499	3446
Vehs Exited	3449	3517	3445	3436
Starting Vehs	99	131	110	94
Ending Vehs	103	99	164	105
Travel Distance (km)	2936	2935	2925	2918
Travel Time (hr)	99.5	110.7	116.6	104.4
Total Delay (hr)	41.8	53.1	58.9	47.0
Total Stops	3016	2645	2826	2784
Fuel Used (l)	271.6	279.1	282.8	272.4

Interval #0 Information Seeding

Start Time	7:30
End Time	8:00
Total Time (min)	30

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	850	864	792	912	863	844	817
Vehs Exited	835	862	808	920	860	858	812
Starting Vehs	68	82	111	111	88	95	104
Ending Vehs	83	84	95	103	91	81	109
Travel Distance (km)	715	760	673	768	741	730	686
Travel Time (hr)	22.1	22.5	21.0	26.8	26.5	22.1	23.3
Total Delay (hr)	8.0	7.5	7.9	11.9	11.8	7.9	9.8
Total Stops	796	767	649	717	644	670	601
Fuel Used (l)	64.5	66.9	60.7	71.5	69.1	65.3	62.0

Interval #1 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	869	838	888	853
Vehs Exited	895	900	902	865
Starting Vehs	99	131	110	94
Ending Vehs	73	69	96	83
Travel Distance (km)	754	738	747	731
Travel Time (hr)	23.7	22.8	29.1	24.0
Total Delay (hr)	8.8	8.4	14.4	9.6
Total Stops	830	684	733	709
Fuel Used (l)	70.0	66.8	72.8	67.0

Interval #2 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	857	843	844	828	872	897	880
Vehs Exited	853	859	792	847	861	871	844
Starting Vehs	83	84	95	103	91	81	109
Ending Vehs	87	68	147	84	102	107	145
Travel Distance (km)	726	727	668	702	734	754	730
Travel Time (hr)	23.5	23.4	24.4	23.4	24.2	26.4	39.8
Total Delay (hr)	9.4	9.2	11.4	9.7	9.7	11.6	25.5
Total Stops	700	699	592	635	696	694	798
Fuel Used (l)	66.1	65.7	61.1	63.5	65.4	69.1	79.0

Interval #2 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	844	916	860	866
Vehs Exited	837	885	872	852
Starting Vehs	73	69	96	83
Ending Vehs	80	100	84	101
Travel Distance (km)	705	736	746	723
Travel Time (hr)	21.2	25.1	25.1	25.7
Total Delay (hr)	7.4	10.6	10.3	11.5
Total Stops	691	651	771	690
Fuel Used (l)	62.6	67.0	68.6	66.8

Interval #3 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	807	854	879	937	861	844	910
Vehs Exited	819	827	932	905	874	874	924
Starting Vehs	87	68	147	84	102	107	145
Ending Vehs	75	95	94	116	89	77	131
Travel Distance (km)	685	718	765	788	742	723	791
Travel Time (hr)	20.5	21.4	26.9	29.7	25.7	22.5	35.9
Total Delay (hr)	7.1	7.4	11.9	14.2	11.2	8.3	20.3
Total Stops	707	648	761	765	731	701	670
Fuel Used (l)	61.5	63.2	72.2	74.5	68.6	65.6	79.7

Interval #3 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	852	903	874	872
Vehs Exited	804	872	836	866
Starting Vehs	80	100	84	101
Ending Vehs	128	131	122	100
Travel Distance (km)	701	753	725	739
Travel Time (hr)	22.9	28.9	31.0	26.5
Total Delay (hr)	9.1	14.2	16.7	12.0
Total Stops	614	705	680	699
Fuel Used (l)	62.2	71.9	71.3	69.1

Interval #4 Information Recording

Start Time	8:45
End Time	9:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	821	861	893	896	802	861	850
Vehs Exited	781	852	848	929	809	836	876
Starting Vehs	75	95	94	116	89	77	131
Ending Vehs	115	104	139	83	82	102	105
Travel Distance (km)	695	740	741	762	675	703	741
Travel Time (hr)	27.7	25.8	29.2	24.6	22.2	24.3	30.9
Total Delay (hr)	14.0	11.2	14.8	9.6	9.0	10.4	16.3
Total Stops	612	641	714	801	605	692	662
Fuel Used (l)	66.9	68.1	71.1	69.7	61.8	65.0	72.6

Interval #4 Information Recording

Start Time	8:45
End Time	9:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	888	828	877	854
Vehs Exited	913	860	835	855
Starting Vehs	128	131	122	100
Ending Vehs	103	99	164	105
Travel Distance (km)	776	708	706	725
Travel Time (hr)	31.7	33.9	31.4	28.2
Total Delay (hr)	16.5	19.9	17.5	13.9
Total Stops	881	605	642	686
Fuel Used (l)	76.9	73.4	70.1	69.5

Intersection: 1: Fieldgate Drive & Rathburn Road East

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (m)	20.2	35.1	48.3	12.3	46.0	63.1	30.2	41.6	31.5	33.8	27.1	19.7
Average Queue (m)	5.6	6.0	20.5	2.3	17.4	28.9	10.5	16.4	5.1	11.7	9.4	5.9
95th Queue (m)	15.8	19.8	40.3	9.0	37.0	52.3	23.6	33.5	19.4	26.7	22.0	15.7
Link Distance (m)			225.4		328.7	328.7		170.4			175.3	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	55.0	55.0		55.0			61.0		60.0	62.0		60.0
Storage Blk Time (%)			0		0							
Queuing Penalty (veh)			0		0							

Intersection: 2: West Site Access /Capilano Court & Rathburn Road East

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	LT	TR	L	T	TR	LTR	LTR
Maximum Queue (m)	12.5	18.2	7.8	13.1	23.4	18.2	9.2
Average Queue (m)	1.1	1.7	0.5	0.8	2.2	7.4	2.6
95th Queue (m)	6.5	9.5	4.2	6.6	11.7	15.5	8.7
Link Distance (m)	328.7	328.7		197.5	197.5	47.3	65.8
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (m)			15.0				
Storage Blk Time (%)			0	0			
Queuing Penalty (veh)			0	0			

Intersection: 3: Rathburn Road East & Ponytrail Drive

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (m)	18.9	29.6	26.5	33.1	35.4	21.5	37.5	14.4
Average Queue (m)	5.8	12.9	9.5	13.9	18.6	9.1	17.0	3.8
95th Queue (m)	15.6	25.2	21.4	26.2	29.8	19.0	31.5	10.5
Link Distance (m)		197.5	197.5	75.6	75.6		160.8	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (m)	60.0					30.0		25.0
Storage Blk Time (%)					1	0	2	0
Queuing Penalty (veh)					1	0	1	0

Intersection: 4: East Site Access & Ponytrail Drive

Movement	EB	NB	NB	NB	SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (m)	21.8	9.7	6.8	13.0	18.2	13.8
Average Queue (m)	9.2	1.8	0.3	1.0	1.3	0.8
95th Queue (m)	17.4	7.8	3.5	6.7	13.1	10.9
Link Distance (m)	28.3		25.5	25.5	75.6	75.6
Upstream Blk Time (%)	0			0	0	0
Queuing Penalty (veh)	0			0	0	0
Storage Bay Dist (m)		10.0				
Storage Blk Time (%)		1	0			
Queuing Penalty (veh)		2	0			

Intersection: 5: Ponytrail Drive & Tapestry Trail

Movement	WB	SB	SB	SB
Directions Served	LR	L	T	T
Maximum Queue (m)	16.5	7.6	7.9	5.4
Average Queue (m)	6.8	0.7	0.6	0.4
95th Queue (m)	14.5	4.8	7.1	5.2
Link Distance (m)	65.6		25.5	25.5
Upstream Blk Time (%)			1	1
Queuing Penalty (veh)			1	1
Storage Bay Dist (m)		10.0		
Storage Blk Time (%)		0	1	
Queuing Penalty (veh)		1	0	

Intersection: 6: Ponytrail Drive & Maple Ridge Drive/Lookout Court

Movement	EB	WB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	LT	T	R
Maximum Queue (m)	21.1	4.4	8.7	51.8	38.7	13.0
Average Queue (m)	5.7	0.2	1.1	5.7	3.7	0.7
95th Queue (m)	15.6	2.1	5.6	37.1	29.6	11.7
Link Distance (m)	65.5	39.7		93.5	93.5	
Upstream Blk Time (%)				1	1	
Queuing Penalty (veh)				3	2	
Storage Bay Dist (m)			31.0			30.0
Storage Blk Time (%)					2	
Queuing Penalty (veh)					0	

Intersection: 7: Ponytrail Drive & 6.Burnhamthorpe Road East

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	L
Maximum Queue (m)	76.8	148.1	139.8	69.0	26.7	71.2	65.5	42.9	56.8	174.0	101.6	137.6
Average Queue (m)	15.6	63.2	54.2	7.0	8.5	30.2	25.3	15.1	12.5	84.5	52.2	65.1
95th Queue (m)	49.1	138.1	121.8	36.6	21.8	67.6	59.7	33.5	45.1	182.6	102.3	132.5
Link Distance (m)		289.7	289.7			425.7	425.7			174.3		140.1
Upstream Blk Time (%)										16		6
Queuing Penalty (veh)										0		16
Storage Bay Dist (m)	55.0			46.0	45.0			55.0	32.0		62.0	
Storage Blk Time (%)		17	15		0	6	1	0	1	57	18	22
Queuing Penalty (veh)		8	7		1	2	3	0	1	11	31	39

Intersection: 7: Ponytrail Drive & 6.Burnhamthorpe Road East

Movement	SB	SB
Directions Served	T	R
Maximum Queue (m)	96.3	38.6
Average Queue (m)	21.4	6.3
95th Queue (m)	79.4	24.1
Link Distance (m)	140.1	
Upstream Blk Time (%)	3	
Queuing Penalty (veh)	7	
Storage Bay Dist (m)		60.0
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Network Summary

Network wide Queuing Penalty: 140

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:00	4:00	4:00	4:00	4:00	4:00	4:00
End Time	5:30	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	90	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	4048	4122	4073	4274	3980	4129	4096
Vehs Exited	4061	4118	4073	4226	3753	4151	4148
Starting Vehs	123	87	114	128	82	143	191
Ending Vehs	110	91	114	176	309	121	139
Travel Distance (km)	3418	3497	3405	3553	3189	3506	3467
Travel Time (hr)	113.0	118.1	116.2	124.6	264.2	119.7	127.7
Total Delay (hr)	42.1	44.8	45.2	50.6	198.2	46.7	55.4
Total Stops	3126	3202	3331	3438	3744	3254	3427
Fuel Used (l)	300.7	310.3	304.7	320.2	413.2	312.9	316.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:00	4:00	4:00	4:00
End Time	5:30	5:30	5:30	5:30
Total Time (min)	90	90	90	90
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	4028	4258	4227	4121
Vehs Exited	4050	4285	4188	4105
Starting Vehs	118	136	137	126
Ending Vehs	96	109	176	142
Travel Distance (km)	3373	3580	3533	3452
Travel Time (hr)	110.8	128.2	130.7	135.3
Total Delay (hr)	40.7	53.5	57.1	63.4
Total Stops	3149	3623	3518	3381
Fuel Used (l)	295.3	326.0	323.3	322.3

Interval #0 Information Seeding

Start Time	4:00
End Time	4:30
Total Time (min)	30

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	1016	1072	945	1009	968	998	1032
Vehs Exited	1028	1058	961	1001	910	1057	1118
Starting Vehs	123	87	114	128	82	143	191
Ending Vehs	111	101	98	136	140	84	105
Travel Distance (km)	860	906	804	848	790	870	915
Travel Time (hr)	28.4	30.1	26.1	29.4	28.1	30.8	34.0
Total Delay (hr)	10.6	11.0	9.4	11.8	11.7	12.6	14.8
Total Stops	723	945	757	850	712	830	1005
Fuel Used (l)	75.1	80.1	70.3	77.8	70.0	78.8	84.9

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	1031	1065	1049	1017
Vehs Exited	1037	1028	1067	1026
Starting Vehs	118	136	137	126
Ending Vehs	112	173	119	113
Travel Distance (km)	870	870	880	861
Travel Time (hr)	29.8	33.9	31.6	30.2
Total Delay (hr)	11.7	15.7	13.3	12.3
Total Stops	803	729	920	828
Fuel Used (l)	77.2	80.4	80.6	77.5

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	1009	1019	1013	1121	1014	1036	1003
Vehs Exited	1014	1024	998	1145	832	1009	975
Starting Vehs	111	101	98	136	140	84	105
Ending Vehs	106	96	113	112	322	111	133
Travel Distance (km)	858	878	830	938	718	864	813
Travel Time (hr)	25.8	29.1	27.2	30.6	61.9	28.1	28.6
Total Delay (hr)	8.0	10.8	9.9	11.2	47.2	10.2	11.6
Total Stops	812	795	771	949	499	734	751
Fuel Used (l)	72.6	77.5	72.9	81.8	92.5	75.5	72.5

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	1047	1074	999	1031
Vehs Exited	1026	1130	1009	1016
Starting Vehs	112	173	119	113
Ending Vehs	133	117	109	133
Travel Distance (km)	852	930	843	852
Travel Time (hr)	27.3	36.6	28.0	32.3
Total Delay (hr)	9.7	17.1	10.4	14.6
Total Stops	761	1062	876	800
Fuel Used (l)	73.9	88.6	74.9	78.3

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	992	1048	1082	1078	993	1010	1038
Vehs Exited	980	1007	1076	1054	1022	1005	1010
Starting Vehs	106	96	113	112	322	111	133
Ending Vehs	118	137	119	136	293	116	161
Travel Distance (km)	831	874	904	910	862	852	857
Travel Time (hr)	28.8	29.1	32.4	31.7	95.3	29.9	35.1
Total Delay (hr)	11.7	10.9	13.6	12.8	77.3	12.1	17.3
Total Stops	693	777	1003	801	1476	736	798
Fuel Used (l)	74.3	77.4	82.3	81.6	134.8	76.2	80.6

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	952	1061	1099	1034
Vehs Exited	1010	1052	1067	1028
Starting Vehs	133	117	109	133
Ending Vehs	75	126	141	139
Travel Distance (km)	831	890	917	873
Travel Time (hr)	27.3	29.2	29.6	36.8
Total Delay (hr)	10.0	10.6	10.6	18.7
Total Stops	783	868	819	878
Fuel Used (l)	73.3	78.2	80.5	83.9

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	1031	983	1033	1066	1005	1085	1023
Vehs Exited	1039	1029	1038	1026	989	1080	1045
Starting Vehs	118	137	119	136	293	116	161
Ending Vehs	110	91	114	176	309	121	139
Travel Distance (km)	868	839	867	857	819	919	881
Travel Time (hr)	30.0	29.7	30.5	32.8	79.0	31.0	30.1
Total Delay (hr)	11.8	12.1	12.4	14.8	62.1	11.7	11.7
Total Stops	898	685	800	838	1057	954	873
Fuel Used (l)	78.6	75.3	79.1	79.0	115.9	82.4	78.3

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	998	1058	1080	1033
Vehs Exited	977	1075	1045	1035
Starting Vehs	75	126	141	139
Ending Vehs	96	109	176	142
Travel Distance (km)	821	891	892	865
Travel Time (hr)	26.4	28.6	41.4	35.9
Total Delay (hr)	9.2	10.1	22.8	17.9
Total Stops	802	964	903	876
Fuel Used (l)	71.0	78.8	87.4	82.6

Intersection: 1: Fieldgate Drive & Rathburn Road East

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (m)	22.9	45.5	58.9	16.7	44.0	50.8	22.6	28.4	14.3	88.9	51.6	47.0
Average Queue (m)	7.6	11.2	27.2	4.4	19.3	25.4	6.9	9.4	5.3	35.6	21.0	11.0
95th Queue (m)	18.8	31.1	50.1	12.9	38.1	45.2	18.0	21.5	13.6	68.1	41.1	29.8
Link Distance (m)			225.4		328.7	328.7		170.4			175.3	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	55.0	55.0		55.0			61.0		60.0	62.0		60.0
Storage Blk Time (%)		0	0		0					3	0	0
Queuing Penalty (veh)		0	1		0					6	0	0

Intersection: 2: West Site Access /Capilano Court & Rathburn Road East

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	LT	TR	L	T	TR	LTR	LTR
Maximum Queue (m)	33.5	33.8	12.7	12.6	17.6	20.2	8.4
Average Queue (m)	5.6	5.5	2.2	0.8	1.8	7.4	1.6
95th Queue (m)	38.4	38.0	8.8	6.4	10.2	17.6	6.9
Link Distance (m)	328.7	328.7		197.5	197.5	47.3	65.8
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (m)			15.0				
Storage Blk Time (%)			0	0			
Queuing Penalty (veh)			0	0			

Intersection: 3: Rathburn Road East & Ponytrail Drive

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (m)	30.3	54.5	49.0	29.8	31.6	24.1	50.0	18.4
Average Queue (m)	12.4	25.8	22.9	14.0	17.3	12.7	24.3	6.2
95th Queue (m)	30.6	89.8	87.0	25.7	27.2	20.8	77.6	18.4
Link Distance (m)		197.5	197.5	75.6	75.6		160.8	
Upstream Blk Time (%)		2	2				3	
Queuing Penalty (veh)		6	6				0	
Storage Bay Dist (m)	60.0					30.0		25.0
Storage Blk Time (%)	0	6			0	0	7	0
Queuing Penalty (veh)	0	4			1	0	4	0

Intersection: 4: East Site Access & Ponytrail Drive

Movement	EB	NB	NB	NB	SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (m)	16.4	12.1	13.6	19.9	33.6	28.6
Average Queue (m)	7.2	3.4	0.9	2.6	7.2	6.3
95th Queue (m)	16.7	10.9	6.7	12.1	41.1	39.1
Link Distance (m)	28.3		25.5	25.5	75.6	75.6
Upstream Blk Time (%)	3		0	0	5	3
Queuing Penalty (veh)	0		0	0	14	9
Storage Bay Dist (m)		10.0				
Storage Blk Time (%)		2	0			
Queuing Penalty (veh)		7	0			

Intersection: 5: Ponytrail Drive & Tapestry Trail

Movement	WB	NB	SB	SB	SB
Directions Served	LR	TR	L	T	T
Maximum Queue (m)	21.8	0.9	11.1	18.2	13.3
Average Queue (m)	10.0	0.0	1.9	3.0	2.5
95th Queue (m)	32.8	0.9	8.1	16.8	15.7
Link Distance (m)	65.6	93.5		25.5	25.5
Upstream Blk Time (%)	4			7	6
Queuing Penalty (veh)	0			17	15
Storage Bay Dist (m)			10.0		
Storage Blk Time (%)			1	8	
Queuing Penalty (veh)			2	1	

Intersection: 6: Ponytrail Drive & Maple Ridge Drive/Lookout Court

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	T	T	R
Maximum Queue (m)	27.7	3.6	16.2	15.2	4.3	54.6	47.0	20.2
Average Queue (m)	11.3	0.3	4.9	1.7	0.2	13.3	11.0	0.9
95th Queue (m)	37.0	2.5	23.3	23.5	2.4	64.0	58.2	13.5
Link Distance (m)	65.5	39.7		140.1	140.1	93.5	93.5	
Upstream Blk Time (%)	6					7	6	
Queuing Penalty (veh)	0					20	17	
Storage Bay Dist (m)			31.0					30.0
Storage Blk Time (%)			3				3	
Queuing Penalty (veh)			11				0	

Intersection: 7: Ponytrail Drive & 6.Burnhamthorpe Road East

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	L
Maximum Queue (m)	74.4	132.0	123.3	35.7	78.0	125.4	130.8	97.7	39.1	93.6	103.9	146.5
Average Queue (m)	24.4	51.8	43.9	3.0	20.5	49.3	47.3	27.3	5.4	36.2	56.1	72.2
95th Queue (m)	61.1	118.3	105.4	19.8	54.2	112.3	110.3	68.3	22.2	107.6	107.8	144.9
Link Distance (m)		289.7	289.7			425.7	425.7			174.3		140.1
Upstream Blk Time (%)										6		12
Queuing Penalty (veh)										0		33
Storage Bay Dist (m)	55.0			46.0	45.0			55.0	32.0		62.0	
Storage Blk Time (%)	3	11	10		2	16	8	0	0	23	24	29
Queuing Penalty (veh)	16	7	3		9	13	42	2	0	3	45	54

Intersection: 7: Ponytrail Drive & 6.Burnhamthorpe Road East

Movement	SB	SB
Directions Served	T	R
Maximum Queue (m)	116.4	59.0
Average Queue (m)	37.9	8.3
95th Queue (m)	112.0	36.9
Link Distance (m)	140.1	
Upstream Blk Time (%)	6	
Queuing Penalty (veh)	15	
Storage Bay Dist (m)		60.0
Storage Blk Time (%)	2	
Queuing Penalty (veh)	1	

Network Summary

Network wide Queuing Penalty: 381

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	7:30	7:30	7:30	7:30	7:30	7:30	7:30
End Time	9:00	9:00	9:00	9:00	9:00	9:00	9:00
Total Time (min)	90	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	3609	3590	3567	3472	3614	3652	3602
Vehs Exited	3633	3583	3578	3521	3628	3651	3551
Starting Vehs	89	87	131	135	142	93	112
Ending Vehs	65	94	120	86	128	94	163
Travel Distance (km)	3046	3004	3035	2937	3067	3063	3034
Travel Time (hr)	95.9	105.3	112.7	119.5	114.0	126.1	154.3
Total Delay (hr)	36.1	45.8	52.5	61.0	53.3	65.5	93.9
Total Stops	3031	3118	3148	3191	3405	3321	3267
Fuel Used (l)	275.3	281.3	288.8	288.5	296.1	301.8	322.0

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	7:30	7:30	7:30	7:30
End Time	9:00	9:00	9:00	9:00
Total Time (min)	90	90	90	90
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	3449	3525	3557	3565
Vehs Exited	3386	3540	3549	3564
Starting Vehs	98	130	116	112
Ending Vehs	161	115	124	110
Travel Distance (km)	2865	2934	2985	2997
Travel Time (hr)	109.6	111.9	107.3	115.7
Total Delay (hr)	52.8	53.7	48.0	56.3
Total Stops	2744	2998	3295	3149
Fuel Used (l)	269.7	280.4	284.0	288.8

Interval #0 Information Seeding

Start Time	7:30
End Time	8:00
Total Time (min)	30

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	918	917	875	856	946	917	899
Vehs Exited	931	849	925	854	997	818	853
Starting Vehs	89	87	131	135	142	93	112
Ending Vehs	76	155	81	137	91	192	158
Travel Distance (km)	759	751	757	716	836	716	749
Travel Time (hr)	25.2	30.5	24.8	27.2	34.9	31.4	35.9
Total Delay (hr)	10.4	15.7	10.0	13.0	18.4	17.3	21.1
Total Stops	743	756	828	739	1021	654	796
Fuel Used (l)	69.2	72.0	69.4	68.6	84.8	69.6	76.6

Interval #1 Information Recording

Start Time	8:00
End Time	8:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	863	861	878	891
Vehs Exited	872	904	894	888
Starting Vehs	98	130	116	112
Ending Vehs	89	87	100	111
Travel Distance (km)	735	737	738	750
Travel Time (hr)	23.4	23.8	27.4	28.5
Total Delay (hr)	8.8	9.3	12.8	13.7
Total Stops	756	703	836	784
Fuel Used (l)	66.4	66.6	72.1	71.5

Interval #2 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	917	873	897	843	895	881	889
Vehs Exited	890	957	861	864	878	959	888
Starting Vehs	76	155	81	137	91	192	158
Ending Vehs	103	71	117	116	108	114	159
Travel Distance (km)	756	754	741	722	769	788	759
Travel Time (hr)	23.3	26.6	25.7	40.8	26.9	36.9	37.9
Total Delay (hr)	8.6	11.6	10.9	26.4	11.7	21.1	22.8
Total Stops	747	845	729	885	861	1082	813
Fuel Used (l)	67.5	72.3	68.4	80.2	72.8	83.8	79.5

Interval #2 Information Recording

Start Time	8:15
End Time	8:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	828	892	867	880
Vehs Exited	796	874	876	882
Starting Vehs	89	87	100	111
Ending Vehs	121	105	91	108
Travel Distance (km)	684	735	725	743
Travel Time (hr)	29.1	28.9	22.7	29.9
Total Delay (hr)	15.5	14.3	8.2	15.1
Total Stops	672	713	797	816
Fuel Used (l)	66.2	70.1	66.1	72.7

Interval #3 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	880	901	877	882	894	935	855
Vehs Exited	881	874	870	907	905	909	887
Starting Vehs	103	71	117	116	108	114	159
Ending Vehs	102	98	124	91	97	140	127
Travel Distance (km)	751	753	747	742	729	776	738
Travel Time (hr)	23.2	22.6	29.7	25.1	22.9	27.4	36.7
Total Delay (hr)	8.3	7.8	14.9	10.4	8.5	12.3	22.0
Total Stops	736	768	776	712	742	764	729
Fuel Used (l)	67.5	67.5	73.3	68.6	66.6	72.4	77.8

Interval #3 Information Recording

Start Time	8:30
End Time	8:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	868	877	904	888
Vehs Exited	881	886	886	892
Starting Vehs	121	105	91	108
Ending Vehs	108	96	109	108
Travel Distance (km)	726	741	752	745
Travel Time (hr)	25.8	29.2	24.2	26.7
Total Delay (hr)	11.4	14.5	9.4	12.0
Total Stops	703	877	793	760
Fuel Used (l)	67.6	72.2	68.5	70.2

Interval #4 Information Recording

Start Time	8:45
End Time	9:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	894	899	918	891	879	919	959
Vehs Exited	931	903	922	896	848	965	923
Starting Vehs	102	98	124	91	97	140	127
Ending Vehs	65	94	120	86	128	94	163
Travel Distance (km)	780	745	789	756	733	783	787
Travel Time (hr)	24.1	25.6	32.6	26.3	29.3	30.3	43.9
Total Delay (hr)	8.8	10.7	16.7	11.2	14.7	14.8	28.1
Total Stops	805	749	815	855	781	821	929
Fuel Used (l)	71.0	69.5	77.7	71.1	71.8	75.9	88.1

Interval #4 Information Recording

Start Time	8:45
End Time	9:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	890	895	908	900
Vehs Exited	837	876	893	898
Starting Vehs	108	96	109	108
Ending Vehs	161	115	124	110
Travel Distance (km)	719	721	771	759
Travel Time (hr)	31.3	30.1	33.0	30.6
Total Delay (hr)	17.1	15.7	17.6	15.5
Total Stops	613	705	869	794
Fuel Used (l)	69.4	71.5	77.2	74.3

Intersection: 1: Fieldgate Drive & Rathburn Road East

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (m)	21.0	32.5	47.2	13.0	46.5	69.7	32.5	46.8	34.4	35.7	28.7	18.9
Average Queue (m)	6.7	6.0	20.2	2.8	19.5	31.3	11.7	17.0	4.8	14.4	9.5	5.7
95th Queue (m)	17.2	20.3	39.3	10.1	40.1	57.4	26.4	36.4	19.5	30.3	22.1	15.3
Link Distance (m)			225.4		328.7	328.7		170.4			175.3	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	55.0	55.0		55.0			61.0		60.0	62.0		60.0
Storage Blk Time (%)		0	0		0			0				
Queuing Penalty (veh)		0	0		0			0				

Intersection: 2: West Site Access /Capilano Court & Rathburn Road East

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	LT	TR	L	T	TR	LTR	LTR
Maximum Queue (m)	13.1	15.4	8.8	19.1	20.9	25.7	10.5
Average Queue (m)	1.4	1.8	0.6	1.5	2.6	10.5	3.3
95th Queue (m)	7.5	9.6	4.2	9.6	12.7	20.0	9.7
Link Distance (m)	328.7	328.7		197.5	197.5	47.3	65.8
Upstream Blk Time (%)						0	
Queuing Penalty (veh)						0	
Storage Bay Dist (m)			15.0				
Storage Blk Time (%)				0			
Queuing Penalty (veh)				0			

Intersection: 3: Rathburn Road East & Ponytrail Drive

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (m)	20.0	30.1	27.8	30.0	34.5	21.4	38.5	14.4
Average Queue (m)	7.5	12.3	9.8	13.7	18.2	9.6	17.6	3.9
95th Queue (m)	17.8	24.6	22.9	25.7	28.7	18.8	32.6	10.5
Link Distance (m)		197.5	197.5	75.6	75.6		160.8	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (m)	60.0					30.0		25.0
Storage Blk Time (%)					1		2	0
Queuing Penalty (veh)					1		1	0

Intersection: 4: East Site Access & Ponytrail Drive

Movement	EB	NB	NB	NB	SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (m)	28.3	11.1	10.5	12.4	35.3	26.9
Average Queue (m)	12.8	2.8	0.6	1.2	2.8	2.0
95th Queue (m)	23.0	9.8	4.9	7.1	22.7	19.6
Link Distance (m)	28.3		25.5	25.5	75.6	75.6
Upstream Blk Time (%)	1		0		1	0
Queuing Penalty (veh)	0		0		1	0
Storage Bay Dist (m)		10.0				
Storage Blk Time (%)		1	0			
Queuing Penalty (veh)		4	0			

Intersection: 5: Ponytrail Drive & Tapestry Trail

Movement	WB	SB	SB	SB
Directions Served	LR	L	T	T
Maximum Queue (m)	20.0	8.3	15.5	13.9
Average Queue (m)	7.1	1.0	1.8	1.5
95th Queue (m)	16.5	5.7	12.6	11.4
Link Distance (m)	65.6		25.5	25.5
Upstream Blk Time (%)			3	2
Queuing Penalty (veh)			7	6
Storage Bay Dist (m)		10.0		
Storage Blk Time (%)		0	4	
Queuing Penalty (veh)		1	0	

Intersection: 6: Ponytrail Drive & Maple Ridge Drive/Lookout Court

Movement	EB	WB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	LT	T	R
Maximum Queue (m)	24.6	6.6	8.6	85.3	76.6	20.1
Average Queue (m)	6.9	0.3	1.2	13.9	10.7	1.0
95th Queue (m)	17.9	2.6	6.0	63.9	55.4	13.7
Link Distance (m)	65.5	39.7		93.5	93.5	
Upstream Blk Time (%)				4	3	
Queuing Penalty (veh)				10	7	
Storage Bay Dist (m)			31.0			30.0
Storage Blk Time (%)					4	
Queuing Penalty (veh)					1	

Intersection: 7: Ponytrail Drive & 6.Burnhamthorpe Road East

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	L
Maximum Queue (m)	76.8	178.1	167.6	63.6	33.6	87.2	77.8	51.4	49.1	169.0	101.1	142.1
Average Queue (m)	18.6	70.0	60.8	6.4	9.4	34.8	29.7	17.0	12.6	94.7	59.1	74.9
95th Queue (m)	57.4	152.6	137.8	32.7	26.6	77.0	68.3	37.6	44.6	194.1	111.1	149.0
Link Distance (m)		289.7	289.7			425.7	425.7			174.3		140.1
Upstream Blk Time (%)										15		12
Queuing Penalty (veh)										0		33
Storage Bay Dist (m)	55.0			46.0	45.0			55.0	32.0		62.0	
Storage Blk Time (%)		20	18		2	7	2	0	0	63	27	31
Queuing Penalty (veh)		10	8		5	3	6	0	0	12	51	59

Intersection: 7: Ponytrail Drive & 6.Burnhamthorpe Road East

Movement	SB	SB
Directions Served	T	R
Maximum Queue (m)	114.6	44.4
Average Queue (m)	32.2	7.3
95th Queue (m)	109.8	29.1
Link Distance (m)	140.1	
Upstream Blk Time (%)	8	
Queuing Penalty (veh)	21	
Storage Bay Dist (m)		60.0
Storage Blk Time (%)	1	0
Queuing Penalty (veh)	1	0

Network Summary

Network wide Queuing Penalty: 248

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	4:00	4:00	4:00	4:00	4:00	4:00	4:00
End Time	5:30	5:30	5:30	5:30	5:30	5:30	5:30
Total Time (min)	90	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	4060	4130	4012	4081	4076	4212	4096
Vehs Exited	4024	4119	3936	4052	4097	4202	4148
Starting Vehs	100	98	107	167	141	114	191
Ending Vehs	136	109	183	196	120	124	139
Travel Distance (km)	3395	3491	3330	3384	3435	3528	3467
Travel Time (hr)	110.9	120.8	122.6	124.6	132.1	118.0	127.7
Total Delay (hr)	40.2	48.2	53.3	54.0	60.5	44.4	55.4
Total Stops	3127	3254	3028	3122	3275	3280	3427
Fuel Used (l)	296.5	310.8	304.1	306.5	316.9	312.3	316.3

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	4:00	4:00	4:00	4:00
End Time	5:30	5:30	5:30	5:30
Total Time (min)	90	90	90	90
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	4028	4258	4227	4118
Vehs Exited	4050	4285	4188	4112
Starting Vehs	118	136	137	126
Ending Vehs	96	109	176	133
Travel Distance (km)	3373	3580	3533	3452
Travel Time (hr)	110.8	128.2	130.7	122.6
Total Delay (hr)	40.7	53.5	57.1	50.7
Total Stops	3149	3623	3518	3283
Fuel Used (l)	295.3	326.0	323.3	310.8

Interval #0 Information Seeding

Start Time	4:00
End Time	4:30
Total Time (min)	30

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	1004	1030	1030	1024	1016	1070	1032
Vehs Exited	1019	998	1051	1097	989	1053	1118
Starting Vehs	100	98	107	167	141	114	191
Ending Vehs	85	130	86	94	168	131	105
Travel Distance (km)	833	859	882	894	856	892	915
Travel Time (hr)	25.5	30.2	27.1	29.4	36.4	28.5	34.0
Total Delay (hr)	8.1	12.4	8.7	10.7	18.6	9.9	14.8
Total Stops	800	748	862	826	755	819	1005
Fuel Used (l)	71.6	76.8	77.2	78.6	81.9	78.4	84.9

Interval #1 Information Recording

Start Time	4:30
End Time	4:45
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	1031	1065	1049	1029
Vehs Exited	1037	1028	1067	1045
Starting Vehs	118	136	137	126
Ending Vehs	112	173	119	115
Travel Distance (km)	870	870	880	875
Travel Time (hr)	29.8	33.9	31.6	30.6
Total Delay (hr)	11.7	15.7	13.3	12.4
Total Stops	803	729	920	824
Fuel Used (l)	77.2	80.4	80.6	78.8

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	1019	1081	978	982	1036	1063	1003
Vehs Exited	996	1099	976	982	1067	1057	975
Starting Vehs	85	130	86	94	168	131	105
Ending Vehs	108	112	88	94	137	137	133
Travel Distance (km)	857	929	838	810	866	893	813
Travel Time (hr)	28.7	33.9	27.5	26.3	34.2	29.1	28.6
Total Delay (hr)	10.8	14.6	10.1	9.4	16.2	10.6	11.6
Total Stops	828	918	813	782	853	814	751
Fuel Used (l)	75.5	85.0	74.3	69.6	80.7	77.6	72.5

Interval #2 Information Recording

Start Time	4:45
End Time	5:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	1047	1074	999	1028
Vehs Exited	1026	1130	1009	1033
Starting Vehs	112	173	119	115
Ending Vehs	133	117	109	113
Travel Distance (km)	852	930	843	863
Travel Time (hr)	27.3	36.6	28.0	30.0
Total Delay (hr)	9.7	17.1	10.4	12.0
Total Stops	761	1062	876	847
Fuel Used (l)	73.9	88.6	74.9	77.3

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	1048	1009	1004	1074	1047	1039	1038
Vehs Exited	1047	1016	938	993	1062	1061	1010
Starting Vehs	108	112	88	94	137	137	133
Ending Vehs	109	105	154	175	122	115	161
Travel Distance (km)	883	860	806	876	891	885	857
Travel Time (hr)	29.3	29.4	32.5	30.4	34.7	28.6	35.1
Total Delay (hr)	10.9	11.5	15.6	12.2	16.1	10.1	17.3
Total Stops	768	831	762	843	898	842	798
Fuel Used (l)	76.8	76.1	74.9	78.6	83.6	77.5	80.6

Interval #3 Information Recording

Start Time	5:00
End Time	5:15
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	952	1061	1099	1038
Vehs Exited	1010	1052	1067	1027
Starting Vehs	133	117	109	113
Ending Vehs	75	126	141	122
Travel Distance (km)	831	890	917	869
Travel Time (hr)	27.3	29.2	29.6	30.6
Total Delay (hr)	10.0	10.6	10.6	12.5
Total Stops	783	868	819	823
Fuel Used (l)	73.3	78.2	80.5	78.0

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	989	1010	1000	1001	977	1040	1023
Vehs Exited	962	1006	971	980	979	1031	1045
Starting Vehs	109	105	154	175	122	115	161
Ending Vehs	136	109	183	196	120	124	139
Travel Distance (km)	822	843	803	805	822	858	881
Travel Time (hr)	27.4	27.3	35.5	38.5	26.7	31.8	30.1
Total Delay (hr)	10.3	9.7	18.9	21.8	9.6	13.8	11.7
Total Stops	731	757	591	671	769	805	873
Fuel Used (l)	72.5	72.9	77.7	79.6	70.7	78.8	78.3

Interval #4 Information Recording

Start Time	5:15
End Time	5:30
Total Time (min)	15

Volumes adjusted by Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	998	1058	1080	1018
Vehs Exited	977	1075	1045	1007
Starting Vehs	75	126	141	122
Ending Vehs	96	109	176	133
Travel Distance (km)	821	891	892	844
Travel Time (hr)	26.4	28.6	41.4	31.4
Total Delay (hr)	9.2	10.1	22.8	13.8
Total Stops	802	964	903	784
Fuel Used (l)	71.0	78.8	87.4	76.8

Intersection: 1: Fieldgate Drive & Rathburn Road East

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	T	TR	L	T	TR
Maximum Queue (m)	22.8	46.1	59.8	15.5	45.5	53.4	23.1	27.5	13.0	94.0	66.7	46.5
Average Queue (m)	7.9	11.6	26.9	4.3	20.2	26.9	6.7	8.6	5.3	34.0	22.0	11.5
95th Queue (m)	18.4	31.6	49.5	12.6	40.0	48.0	17.6	21.0	13.2	68.6	48.2	30.2
Link Distance (m)			225.4		328.7	328.7		170.4			175.3	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	55.0	55.0		55.0			61.0		60.0	62.0		60.0
Storage Blk Time (%)		0	0		0					4	0	0
Queuing Penalty (veh)		0	1		0					6	0	0

Intersection: 2: West Site Access /Capilano Court & Rathburn Road East

Movement	EB	EB	WB	WB	WB	NB	SB
Directions Served	LT	TR	L	T	TR	LTR	LTR
Maximum Queue (m)	15.4	17.0	12.2	11.9	19.3	19.9	7.8
Average Queue (m)	1.9	2.0	2.4	0.7	1.9	7.3	1.3
95th Queue (m)	9.1	9.9	9.2	5.7	10.4	16.7	6.0
Link Distance (m)	328.7	328.7		197.5	197.5	47.3	65.8
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (m)			15.0				
Storage Blk Time (%)			0	0			
Queuing Penalty (veh)			0	0			

Intersection: 3: Rathburn Road East & Ponytrail Drive

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	T	R	L	R
Maximum Queue (m)	24.6	35.9	29.7	29.4	31.0	24.3	40.0	15.3
Average Queue (m)	11.5	16.7	13.8	14.2	17.2	12.4	17.2	5.2
95th Queue (m)	21.4	30.5	26.5	25.9	27.2	20.6	31.9	12.2
Link Distance (m)		197.5	197.5	75.6	75.6		160.8	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (m)	60.0					30.0		25.0
Storage Blk Time (%)					0	0	3	0
Queuing Penalty (veh)					1	0	1	0

Intersection: 4: East Site Access & Ponytrail Drive

Movement	EB	NB	NB	NB	SB	SB
Directions Served	LR	L	T	T	T	TR
Maximum Queue (m)	15.7	11.3	11.0	16.6	36.8	31.6
Average Queue (m)	6.2	3.5	0.8	1.6	2.3	1.7
95th Queue (m)	13.7	11.0	5.7	9.3	16.8	14.6
Link Distance (m)	28.3		25.5	25.5	75.6	75.6
Upstream Blk Time (%)				0	0	0
Queuing Penalty (veh)				0	1	1
Storage Bay Dist (m)		10.0				
Storage Blk Time (%)		2	0			
Queuing Penalty (veh)		6	0			

Intersection: 5: Ponytrail Drive & Tapestry Trail

Movement	WB	NB	SB	SB	SB
Directions Served	LR	TR	L	T	T
Maximum Queue (m)	20.5	1.6	11.1	18.8	17.5
Average Queue (m)	7.1	0.1	1.8	1.5	1.1
95th Queue (m)	16.6	1.2	7.9	11.2	9.5
Link Distance (m)	65.6	93.5		25.5	25.5
Upstream Blk Time (%)				2	1
Queuing Penalty (veh)				5	3
Storage Bay Dist (m)			10.0		
Storage Blk Time (%)			1	3	
Queuing Penalty (veh)			2	0	

Intersection: 6: Ponytrail Drive & Maple Ridge Drive/Lookout Court

Movement	EB	WB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	TR	T	T	R
Maximum Queue (m)	30.0	4.4	11.5	6.6	69.6	61.6	20.2
Average Queue (m)	8.0	0.3	3.1	0.3	11.4	8.6	0.7
95th Queue (m)	21.1	2.6	10.7	3.2	55.8	49.0	11.6
Link Distance (m)	65.5	39.7		140.1	93.5	93.5	
Upstream Blk Time (%)	0				3	2	
Queuing Penalty (veh)	0				8	7	
Storage Bay Dist (m)			31.0				30.0
Storage Blk Time (%)						5	
Queuing Penalty (veh)						1	

Intersection: 7: Ponytrail Drive & 6.Burnhamthorpe Road East

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	L
Maximum Queue (m)	73.6	132.0	122.4	36.5	69.7	120.4	124.9	97.7	39.3	94.5	103.9	148.0
Average Queue (m)	21.3	51.0	43.3	3.2	18.8	50.3	47.9	26.6	5.7	28.6	53.6	69.4
95th Queue (m)	55.9	112.5	99.6	20.1	50.9	111.5	108.8	67.4	22.7	72.1	105.7	144.3
Link Distance (m)		289.7	289.7			425.7	425.7			174.3		140.1
Upstream Blk Time (%)												12
Queuing Penalty (veh)												33
Storage Bay Dist (m)	55.0			46.0	45.0			55.0	32.0		62.0	
Storage Blk Time (%)	2	11	9		2	15	8	0	0	21	22	29
Queuing Penalty (veh)	8	7	2		8	12	41	1	0	3	42	54

Intersection: 7: Ponytrail Drive & 6.Burnhamthorpe Road East

Movement	SB	SB
Directions Served	T	R
Maximum Queue (m)	110.1	59.0
Average Queue (m)	32.6	8.4
95th Queue (m)	101.7	41.0
Link Distance (m)	140.1	
Upstream Blk Time (%)	5	
Queuing Penalty (veh)	14	
Storage Bay Dist (m)		60.0
Storage Blk Time (%)	1	
Queuing Penalty (veh)	1	

Network Summary

Network wide Queuing Penalty: 269

Appendix H:
Vehicle Maneuvering Diagrams

ENTRY MANEUVER

EXIT MANEUVER

7.0 m DRIVEWAY

7.0 m DRIVEWAY

7.5% SLOPE

EXHAUST SHAFT

EXHAUST SHAFT

LOBBY

B-4

TAC - 2017 (CA)

5600
1100 3200

	mm
Width	: 2000
Track	: 2000
Lock to Lock Time	6.0
Steering Angle	: 35.9

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TYLin
3381 STEELES AVE E,
Suite 315
Toronto, ON
M2H 3S8
P: 905.738.5700

FOREST PARK CIRCLE- BUILDINGS B4-B6
SITE PLAN REVIEW
PASSENGER VEHICLE CIRCULATION

N.T.S

DRAWING No. 01

DATE DEC 2025

ENTRY MANEUVER

EXIT MANEUVER

B-6 LOBBY

LOCKERS

B-5 LOBBY

DRIVEWAY

7000

7.0 m DRIVEWAY

KNOCKOUT WALL

SMALL CAR PARK

P1 LEVEL UNDERGROUND PARKING SPACES

PROPOSED PARKING SPACES

VISITORS - 20 RESIDENTIAL

PROPOSED VISITORS -

PROPOSED VISITORS -

PROPOSED VISITORS -

EXISTING UNDERGROUND PARKING

BUILDING B-6 OUTLINE

P TAC-2017 (CA)

5600

1100 3200

	mm
Width	2000
Track	2000
Lock to Lock Time	6.0
Steering Angle	35.9

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FOREST PARK CIRCLE- BUILDINGS B4-B6
SITE PLAN REVIEW
PASSENGER VEHICLE CIRCULATION

N.T.S

DRAWING No. 02

DATE DEC 2025

ENTRY MANEUVER

EXIT MANEUVER

R 001 R 002 R 003 R 004 R 005 B6

30.43m

P TAC–2017 (CA)

7.0 m DRIVEWAY

DN TO P2

R 006 R 007 R 008 R 009 R 010 R 011 R 012 R 013 R 014 R 015 R 019 R 020 R 021 R 022 R 023 R 024 R 025 B6

44.30m

3.65 M @ 7.5%

SLOPE @ 15 %

UP TO GRADE

5600

1100 3200

P

	mm
Width	2000
Track	2000
Lock to Lock Time	6.0
Steering Angle	35.9

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FOREST PARK CIRCLE- BUILDINGS B4-B6
SITE PLAN REVIEW
PASSENGER VEHICLE CIRCULATION

N

N.T.S

DRAWING No. 03

DATE DEC 2025

ENTRY MANEUVER

EXIT MANEUVER

EX. 300mmø WM (AB

EX. 375mmø SAN

EX. 375mmø STM

EX. 250mmø STM

EX. STM MH

133.07

133.04

133.74

MUNICIPAL SIDEWALK

(N79° 22'20"E)

EXISTING VENT CHAMBER

EXISTING RAMP DOWN TO UNDERGROUND PARKING

MAIN VEHICULAR ACCESS

EXISTING DRIVEWAY

HSU
TAC-2017 (CA)

EX. CB

136.48

HYDRO BOX

A=141.01 R=158.84 C=136.42

MUNICIPAL SIDEWALK

KATHBURN RD E

PROPERTY LINE

112.45 (N46° 30'10"W)

EX.

FIRE ROU

11500

800 8400

HSU

	mm
Width	2600
Track	2600
Lock to Lock Time	6.0
Steering Angle	40.0

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FOREST PARK CIRCLE- BUILDINGS B4-B6
SITE PLAN REVIEW
HSU TRUCK CIRCULATION

N

N.T.S

DRAWING No.
04

DATE
DEC 2025

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ENTRY MANEUVER

EXIT MANEUVER

MAIN VEHICULAR ACCESS

MUNICIPAL SIDEWALK

EXISTING SIDEWALK

EXISTING DRIVEWAY

FIRE ROUTE

12 m

HSU TAC-2017 (CA)

A=61.54 R=160.02 C=61.16 (N64° 05'0

EXISTING RAMP DOWN TO UNDERGROUND PARKING

22 PROPOSED PARKING FOR B-6 VISITORS

V13 B-6 V14 B-6 V15 B-6 V16 B-6 V17 B-6 V18 B-6 V19 B-6 V20 B-6 V21 B-6

HSU

	mm
Width	2600
Track	2600
Lock to Lock Time	6.0
Steering Angle	40.0

TYLin
3381 STEELES AVE E,
Suite 315
Toronto, ON
M2H 3S8
P: 905.738.5700

FOREST PARK CIRCLE- BUILDINGS B4-B6
SITE PLAN REVIEW
HSU TRUCK CIRCULATION

N.T.S

DRAWING No. 05

DATE DEC 2025

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ENTRY MANEUVER

RATHBURN RD E

MUNICIPAL SIDEWALK

A=141.01 R=158.84 C=136.42 (N79° 22'20"E)

112.45 (N46° 30'10"W)

142.98 (N46° 30'40"W)

255.41 m

91.45 (N53° 26'00"E)

PROPERTY LINE

HYDRO-UTILITY CORRIDOR

LINE OF UNDERGROUND PARKING BELOW

INTERIOR SIDE YARD

REAR YARD

FRONT YARD

EXISTING 18 STOREY BRICK APARTMENT BUILDING

TOTAL 192 UNITS FFE 135.31

TOTAL 192 UNITS FFE 138.27

EXISTING OUTDOOR AMENITY-1 AREA-560 SQ.M

PROPOSED OUTDOOR AMENITY-4 AREA-1127 SQ.M

PROPOSED OUTDOOR AMENITY-5 AREA-= 826 SQ.M

PROPOSED OUTDOOR AMENITY-6 AREA-534 SQ.M

PROPOSED OUTDOOR AMENITY-7 AREA-550 SQ.M

EXISTING SURFACE PARKING

21 PROPOSED SURFACE PARKING

SURFACE PARKING AREA FOR EXISTING BUILDING B 39 VISITOR PARKING

4 RES. PARKING (RELOCATED FROM UNDERGROUND)

ADDITIONAL 4 RESIDENTIAL PARKING SPACES RELOCATED FROM UNDERGROUND

39 EXISTING SURFACE PARKING RELOCATED FROM UNDERGROUND

EXISTING VENT CHAMBER

EXISTING RAMP DOWN TO UNDERGROUND PARKING

EXISTING DRIVEWAY

PROPOSED 7.0 m DRIVEWAY

1.8 M PROPOSED SIDEWALK

1.80 M PROPOSED SIDEWALK

1.8 M SIDEWALK

FIRE ROUTE

DROP-OFF

WASTE COLLECTION

BUILDING ENTRANCE

HYDRO BOX

Peel Region Waste

mm

Width : 2770
Track : 2400
Lock to Lock Time 6.0
Steering Angle : 25.0

11930

2700 5490

TYLin

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Suite 315
Toronto, ON
M2H 3S8
P: 905.738.5700

FOREST PARK CIRCLE- BUILDINGS B4-B6
SITE PLAN REVIEW
PEEL REGION WASTE TRUCK CIRCULATION

N.T.S

DRAWING No. 06

DATE DEC 2025

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EXIT MANEUVER

OUTDOOR AMENITY-2
AREA-1593 SQ.M

EXISTING 18 STOREY BRICK APARTMENT BUILDING

TOTAL 192 UNITS
FFE 135.31

TOTAL 192 UNITS
FFE 138.27

EXISTING OUTDOOR AMENITY-1
AREA-560 SQ.M

PROPOSED OUTDOOR AMENITY-7
AREA-550 SQ.M

PROPOSED OUTDOOR AMENITY-6
AREA-534 SQ.M

PROPOSED OUTDOOR AMENITY-5
AREA-= 826 SQ.M

PROPOSED OUTDOOR AMENITY-4
AREA-1127 SQ.M

GREEN SPACE

INTERIOR SIDE YARD

FRONT YARD

FRONT YARD EXISTING FIRE HYDRANT

1.8 M PROPOSED SIDEWALK

DENOTES LINE OF EXISTING UNDERGROUND PARKING BELOW

DENOTES LINE OF PHASE 1 (B-3) UNDERGROUND PARKING

INTAKE AIR SHAFT

RELOCATED BUILDING 'A' INTAKE SHAFT

EXISTING BUILDING 'A' STAIR ENCLOSURE

EXISTING SHAFT TO BE RELOCATED

EXISTING VENT CHAMBER

EXISTING BUILDING 'A' STAIR ENCLOSURE

PROPOSED BUILDING '3' STAIRS ENCLOSURE

VENT CHAMBER

LINE OF EXISTING UG PARKING

EXISTING DRIVEWAY

PROPOSED 7.0 m DRIVEWAY

FIRE ROUTE

DROP-OFF

WASTE COLLECTION

BUILDING ENTRANCE

STAIRWELL

EXISTING SURFACE PARKING RELOCATED FROM ORIGIN

4 RES. PARKING (RELOCA

EXISTING BUILDING A VISITOR PARKING

8 RES. PARKING FOR BUILDING A (RELOCATED RES UG)

PROPOSED SURFACE PARKING

PROPOSED B-3 SURFACE VISITOR PARKING SPACES

B-3 RESIDENTIAL SURFACE PARKING SPACES

CLASS B - BICYCLE PARKING FOR B-3

CLASS B 12 NOS

CLASS B 11 NOS

1.8 M SIDEWALK

EXISTING SIDEWALK

INTERIOR SIDE YARD

LINE OF UNDERGROUND PARKING BELOW

125.37 (N53° 26'10"E)

125.41 (N53° 26'00"E)

EX. MH94 TOP=133.33

EX. MH3 TOP=133.84

EX. MH4 TOP=133.62

EX. MH2 TOP=133.21

EX. MH1 TOP=133.33

EX. 450mmø STM

EX. 250mmø STM

EX. 300mmø STM

EX. 200mmø STM

EX. 375mmø STM

EX. CB

EX. STM. CB TOP=137.32 INVE IN=132.57

EX. 200mmø SAN INV=133.39

PROPOSED U/G PARKING LIMIT

LIMIT OF EXISTING U/G PARKING

EXISTING DRIVEWAY

Peel Region Waste Custom

Peel Region Waste Custom Vehicle

Peel Region Waste Custom Vehicle 2

Peel Region Waste Custom Vehicle 3

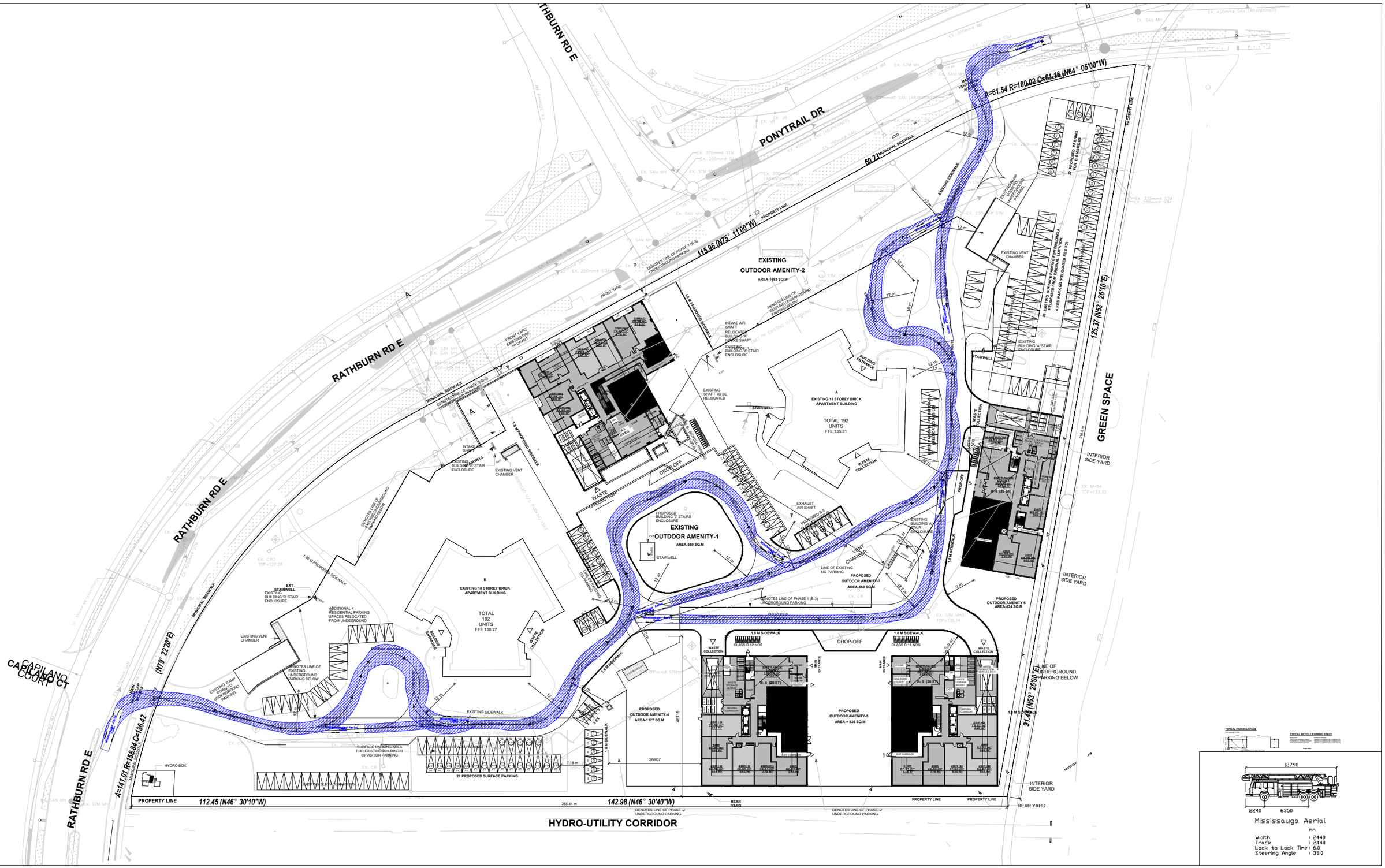
Peel Region Waste Custom Vehicle 4

Peel Region Waste Custom Vehicle 5

Peel Region Waste Custom Vehicle 6

Peel Region Waste Custom Vehicle 7

Peel Region Waste Custom Vehicle


RATHBURN RD E
PONYTRAIL DR
CAPILANO COURT
PROPERTY LINE
MUNICIPAL SIDEWALK
FRONT YARD
EXISTING OUTDOOR AMENITY-2
AREA-1693 SQ.M
EXISTING OUTDOOR AMENITY-1
AREA-560 SQ.M
PROPOSED OUTDOOR AMENITY-4
AREA-1127 SQ.M
PROPOSED OUTDOOR AMENITY-5
AREA= 826 SQ.M
PROPOSED OUTDOOR AMENITY-7
AREA-550 SQ.M
PROPOSED OUTDOOR AMENITY-6
AREA-634 SQ.M
EXISTING 18 STOREY BRICK APARTMENT BUILDING
TOTAL 192 UNITS
FFE 135.31
TOTAL 192 UNITS
FFE 138.27
EXISTING VENT CHAMBER
EXISTING BUILDING 'A' STAIR ENCLOSURE
EXISTING BUILDING 'B' STAIR ENCLOSURE
PROPOSED BUILDING 'F' STAIRS ENCLOSURE
INTAKE AIR SHAFT RELOCATED BUILDING 'A' EXHAUST SHAFT
EXISTING SHAFT TO BE RELOCATED
EXHAUST AIR SHAFT
PROPOSED B-7
VENT CHAMBER
STAIRWELL
BUILDING ENTRANCE
WASTE COLLECTION
DROP-OFF
1.8 M PROPOSED SIDEWALK
1.8 M SIDEWALK
1.80 M PROPOSED SIDEWALK
EXISTING SIDEWALK
EXISTING RAMP DOWN TO UNDERGROUND PARKING
ADDITIONAL 4 RESIDENTIAL PARKING SPACES RELOCATED FROM UNDERGROUND
EXISTING RAMP TO UNDERGROUND PARKING
EXISTING VENT CHAMBER
EXISTING UNDERGROUND PARKING
EXISTING SURFACE PARKING
SURFACE PARKING AREA FOR EXISTING BUILDING B 39 VISITOR PARKING
21 PROPOSED SURFACE PARKING
HYDRO BOX
DENOTES LINE OF PHASE 1 (B-3) UNDERGROUND PARKING
DENOTES LINE OF EXISTING UNDERGROUND PARKING BELOW
DENOTES LINE OF PHASE 1 (B-3) UNDERGROUND PARKING
DENOTES LINE OF PHASE -2 UNDERGROUND PARKING
LINE OF EXISTING UG PARKING
LINE OF UNDERGROUND PARKING BELOW
PROPOSED UNDERGROUND PARKING
EXISTING UNDERGROUND PARKING
EXISTING BUILDING 'A' STAIR ENCLOSURE
PROPOSED BUILDING 'F' STAIRS ENCLOSURE
EXT. STAIRWELL
EXISTING BUILDING 'B' STAIR ENCLOSURE
MAIN WALK TO BUILDING
MAIN VEHICULAR ACCESS
EXISTING RAMP TO UNDERGROUND PARKING
EXISTING UNDERGROUND PARKING
EXISTING SURFACE PARKING
PROPOSED UNDERGROUND PARKING
PROPOSED SURFACE PARKING
PROPOSED UNDERGROUND PARKING
PROPOSED UNDERGROUND PARKING
PROPOSED UNDERGROUND