#### TRAFFIC IMPACT STUDY

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

#### CITY OF MISSISSAUGA, REGION OF PEEL

#### PREPARED BY:

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

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Revision Number	Date	Comments
Rev.0	December 2017	Issued for First Submission

#### 1.0 EXECUTIVE SUMMARY

C.F. Crozier & Associates Inc. (Crozier) was retained by Airstar Holdings Inc. to undertake a Traffic Impact Study for a proposed senior's residential apartment development located at 7211 & 7233 Airport Road, in the City of Mississauga. The Traffic Impact Study (TIS) is in support of the Site Plan Application (SPA).

The proposed development consists of a senior's apartment with 119 dwelling units and a commercial section of 119 square metres (1,281 square feet). A total of 181 parking spaces, including 67 spaces at grade level and 114 spaces underground are proposed. One right-in/right-out access to Airport Road (Site Access A) and one full moves access to Collett Road (Site Access B) are proposed.

Intersection analyses of the 2017 existing traffic volumes indicate that the boundary road network has ample capacity to support future traffic volume growth.

Under 2027 future background traffic conditions, the intersection of Airport Road at Morning Star Drive is projected to operate at a Level of Service "B" and "D" during the weekday a.m. and p.m. peak hours, respectively. The intersection of Airport Road at Beverley Street/Victory Crescent is projected to operate at a Level of Service "A" and "B" during weekday a.m. and p.m. peak hours, respectively. The intersections of Airport Road at the 7256 Airport Road Northern and Southern Driveway Accesses are projected to operate at a Level of Service "D" and "E" during the weekday a.m. and p.m. peak hours, respectively. The Level of Service "F" during the weekday p.m. peak hour is attributed to the left-turning vehicles out of the accesses. The delay is due to the high volume of conflicting southbound and northbound through volumes along Airport Road.

The proposed development is expected to generate a total of 26 primary trips to the boundary road system in the weekday a.m. peak hour and 35 primary trips in the weekday p.m. peak hour.

Under 2027 total traffic conditions, the addition of site generated traffic is projected to have negligible impacts on the boundary road network as the levels of service are projected to be the same as the 2027 future background. Minimal increments are projected for the average vehicle delay and volume to capacity ratios, with a maximum volume to capacity of 1.05 at the intersection of Airport Road and Morning Star Drive (the same as the 2027 future background).

The analysis undertaken herein was prepared using the most recent Site Plan dated November 16<sup>th</sup>, 2017. Any minor changes to the plan will not materially affect the conclusions contained within this report.

The Site Plan Application (SPA) can be supported from a traffic operations perspective as the boundary road system can accommodate the increase in traffic volumes attributable to the proposed development.

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#### 2.0 INTRODUCTION

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

Correspondence between Nawfal Kammah (Crozier), Rani Kol (Region of Peel) and Giancarlo Tedesco (City of Mississauga) confirmed the requirements of the TIS study elements and has been included in **Appendix A**.

The study has been completed in accordance with the procedures set out in the Region of Peel's Traffic Impact Study guidelines with the associated analysis and findings outlined herein.

#### 3.0 EXISTING CONDITIONS

#### 3.1 Development Lands

There is currently no development on the subject lands. The subject property at 7211 & 7233 Airport Road is zoned in the City of Mississauga Zoning By-Law as a Residential Zone (R3). Relevant zoning map excerpts have been included in the **Appendix B**.

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

#### 3.2 Boundary Road Network

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

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

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

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

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

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

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

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

#### 3.3 Traffic Data

Comments from the Region of Peel and City of Mississauga regarding the Terms of Reference sent by Crozier were received after counts has been received. The comments stated that additional study intersections were to be analyzed. Therefore, the counts surveyed at the intersection of Airport Road at Morning Star Drive were completed in July while the remaining counts at Airport Road at Beverley Street/Victory Crescent and at the 7256 Airport Road Driveway Accesses were completed in October.

Turning movement counts at the intersection of Airport Road at Morning Star Drive were conducted by Ontario Traffic Inc. on Thursday, July 28, 2016. The weekday a.m. peak hour for the intersection occurred between 7:30 a.m. and 8:30 a.m. The weekday p.m. peak hour for the intersection occurred between 3:45 p.m. and 4:45 p.m.

Turning movement counts at the intersection of Airport Road at Beverley Street/Victory Crescent were conducted by Ontario Traffic Inc. on Thursday, October 20<sup>th</sup>, 2016. The weekday a.m. peak hour for the intersection occurred between 7:30 a.m. and 8:30 a.m. The weekday p.m. peak hour for the intersection occurred between 4:30 p.m. and 5:30 p.m.

Turning movement counts at the 7256 Airport Road Northern and Southern Driveway Accesses were conducted by Ontario Traffic Inc. on Thursday, October 20<sup>th</sup>, 2016. The weekday a.m. peak hour for both driveways occurred between 7:45 a.m. and 9:00 a.m. The weekday p.m. peak hour for both driveways occurred between 4:45 p.m. and 6:15 p.m.

Traffic data contained in **Appendix C** provides a summary of the turning movement counts.

#### 3.4 Cycling Routes

At the site frontage, Airport Road is characterized as one of the "Primary On-Road/Boulevard Routes (Regional)" as per Schedule 7 "Long Term Cycling Routes" of the City of Mississauga's Official Plan.

The "Proposed Mississauga Cycling Route Network" Map classifies Morning Star Drive as one of the "Proposed Secondary Routes".

Relevant maps are included in **Appendix B**.

#### 3.5 Public Transit

The City of Mississauga Official Plan Schedule 6 "Long Term Transit Network" designates Airport Road as a "Transit Priority Corridor".

Multiple Mississauga Transit (MiWay) bus routes have a stop near the site frontage. Route 7 – Airport runs Monday to Sunday and has a stop at the intersection of Airport Road at Morning Star Drive, with a weekday peak hour headway of 20 minutes. Route 30 – Woodbine runs Monday to Saturday and has a stop at the intersection of Airport Road at Beverley Street/Victory Crescent, with a weekday peak hour headway of 30 minutes. Route 24 – Northwest runs Monday to Friday during peak periods and has a stop at the intersection of Airport Road at Beverley Street/Victory Crescent, with a headway of 30 minutes.

The Toronto Transit Commission (TTC) also provides service in the area Monday to Friday. Route 52 – Lawrence West has a stop at the intersection of Airport Road at Morning Star with a weekday peak hour headway of approximately 18 minutes.

Finally, Brampton Transit also provides service in the area Monday to Sunday. Routes 5A – Bovaird and Route 30 – Airport Road both have a stop at the intersection of Airport Road at Morning Star Drive and have weekday peak hour headways of 30 minutes and 10 minutes, respectively. All route maps are included in **Appendix B**.

#### 3.6 Traffic Modeling

The assessment of intersections is based on the method outlined in the "Highway Capacity Manual, 2010" using Synchro 8 modeling software. Intersections are assessed using a Level of Service metric, with ranges of delay assigned a letter from "A" to "F". For stop-controlled intersections, a Level of Service "A" or "B" would typically be measured during off-peak hours when lesser traffic volumes are on the roadways. Levels of Service "C" through "F" would typically be measured in the commuter peak hours when greater vehicle volumes cause longer travel times. The Level of Service (LOS) definitions for signalized intersections are included in **Appendix D**.

#### 3.7 Volume Balancing

Turning movement counts at the intersection of Airport Road at Morning Star Drive were surveyed approximately three months prior to the turning movement counts at the remaining study intersections. This difference yields unbalanced traffic volumes along the boundary road network. Therefore, in order to balance the traffic volumes and apply a conservative approach to the analysis, traffic volumes at the intersection of Airport Road at Morning Star Drive were increased. Specific turning movements at the intersection were increased based on the intersection's existing traffic distribution and the traffic volume discrepancies between the surveyed counts at the intersections of Airport Road at Morning Star Drive and Airport Road at Beverley Street/Victory Crescent.

#### 3.8 Intersection Operations

The traffic operations at the intersections of Airport Road at Morning Star Drive, Airport Road at Beverley Street/Victory Crescent and the 7256 Airport Road driveways were analyzed on the basis of the traffic volumes balanced. Signal timing plans for the intersections of Airport Road at Morning Star Drive and Airport Road at Beverley Street/Victory Crescent were provided by the Region of Peel and are included in **Appendix C**. Detailed capacity analyses are included in **Appendix E**.

The operations of the critical intersection were analyzed on the basis of the traffic volumes illustrated in **Figure 3**. **Table 1** outlines the existing traffic levels of service.

Table 1: 2017 Existing Levels of Service

Intersection	Control	Peak Hour	Level of Service	Average Delay per Vehicle(s)	Max V/C Ratio (Approach)	V/C Ratio(s) > 0.90 (Approach)	95 <sup>th</sup> %ile Queues > Storage Length
Airport Road		A.M.	В	14.6	0.74 (WBL)	None	54.5 m (WBL) 63.3 m (SBL)
at Morning Star Drive	Signal	P.M.	С	20.4	0.82 (NBT)	None	46.5 m (WBL) 75.6 m (SBL) 66.1 (NBR)
Airport Road at Beverley		A.M.	А	5.1	0.46 (EB)	None	None
Street/Victory Street	Signal	P.M.	А	9.1	0.60 (EB)	None	16.3 (NBL)
7256 Airport Road	2+00	A.M.	Α	0	None	None	None
Northern Driveway Access	Stop	P.M.	D	27.8	0.04 (EB)	None	None
7256 Airport Road	Ctop.	A.M.	С	20.7	0.05 (EB)	None	None
Southern Driveway Access	Stop	P.M.	С	22.1	0.04 (EB)	None	None

Note: The Level of Service of a signalized intersection is based on the average control delay per vehicle. Signal Timings were provided by the Region of Peel.

The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.

 $95^{th}$  percentile queue lengths derived from SimTraffic reports using 10 minute seeding, 60 minute simulation and an average of three runs.

As indicated in **Table 1**, the intersection of Airport Road at Morning Star Drive operates at a Level of Service "C" or better during the a.m. and p.m. peak hours. A maximum volume-to-capacity ratio of 0.82 is observed during the weekday p.m. peak hour for the northbound through movement. All 95<sup>th</sup> percentile queue lengths extending past the storage lanes can be attributed to the significant through volumes along Airport Road preventing access of the auxiliary turning storage lanes.

The intersection of Airport Road at Beverley Street/Victory Crescent operates at a Level of Service "A" during the weekday a.m. and p.m. peak hours. A maximum volume-to-capacity ratio of 0.60 is observed during the weekday p.m. peak hour for the eastbound movement.

The intersection of Airport Road at the 7256 Airport Road Northern Driveway Access operates at a Level of Service "A" and "D" during the weekday a.m. and p.m. peak hours, respectively. A maximum volume-to-capacity ratio of 0.04 is observed during the weekday p.m. peak hour for the eastbound movement.

The intersection of Airport Road at the 7256 Airport Road Southern Driveway Access operates at a Level of Service "C" during the weekday a.m. and p.m. peak hours. A maximum volume-to-capacity ratio of 0.05 is observed during the weekday a.m. peak hour for the eastbound movement.

Operational analyses of the existing traffic volumes indicate that a reserve capacity is available for future traffic volume growth on the boundary road network.

#### 4.0 DEVELOPMENT PROPOSAL

The proposed development consists of a senior residential development with a portion of the building allocated to commercial use. The residential development consists of senior apartments and includes 119 dwelling units. The commercial section has a Gross Floor Area (GFA) of 119 square metres (1,281 square feet). Parking is located on site and consists of a total of 181 proposed parking spaces, including 67 spaces at grade level and 114 spaces underground.

One right-in/right-out access to Airport Road (Site Access A) and one full moves access to Collett Road (Site Access B) are proposed. Refer to **Figure 2** for the Site Plan prepared by Chintan Virani Architect Inc., dated November 16<sup>th</sup>, 2017.

#### 5.0 FUTURE BACKGROUND CONDITIONS

#### 5.1 Study Horizons

As per the Region of Peel comments on the Terms of Reference sent by Crozier, study horizon years of 2022 and 2027 were selected to assess the full operations of the development on the boundary road network.

#### 5.2 Intersection Operations

Traffic operations at the intersections of Airport Road at Morning Star Drive, Airport Road at Beverley Street/Victory Crescent and the 7256 Airport Road driveways were analyzed on the basis of the estimated future background traffic volumes in 2022 and 2027 which are illustrated in **Figures 4 and 5**, respectively. **Table 2 and 3** outline the 2022 and 2026 future background Levels of Service, respectively. Detailed capacity analysis worksheets are included in **Appendix E.** 

Table 2: 2022 Future Background Levels of Service

Table 2. 2022 Foliate Background Levels of Service									
Intersection	Control	Peak Hour	Level of Service	Average Delay per Vehicle(s)	Max V/C Ratio (Approach)	V/C Ratio(s) > 0.90 (Approach)	95 <sup>th</sup> %ile Queues > Storage Length		
Airport Road	o: .	A.M.	В	15.2	0.60 (WBL)	None	42.5 m (WBL) 76.0 m (SBL)		
at Morning Star Drive	Signal	P.M.	С	28.3	0.93 (NBT)	0.93 (NBT)	48.3 m (WBL) 68.1 m (SBL) 73.9 (NBR)		
Airport Road at Beverley	Signal	A.M.	А	5.6	0.49 (SBT/R)	None	None		
Street/Victory Street		P.M.	В	11.2	0.73 (NBT/R)	None	21.6 m (NBL)		
7256 Airport Road	Stop	A.M.	С	22.5	0.01 (EB)	None	None		
Northern Driveway Access		P.M.	D	32.5	0.04 (EB)	None	None		
7256 Airport Road	2+0.0	A.M.	С	23.4	0.06 (EB)	None	None		
Southern Driveway Access	Stop	P.M.	D	25.3	0.04 (EB)	None	None		

Note: The Level of Service of a signalized intersection is based on the average control delay per vehicle. Signal Timings were optimized using the "Optimize Splits" function in Synchro 10.

The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.

95<sup>th</sup> percentile queue lengths derived from SimTraffic reports using 10 minute seeding, 60 minute simulation and an average of three runs.

Table 3: 2027 Future Background Levels of Service

Intersection	Control	Peak Hour	Level of Service	Average Delay per Vehicle(s)	Max V/C Ratio (Approach)	V/C Ratio(s) > 0.90 (Approach)	95 <sup>th</sup> %ile Queues > Storage Length
Airport Road		A.M.	В	14.4	0.69 (SBT)	None	44.7 m (WBL) 78.1 m (SBL)
at Morning Star Drive	Signal	P.M.	D	44.2	1.05 (NBT)	1.05 (NBT)	54.3 m (WBL) 62.5 m (SBL) 72.6 (NBR)
Airport Road at Beverley		A.M.	А	7.2	0.61 (SBT/R)	None	None
Street/Victory Street	Signal	P.M.	В	13.0	0.79 (NBT/R)	None	21.9 m (NBL)
7256 Airport Road	C+0.12	A.M.	D	25.6	0.01 (EB)	None	None
Northern Driveway Access	Stop	P.M.	E	38.6	0.10 (EB)	None	None
7256 Airport Road		A.M.	D	26.9	0.07 (EB)	None	None
Southern Driveway Access	Stop	P.M.	Е	49.4	0.09 (EB)	None	None

Note: The Level of Service of a signalized intersection is based on the average control delay per vehicle. Signal Timings were optimized using the "Optimize Splits" function in Synchro 10.

The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.

95<sup>th</sup> percentile queue lengths derived from SimTraffic reports using 10 minute seeding, 60 minute simulation and an average of three runs.

As indicated in **Table 3**, the intersection of Airport Road at Morning Star Drive is projected to operate at a Level of Service "B" and "D" during the weekday a.m. and p.m. peak hours, respectively. A maximum volume-to-capacity ratio of 1.05 is projected during the weekday p.m. peak hour for the northbound through movement. 95th percentile queue lengths are projected to exceed the storage lengths for the westbound and southbound left-turn movements during the weekday a.m. peak hour. 95th percentile queue lengths are projected to exceed the storage lengths for the westbound and southbound left-turn movements as well as the northbound right-turn movement during the weekday p.m. peak hour. All 95th percentile queue lengths extending past the storage lanes can be attributed to the significant through volumes along Airport Road preventing gaps in traffic flow.

The intersection of Airport Road at Beverley Street/Victory Crescent is projected to operate at a Level of Service "A" and "B" during the weekday a.m. and p.m. peak hours, respectively. A maximum volume-to-capacity ratio of 0.79 is projected during the weekday p.m. peak hour for the northbound through/right-turn movement. The 95<sup>th</sup> percentile queue length is projected to exceed the storage length for the northbound left-turn movement during the weekday p.m. peak hour. All 95<sup>th</sup> percentile queue lengths extending past the storage lanes can be attributed to the significant through volumes along Airport Road preventing gaps in traffic flow.

The intersections of Airport Road at 7256 Airport Road Northern and Southern Driveway Accesses are projected to operate at a Level of Service "D" and "E" during the weekday a.m. and p.m. peak hours, respectively. A maximum volume-to-capacity ratio of 0.10 is expected during the weekday p.m. peak hour for the eastbound movement. The Level of Service "E" during the weekday p.m. peak hour is attributed to the left-turning vehicles out of the accesses. The delay is due to the high volume of conflicting southbound and northbound through volumes along Airport Road.

#### 6.0 SITE GENERATED TRAFFIC

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

#### 6.1 ITE Trip Generation

To forecast the trips generated by the development, the ITE Trip Generation Manual, 9th Edition was used. It was determined that Category 252, "Senior Adult Housing-Attached" would be an accurate representation of the senior apartment dwellings and Category 820 "Shopping Centre" would be an accurate representation of the commercial area. Furthermore, no adjustment to account for transit usage or site synergy trips was applied.

The trips generated by the proposed development are tabulated in Table 4.

**Table 4: ITE Trip Generation** 

Use	Dwelling	Peak	Trips per Dwelling	Number of Trips			
	Units/GFA	Hour	Unit	Inbound	Outbound	Total	
Senior Adult Housing-	119	A.M.	0.20	8	16	24	
Attached (Code 252)	117	P.M.	0.25	16	14	30	
Shopping	1,280 ft <sup>2</sup>	A.M.	0.96	1	1	2	
Centre (Code 820)		P.M.	3.71	2	3	5	

#### 6.2 Trip Distribution and Assignment

Vehicles entering and exiting the proposed site were distributed based on existing traffic patterns. Trip distribution was applied and distributed among the site accesses based on ease of ingress and egress.

The site trip distribution for primary trips is illustrated in **Figures 6**. The trips generated by the proposed development were assigned to the boundary road network as per the noted trip distribution. The primary trip assignment is illustrated in **Figures 7**.

#### 6.3 Existing Residential Developments Trip Redistribution

Under existing conditions, Collett Road is only accessible through the intersection of Airport Road at Morning Star Drive. The proposed site access to Airport Road, along with the extension of Collett Road onto the subject lands will allow a connection between Airport Road and the existing residential developments on Collett Road. Therefore, this proposed connection is anticipated to be used by commuters from the existing residential developments north of the site.

We assumed that an estimated 15 percent of the existing residential commuters turning right onto Morning Star Drive at the intersection of Airport Road at Morning Star Drive will be using the proposed site access to Airport Road in order to by-pass the intersection. Therefore, the proposed development is projected to cause a redistribution of existing trips on the boundary road network. The Collett Road trip redistribution is illustrated in **Figure 8**, and trip reassignment for the 2022 and 2027 future background conditions are illustrated in **Figures 9 and 10**, respectively.

#### 7.0 TOTAL TRAFFIC CONDITIONS

#### 7.1 Intersection Operations

Traffic operations at the intersections of Airport Road at Morning Star Drive, Airport Road at Beverley Street/Victory Crescent, the 7256 Airport Road driveways and the site accesses were assessed with the addition of the site generated traffic. The 2022 and 2027 total traffic volumes are illustrated in **Figures 11 and 12**, respectively. **Table 5 and 6** outline the 2022 and 2027 total traffic Levels of Service, respectively.

The intersection of Airport Road at the site access was modelled without the auxiliary right-turn lane leading to the site in order to have a more conservative analysis. Detailed capacity analysis worksheets are included in **Appendix E**.

Table 5: 2022 Total Traffic Levels of Service

Intersection	Control	Peak Hour	Level of Service	Average Delay per Vehicle(s)	Max V/C Ratio (Approach)	V/C Ratio(s) > 0.90 (Approach)	95 <sup>th</sup> %ile Queues > Storage Length
Airport Road		A.M.	В	15.8	0.61 (SBT)	None	76.2 m (SBL) 44.5m (WBL)
at Morning Star Drive	Signal	P.M.	С	29.0	0.94 (NBT)	0.94 (NBT)	62.9 m (SBL) 72.3m (NBR) 48.8m (WBL)
Airport Road at Beverley		A.M.	Α	5.6	0.50 (SBT/R)	None	None
Street/Victor y Street	Signal	P.M.	В	11.4	0.72 (NBT/R)	None	21.4 m (NBL)
7256 Airport Road		A.M.	С	22.6	0.01 (EB)	None	None
Northern Driveway Access	Stop	P.M.	D	32.5	0.04 (EB)	None	None
7256 Airport Road Southern	C+o.o	A.M.	С	23.6	0.06 (EB)	None	None
Driveway Access	Stop	P.M.	D	30.5	0.05 (EB)	None	None
Airport Road at Site	C+OP	A.M.	С	15.3	0.02 (WB)	None	None
Access A	Stop	P.M.	D	32.7	0.07 (WB)	None	None
Morning Star Drive at Site	Ston	A.M.	В	10.7	0.04 (NB)	None	None
Access B	Stop	P.M.	В	12.2	0.07 (NB)	None	None

Note: The Level of Service of a signalized intersection is based on the average control delay per Signal Timings were optimized using the "Optimize Splits" function in Synchro 10.

The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.

95<sup>th</sup> percentile queue lengths derived from SimTraffic reports using 10 minute seeding, 60 minute simulation and an average of three runs.

Table 6: 2027 Total Traffic Levels of Service

Intersection	Control	Peak	Level of	Average Delay	Max V/C Ratio	V/C Ratio(s) >	95 <sup>th</sup> %ile Queues >
	00111101	Hour	Service	per Vehicle(s)	(Approach)	0.90 (Approach)	Storage Length
Airport Road at	<u>.</u>	A.M.	В	18.0	0.70 (SBT)	None	79.5 m (SBL) 45.7m (WBL)
Morning Star Drive	Signal	P.M.	D	45.4	1.05 (NBT)	1.05 (NBT)	65.0 m (SBL) 73.3 (NBR) 55.1 (WBL)
Airport Road at Beverley	<u>.</u>	A.M.	А	7.2	0.61 (SBT/R)	None	None
Street/Victory Street	Signal	P.M.	В	13.1	0.79 (NBT/R)	None	24.6 m (NBL)
7256 Airport Road Northern	Stop	A.M.	D	27.5	O.O1 (EB)	None	None
Driveway Access	3100	P.M.	Е	36.8	0.07 (EB)	None	None
7256 Airport Road Southern	Stop	A.M.	D	27.1	0.07 (EB)	None	None
Driveway Access	3100	P.M.	E	39.3	0.05 (EB)	None	None
Airport Road at	2400	A.M.	D	16.5	0.02 (WB)	None	None
Site Access A	Stop	P.M.	Е	39.6	0.08 (WB)	None	None
Morning Star Drive at Site	Ston	A.M.	В	11.0	0.04 (NB)	None	None
Access B	Stop	P.M.	В	12.8	0.08 (NB)	None	None

Note: The Level of Service of a signalized intersection is based on the average control delay per vehicle.

Signal Timings were optimized using the "Optimize Splits" function in Synchro 10.

The Level of Service of a stop-controlled intersection is based on the delay associated with the critical

The Level of Service of a stop-controlled intersection is based on the delay associated with the critical minor road approach.

95<sup>th</sup> percentile queue lengths derived from SimTraffic reports using 10 minute seeding, 60 minute simulation and an average of three runs.

As indicated in **Table 6**, the addition of site generated traffic is projected to have negligible impacts on the boundary road network. The intersection of Airport Road at Morning Star Drive is projected to operate at the same Levels of Services as under 2027 Future Background conditions. The maximum increase in average delay per vehicle compared to 2027 future background traffic conditions is 3.6 seconds during the weekday a.m. peak hour. A maximum volume-to-capacity ratio of 1.05 is projected during the weekday p.m. peak hour for the northbound through movement. The 95th percentile queue length is projected to exceed the storage length for the southbound and westbound left-turn movement during the weekday a.m. peak hour. The 95th percentile queue lengths are projected to exceed the storage lengths for the southbound left-turn movement and the northbound right-turn movement during the weekday p.m. peak hour. Compared to 2027 future background traffic conditions, queue lengths are expected to grow marginally. However, due to the addition of site generated traffic and the redistribution of actuated green time to the minor approach, the westbound left-turn queue length during the weekday a.m. and p.m. peak hours is reduced.

The intersection of Airport Road at Beverley Street/Victory Crescent is projected to operate at the same Levels of Services as under 2027 Future Background conditions. The maximum increase in average delay per vehicle compared to 2027 future background traffic conditions is 0.1 seconds during the weekday p.m. peak hour. A maximum volume-to-capacity ratio of 0.79 is projected during the weekday p.m. peak hour for the northbound through/right-turn movement. The 95<sup>th</sup> percentile queue length is projected to exceed the storage length for the northbound left-turn movement during the weekday p.m. peak hour. Compared to 2026 future background traffic conditions, queue lengths are expected to grow marginally.

The intersections of Airport Road at the 7256 Airport Road Northern and Southern Driveway Accesses are projected to operate at the same Levels of Services as under 2027 Future Background conditions. The maximum increase in average delay per vehicle compared to 2027 future background traffic conditions is 1.9 seconds for the Northern Driveway Access during the weekday a.m. peak hour. A maximum volume-to-capacity ratio of 0.07 is expected for the Southern Driveway Access during the weekday p.m. peak hour for the eastbound movement.

The intersection of Airport Road at Site Access A is projected to operate at a Level of Service "C" and "E" during the weekday a.m. and p.m. peak hours, respectively. A maximum delay per vehicle for vehicles exiting the site of 39.6 seconds is projected during the weekday p.m. peak hour. A maximum volume-to-capacity ratio of 0.08 is expected during the weekday p.m. peak hour for the westbound movement. Due to the high volume of conflicting northbound through traffic, a Level of Service "E" is expected during the weekday p.m. peak hour for the right-turning vehicles out of the right-in/right-out access.

The intersection of Morning Star Drive at Site Access B is projected to operate at a Level of Service "B" during the weekday a.m. and p.m. peak hours. A maximum delay per vehicle for vehicles exiting the site of 12.8 seconds is projected during the weekday p.m. peak hour. A maximum volume-to-capacity ratio of 0.08 is expected during the weekday p.m. peak hour for the northbound movement.

#### 7.2 Safety Analysis

A sightline review of the Airport Road site access was undertaken using the Transportation Association of Canada's Geometric Design Manual for Canadian Roads (TAC Manual). The minimum required turning sight distance was derived using a design speed of 60 km/h, assumed ot correspond to the posted 50 km/h speed limit on Airport Road and Morning Star Drive. The minimum turning sight distance was met on both of Airport Road and Morning Star Drive as their sections along the site accesses are straight and flat. Given that Collett Road site access is straight, flat, with a short length between intersections, operational speed is expected to be low and drivers are will have sufficient sight distances.

Therefore, no safety issues or sightline issues are anticipated at the site accesses. Additionally, no issues related with corner clearances, access conflicts, heavy truck movements and transit operational conflicts were identified.

#### 7.3 Travel Demand Management Plans

Many effective travel demand measures available to the site are currently in place. The conveniently close proximity of transit, walking and cycling infrastructures make walking, public transit and cycling a viable transportation mode.

Multiple bus routes service the close proximity of the proposed site. MiWay Route 7 – Airport travels from the Mississauga City Centre Transit Terminal to the Westwood Mall. MiWay Route 30 – Woodbine travels from the Westwood Mall to the Woodbine Centre. MiWay Route 24 – Northwest travels from the Westwood Mall to the south of Mississauga and passes by the Pearson International Airport. All three routes travel in close proximity to the Malton GO Station. Additionally, the TTC Route 52 – Lawrence West travels between the Westwood Mall to Yonge Street in Toronto, and passes by the Weston GO Station. Brampton Transit Route 5A – Bovaird travels between the Mount Pleasant GO Station, the Trinity Common Terminal and the Westwood Mall. Finally Brampton Transit Route 30 – Airport Road travels between the AMB Distribution Centre and the Westwood Mall. Therefore, the site is accessible via transit services from three municipalities – the Cities of Toronto, Mississauga and Brampton. Commuters from the proposed development will have access to a vast portion of the City of Mississauga, and will be able to travel to the neighbouring cities and GO Stations. This accessibility to transit poses as an alternative to vehicular travel, which could potentially reduce the number of vehicular trips generated by the site.

Additionally, Airport Road is characterized as one of the "Primary On-Road/Boulevard Routes (Regional)" as per Schedule 7 "Long Term Cycling Routes" of the City of Mississauga's Official Plan. As well, Morning Star is one of the "Proposed Secondary Routes" as per the "Proposed Mississauga Cycling Route Network". Therefore cycling is encouraged by the City for commuters of the proposed development.

Furthermore, a sidewalk is proposed along the Airport Road site access, connecting the proposed development to the existing sidewalk located west of the site on Airport Road.

Cycling options, walking facilities and multiple transit services exist in close proximity to the subject property and will encourage walking, cycling and public transit for commuting and utilitarian purposes. The noted existing non-auto facilities will make non-auto trips a viable mode of transportation.

#### 8.0 CONCLUSIONS

Intersection analyses of the 2017 existing traffic volumes indicate that the boundary road network has capacity to support future traffic volume growth. Under 2017 existing conditions, all four study intersections (Airport Road at Morning Star Drive, Airport Road at Beverley Street/Victory Crescent, Airport Road at the 7256 Airport Road Northern, and Airport Road Southern Driveway) operate at a Level of Service "D" or better during the weekday a.m. and p.m. peak hours.

Under 2027 future background traffic conditions, the intersection of Airport Road at Morning Star Drive is projected to operate at a Level of Service "B" and "D" during the weekday a.m. and p.m. peak hours, respectively. The intersection of Airport Road at Beverley Street/Victory Crescent is projected to operate at a Level of Service "A" and "B" during weekday a.m. and p.m. peak hours, respectively. The intersections of Airport Road at the 7256 Airport Road Northern and Southern Driveway Accesses are projected to operate at a Level of Service "D" and "F" during the weekday a.m. and "D" and "E" during the weekday p.m. peak hours, respectively.

The proposed development is expected to generate a total of 26 trips to the boundary road system in the weekday a.m. peak hour and 35 trips in the weekday p.m. peak hour.

Under 2027 total traffic conditions, the addition of site generated traffic is projected to have negligible impacts on the boundary road network as the levels of service are projected to be the same as the 2027 future background. Minimal increments are projected for the average vehicle delay and volume to capacity ratios, with a maximum volume to capacity of 1.05 at the intersection of Airport Road and Morning Star Drive (the same as the 2027 future background).

The proposed accesses are projected to effectively and safely serve the site, with no issues related sightlines, corner clearances, access conflicts, heavy truck movements and transit operational conflicts.

The Site Plan Application can be supported from a traffic operations perspective as the boundary road system can accommodate the increase in traffic volumes attributable to the proposed development.

Respectfully submitted by,

C.F. CROZIER & ASSOCIATES INC.

R. Aaron Wignall

Project Manager, Transportation

C.F. CROZIER & ASSOCIATES INC.

Peter Apasnore,

MASc., E.I.T, Transportation

 $I:\ 1100\ 1190-Airstar\ 4286-7211-7233\ Airport\ Rd\ Reports\ 2017.12.13-7211\ Airport\ Road\ TIS.docx$ 

# APPENDIX A

Correspondence

#### **Nawfal Kammah**

From:

Giancarlo Tedesco < giancarlo.tedesco@mississauga.ca>

Sent:

Wednesday, August 31, 2016 10:22 AM

To:

Nawfal Kammah; Aaron Wignall

Cc:

Rani Kol

Subject:

RE: Revised Draft - Terms of Reference - 7211 & 7233 Airport Road - our file

D-00705510E

Hello Nawfal,

We have reviewed the Terms of Reference supplied in addition to the Regions comments. We are pleased to supplement them with the following:

- The study shall be revised to recognize the required right-of-way modification to Colette Road. The City has requested that the applicant provides either a 20.0m municipal road allowance toward the extension of Collette Road, to Airport Road or alternatively accommodate a municipal terminus (ie: city standard Local cul-de-sac) within the applicant's lands.
- The study is required to include a Transportation Demand Management "TDM Lite" component which evaluates and prescribes measures in order to reduce single occupancy vehicle trips to and from the site.

We trust this information will be of assistance moving forward, please do not hesitate to contact us with any questions or concerns.

Regards,



#### Giancarlo Tedesco, E.I.T., C.E.T.

Traffic Planning Technologist T 905-615-3200 ext.5798 giancarlo.tedesco@mississauga.ca

<u>City of Mississauga</u> | Transportation and Works Department, Transportation and Infrastructure Planning Division 201 City Centre Drive, Suite 800 Mississauga, ON L5B 2T4

Please consider the environment before printing.

From: Kol, Rani [mailto:rani.kol@peelregion.ca]

**Sent:** 2016/08/31 10:03 AM

To: Nawfal Kammah

Cc: awignall@cfcrozier.ca; Giancarlo Tedesco

Subject: Revised Draft - Terms of Reference - 7211 & 7233 Airport Road - our file D-00705510E

Nawfal,

This is in response to your request for Regional input to the proposed Terms of Reference for the Traffic Impact Study (TIS) associated with the proposed above noted development. We would like to offer the following comments with respect to analysis of Regional Roads:

#### **Full Description**

The study should provide a full description of the proposed development. This will include, but not be limited to the following:

- 1. Municipal address;
- 2. Existing land uses that are permitted and use provisions in an Official Plan Amendment, Zoning By-law, etc.;
- 3. Proposed land uses;
- 4. Floor space including a summary of each type of use;
- 5. Anticipated date of occupancy;
- 6. Planned phasing of the development;
- 7. We request the intersection of Airport Road and Beverly Street/Victory Crescent to be included, as well as both accesses to 7256 Airport Road;
- 8. Number of lanes, width and configuration;
  - All design standards must be in accordance with those outlined in the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads and the Ministry of Transportation, Ontario (MTO) Geometric Design Standards for Ontario Highways.
- 9. Proposed access points and type of access;
  - Based on the comments provided by the City, the Region supports the following; The study shall be
    revised to recognize the required right-of-way modification to Colette Road. The City has requested that
    the applicant provides either a 20.0m municipal road allowance toward the extension of Collette Road,
    to Airport Road or alternatively accommodate a municipal terminus (ie: Cul-de-sac) within the
    applicant's lands.
  - Once the above has been addressed and updated within the Revised TIS, the Region will then be in a better position to provide detailed comments related to potential access to Airport Road.
  - Should an extension of Collett Road be investigated further, volumes from the existing residential development will need to be incorporated into the report.
  - Additional comments/requirements related to access will be provided through the review of the TIS.
- 10. Nearby transit facilities/stops;
- 11. Bike paths;
- 12. A combination of maps and other documentation which will identify all relevant information.

#### **Traffic Volume Analysis**

Please include the following in the analysis:

- 1. 2021, 2026 horizon years are to be included;
- 2. We agree with the AM and PM peak periods;
- 3. Background, Site Generated and Total traffic volumes;
- 4. "Worst case" combination of site-related and background traffic;
- 5. Please contact Debbie Sheffield, Planner for Wards 3, 4, 6 and 7 in the City of Mississauga, at 905-615-3200 extension 3927 for details regarding the proposed developments in the area that would affect the five and ten year planning horizon;
- Please contact Eric Chan, Principal Planner, Transportation Planning at extension 4417 to obtain the Growth Rates along Airport Road;
- 7. Please contact Josh Di Rocco, Traffic Operations at extension 7905 for most recent average annual daily traffic (AADT) and TMCs required for the study.
- 8. Please contact Rick Laing, Supervisor, Traffic Signals and Systems at extension 7859 for the most up-to-date Traffic Signal Timing Parameters and ensure that the information includes the appropriate walk/don't walk splits, recall modes and offsets.

#### **Trip Generation and Distribution**

In trip distribution and trip generation analysis, some or all of the following should be included:

1. Trip generation surveys from similar developments in the Region which have similar operating characteristics as the proposed development;

- 2. Latest edition of the ITE trip generation rates are accepted (use the greater result of either the fitted curve equation when provided or the average growth rate);
- 3. A table summarizing findings; and
- 4. Trip distribution assumptions must be supported by one or more of the following:
  - Transportation Tomorrow Survey;
  - Origin-destination surveys;
  - Comprehensive travel surveys;
  - Existing/anticipated travel patterns;
  - Output from the Regional EMME/2 transportation planning model; and
  - Market studies.

#### Safety

In addition, identification of potential safety or operational issues associated with the following must be reviewed:

- 1. Weaving;
- 2. Merging;
- 3. Corner clearances;
- 4. Sight distances;
- 5. Vehicle/pedestrian conflicts;
- 6. Traffic infiltration;
- 7. Access conflicts;
- 8. Cyclist movements; and
- 9. Heavy truck movement conflicts.

#### **Final Report**

The following is a suggested study structure:

- 1. Site/development description;
- 2. Study area, including map;
- 3. Existing conditions exhibit required;
- 4. Analysis periods;
- 5. Background, existing, future background and future total traffic demand –exhibit required;
- 6. Site generated traffic exhibit required;
- 7. Improvement alternatives;
- 8. Traffic impacts for future background and total traffic with and without mitigation (tabular summaries);
- 9. Access considerations; and
- 10. Recommendations.

#### **Appendix**

The following is to be included in the appendix:

- 1. Turning movement counts (include date counted) with breakdown of heavy vehicle counts;
- 2. Signal timing plan for signalized intersections; and
- 3. Electronic Synchro files (CD copy or sent concurrently with the TIS via email).

The traffic impact study should consist of a main document, supplemented by technical appendices containing detailed analyses as required.

The Region of Peel will require one (1) copy to be in electronic format and two (2) hard copies complete with the appropriate supporting documentation. This shall be submitted to the Traffic Engineering section of Public Works for our review and comment.

All information submitted to Regional staff in connection with any Traffic Impact Study will be considered to be in the public domain.

Also, for reference, the Region's generic terms of reference can be found at <a href="https://www.peelregion.ca/pw/transportation/business/impact-study.htm">https://www.peelregion.ca/pw/transportation/business/impact-study.htm</a>

Should you have any further questions or concerns regarding this matter, please feel free to contact me.

Sincerely,

#### Rani Kol

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

Tel: (905) 791-7800 ext. 7858

Fax: (905) 791-1442

**JULY 18, 2016** 

**REFER TO FILE: 1190-4286** 

**SENT BY EMAIL:** 

SEAN.CARRICK@PEELREGION.CA

Peel Region 10 Peel Centre Drive, Suite B. 4<sup>th</sup> Floor Brampton, ON L6T 4B9

Attention:

Sean Carrick

**Supervisor, Traffic Development & Permits** 

RE:

PROPOSED TERMS OF REFERENCE

7211 & 7233 AIRPORT ROAD - SENIORS RESIDENTIAL APARTMENTS

CITY OF MISSISSAUGA, REGION OF PEEL

Dear Sean,

Crozier & Associates is providing assistance to Weston Consulting in regards to a Traffic Impact Study for a proposed residential development. As per the attached Site Plan, the site is located in the northeast quadrant of the Airport Road and Victory Crescent intersection, municipally known as 7211 and 7233 Airport Road. The site has one proposed right-in right-out access to Airport Road and one direct access to Collett Road.

The proposed development is for 130 senior residential apartment units. Due to the scale of the development and the type of use being proposed for the above noted property, it can be approximated that 26 trips during the weekday a.m. peak hour and 33 trips during the weekday p.m. peak hour can be expected. Of note, no reductions have been applied to the trip generation.

The analysis will follow The Regional Municipality of Peel "Traffic Impact Study Guidelines". The following supplements the guidelines.

- The public roadway intersections to be analyzed will be Airport Road at Morning Star Drive.
- To reflect the residential use of the site, the weekday a.m. and p.m. peak hours will be analyzed.
- A five year study horizon of 2021 will be studied, which will capture the full-build out of the development.
- Future traffic growth will be calculated from historical growth or determined in consultation with the Region or City. Should a growth rate not be available, an industry standard of two percent will be applied to all through movements along Airport Road.
- Trip distribution will be based on existing travel patterns and traffic volumes.



The Traffic Impact Study will also examine other typical elements, such as functional design, sight distances at the site entrances, and travel demand measures.

We respectfully request your review and approval of these proposed Terms of Reference. Should you have any questions or require additional information, please don't hesitate to contact the undersigned.

Yours truly,

C.F. CROZIER & ASSOCIATES INC.

Karon Wignall,

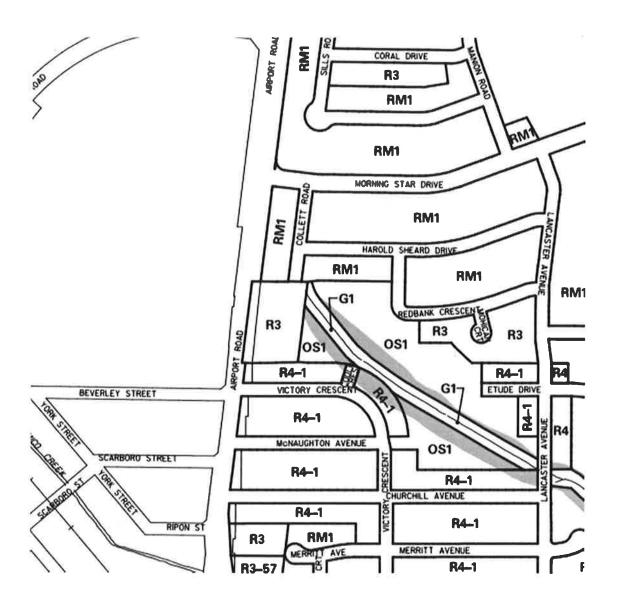
Senior Transportation Technologist

#### **Attachments**

I:\1100\1190-Airstar\4286-7211-7233 Airport Rd\Proposals\7211 - 7233 Airport Road\2016.07.18-AirstarTOR(Peel).doc

# APPENDIX B

City of Mississauga Zoning By-law Excerpts and Maps



## 4.2 R1 to R5 ZONES (DETACHED DWELLINGS - TYPICAL LOTS)

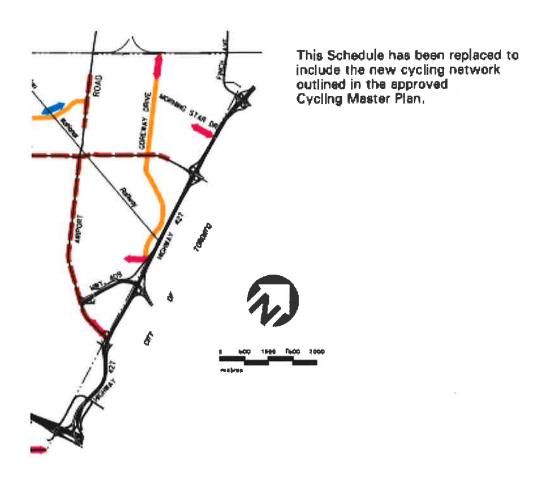
#### 4.2.1 R1 to R5 Permitted Uses and Zone Regulations

All **buildings** and **structures** shall comply with the provisions contained in Parts 1 to 3 and Section 4.1 of this By-law, and the **uses** and zone regulations specified within the applicable zone column contained in Table 4.2.1 - R1 to R5 Permitted Uses and Zone Regulations.

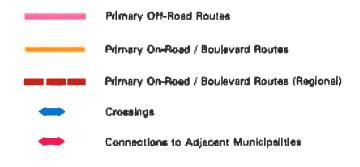
Table 4.2.1 - R1 to R5 Permitted Uses and Zone Regulations

Column A		ВС		D	E	F
Line 1.0	ZONES	R1	R2	R3	R4	R5
PERM	HTTED USES					-
2.0	RESIDENTIAL					
2.1	Detached Dwelling	<b>√</b> (1)	<b>√</b> (I)	<b>√</b> (1)	<b>√</b> (1)	<b>√</b> (1)
ZONE	REGULATIONS		*			
3.0	MINIMUM LOT AREA					
3.1	Interior lot	750 m <sup>2</sup>	695 m <sup>2</sup>	550 m <sup>2</sup>	365 m <sup>2</sup>	295 m <sup>2</sup>
3.2	Corner lot	835 m <sup>2</sup>	810 m <sup>2</sup>	720 m <sup>2</sup>	500 m <sup>2</sup>	415 m <sup>2</sup>
4.0	MINIMUM LOT FRONTAGE					•
4.1	Interior lot	22.5 m	18.0 m	15.0 m	12.0 m	9.75 m
4.2	Corner lot	22.5 m	21.0 m	19.5 m	16.5 m	13.5 m
5.0	MAXIMUM LOT COVERAGE	25%	30%	35%	40%	40%
6.0	MINIMUM FRONT YARD		•			
6.1	Interior lot	9.0 m <sup>(2)(7)</sup>	9.0 m <sup>(2)</sup>	7.5 m <sup>(2)</sup>	6.0 m <sup>(2)</sup>	4.5 m <sup>(2)</sup>
6.2	Corner lot	7.5 m <sup>(2)</sup>	7.5 m <sup>(2)</sup>	6.0 m <sup>(2)</sup>	6.0 m <sup>(2)</sup>	4.5 m <sup>(2)</sup>
6.3	Front garage face - interior lot (0379-2009)	(8)	(8)	(8)	(8)	6.0 m
6.4	Front garage face - corner lot (0379-2009)	(8)	(8)	(8)	(8)	6.0 m
7.0	MINIMUM EXTERIOR SIDE YARD	7.5 m <sup>(2)</sup>	7.5 m <sup>(2)</sup>	6.0 m <sup>(2)</sup>	4.5 m <sup>(2)</sup>	4.5 m <sup>(2)</sup>
7.1	Front garage face (0379-2009)	(9)	(9)	(9)	6.0 m <sup>(2)</sup>	6.0 m <sup>(2)</sup>
8.0	MINIMUM INTERIOR SIDE YARD					
8.1	Interior lot	1.8 m on one side of the <b>lot</b> and 4.2 m on the other side <sup>(2)</sup>	1.8 m + 0.61 m for each additional storey or portion thereof above one (1) storey (2)	1.2 m + 0.61 m for each additional storey or portion thereof above one (1) storey (2)	1.2 m <sup>(2)</sup>	1.2 m on one side of the lot and 0.61 m on the other side (2)

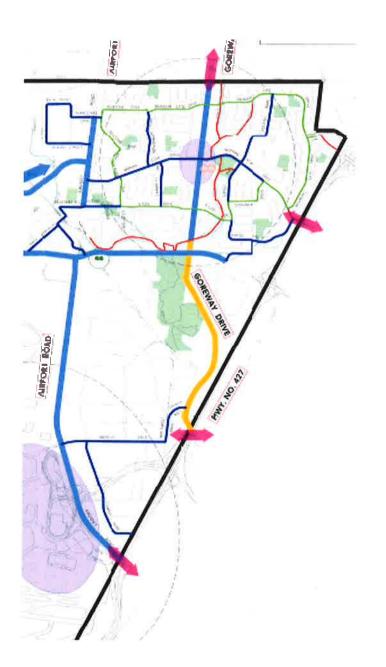
Table 4.2.1 continued on next page



# Schedule 7 Long Term Cycling Routes



#### **Proposed Cycling Network**



#### Legend:

Proposed Secondary Routes Proposed Primary Off-Road Routes Proposed Primary Boulevard Routes Proposed Primary On-Road Routes Proposed DT21 Master Plan-Secondary Route Proposed DT21 Mester Plan Off-Road Multi-use Trails Proposed Crossings **Proposed Municipal Connections** Special Study Area Ex. On-Road Shared Use Lenes Ex. On-Road Bike Lanes Routes Ex. Boutevard Trails Ex. Off-Road Multi-use Teells School Greenbelt City and Community Parkland Major Oty Destinations Cometery Corporate Centre GO Stellon BAT Station Mississauga Transit Term nal 1 km. Radius from the edge of Node City Boundary





## 7 Airport

#### Monday-Sunday Service

TTC Subway

GO Train Station

Transitway Station

Islington

Clarkson

Major

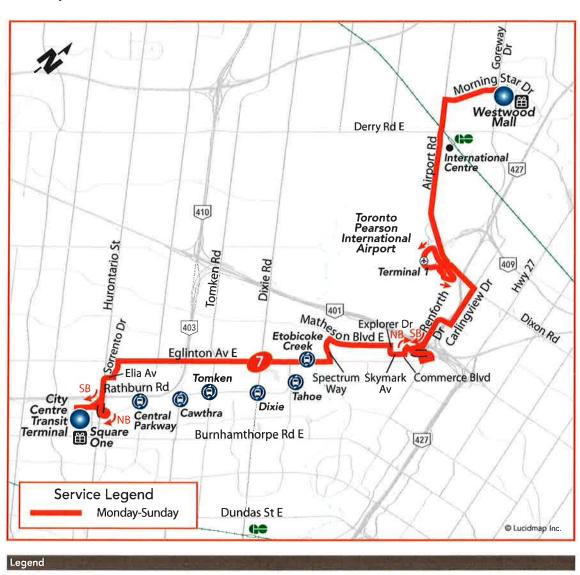
Hospital

Ice Rink

a

Transit Terminal

Effective: January 4, 2016

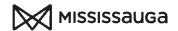




**Shopping Centre** 

High School, University or College

Recreation or Community Centre



Public Library

Living Arts Centre

Civic Centre (City Hall)





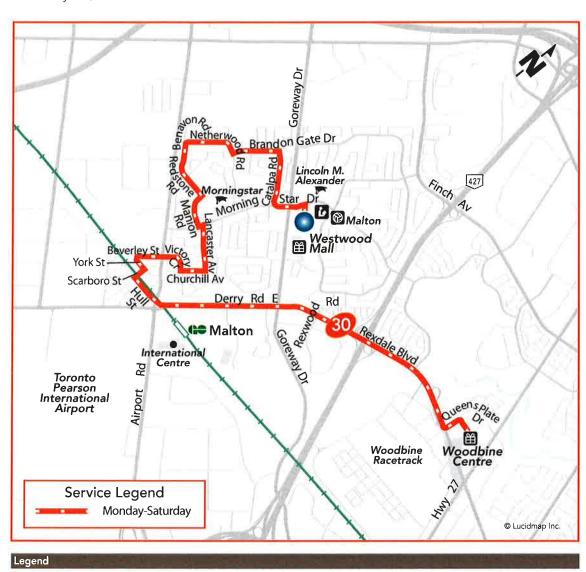
## 30 Woodbine

#### Monday-Saturday Service

TTC Subway

Effective: January 28, 2013













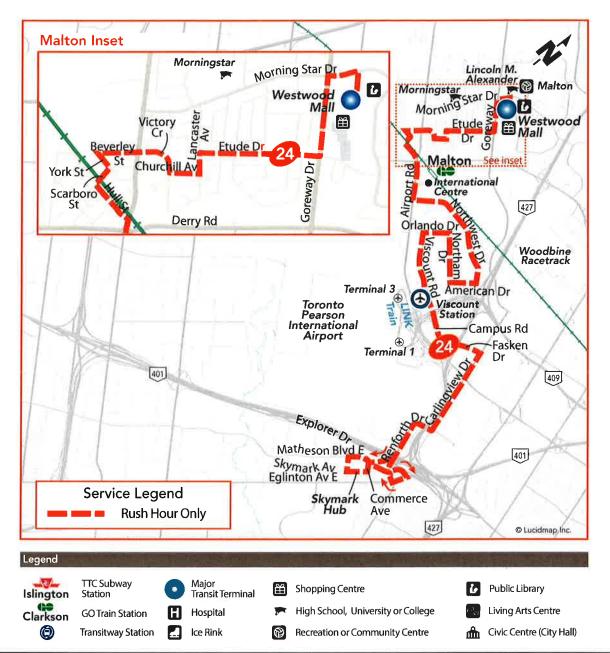


## 24 Northwest

### Monday-Friday Service

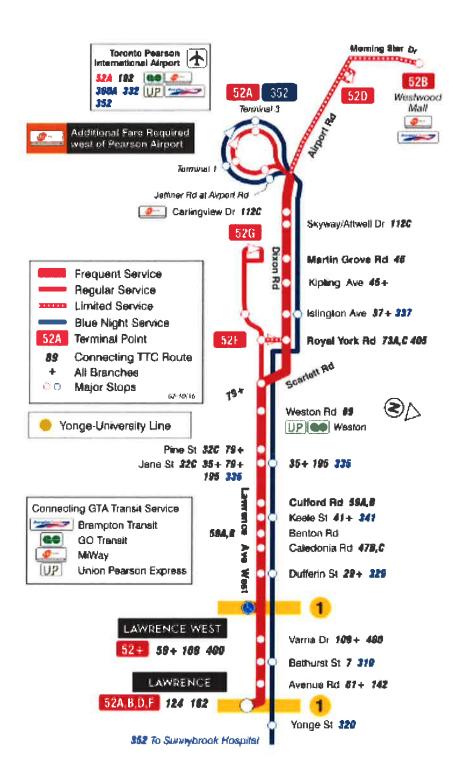
Effective: June 29, 2015







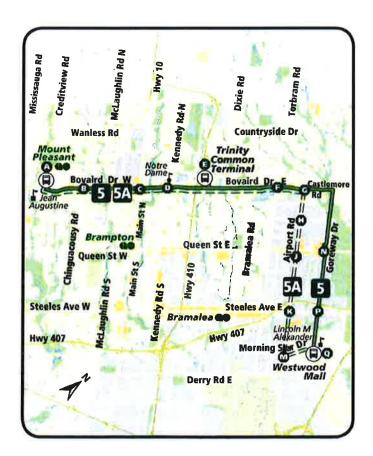




5/5A

## **Bovaird**

# **Monday – Sunday** Effective: September 6, 2016



bramptontransit.com

905.874.2999



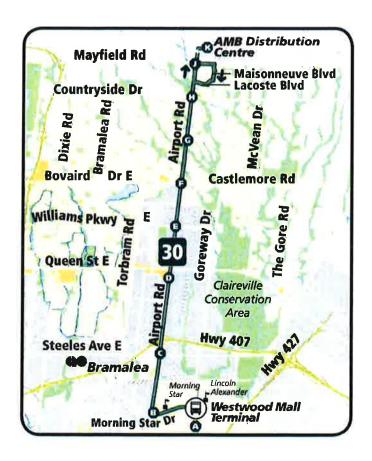


e 30 e

# **Airport Road**

Monday - Sunday

Effective: Seeptember 6, 2016



bramptontransit.com

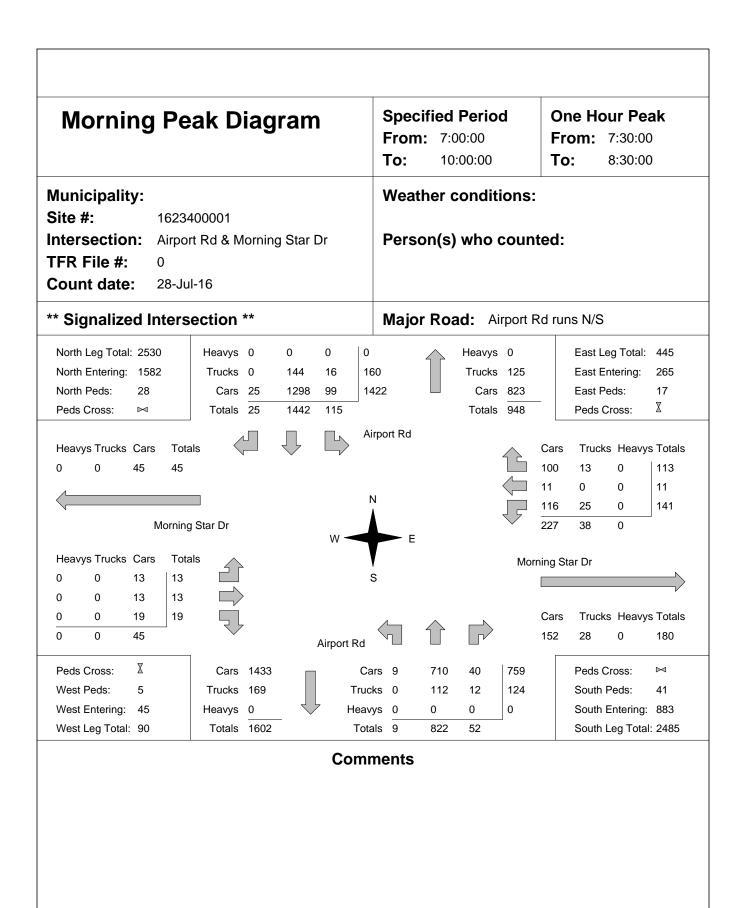
905.874.2999

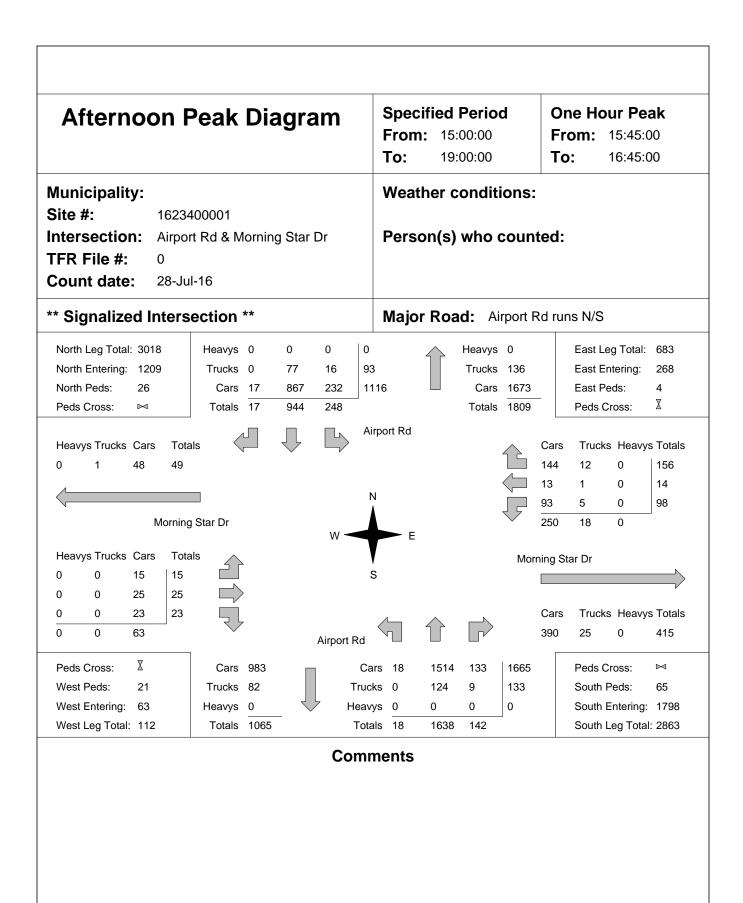




# APPENDIX C

Traffic Data, Signal Timings and AADT Data





## **Total Count Diagram**

**Municipality:** 

Site #: 1623400001

Intersection: Airport Rd & Morning Star Dr

TFR File #:

North Leg Total: 18109

North Entering: 8752

North Peds:

Peds Cross:

Peds Cross:

West Peds:

West Entering: 349

West Leg Total: 698

Count date: 28-Jul-16

### Weather conditions:

## Person(s) who counted:

## \*\* Signalized Intersection \*\*

264

⋈

Heavys 0 0 0

Trucks 2 888 777 109 Cars 148 6505 1211 7864

Totals 150 7282 1320 Major Road: Airport Rd runs N/S

Heavys 0 Trucks 901 Cars 8456

Totals 9357

East Entering: 1819 East Peds: 99  $\mathbb{X}$ Peds Cross:

0

0

0

972

87

760

East Leg Total: 3949

Heavys Trucks Cars Totals 5 344 349



Morning Star Dr

Heavy	s Trucks	Cars	Totals	
0	2	111	113	
0	0	<ul><li>111</li><li>107</li><li>126</li></ul>	107	
0	3	126	129	
0	5	344	_	

 $\mathbb{X}$ 

155

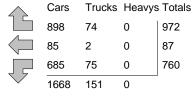
Cars 7316 Trucks 855 Heavys 0 Totals 8171



Airport Rd



Airport Rd



Morning Star Dr



Trucks Heavys Totals 213 2130

8157 Cars 111 7447 599 Trucks 1 825 104 930 Heavys 0 0 0 Totals 112 8272 703

Peds Cross:  $\bowtie$ South Peds: 436 South Entering: 9087 South Leg Total: 17258

### **Comments**

<b>Traffic</b>	Count	Summary	

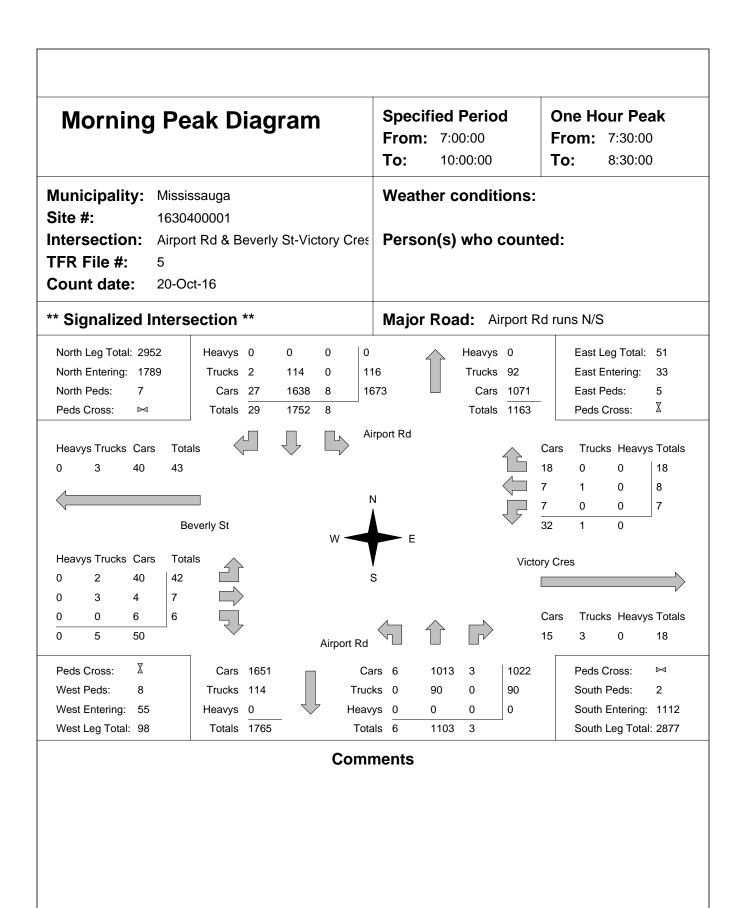
				Han		ount 5	ullilli	ai y				
Intersection:	Airport R	d & Moi	ning Sta	ar Dr	Count D	<sup>ate:</sup> 28-Jul-16	Munio	cipality:				
			ach Tot		'		' '			ach Tot		
Hour	Include	es Cars, Ti	rucks, & H	eavys Grand	Total	North/South Total	Hour	Include	es Cars, T	rucks, & H	eavys Grand	Total
Ending	Left	Thru	Right	Total	Peds	Approaches	Ending	Left	Thru	Right	Total	Peds
7:00:00 8:00:00	0 113	5 1493	0 17	5 1623	0 27	18 2443	7:00:00 8:00:00	0 10	12 761	1 49	13 820	0 57
9:00:00	123	1327	26	1476	39	2329	9:00:00	9	795	49	853	43
10:00:00	150	904	19	1073	46	1761	10:00:00	15	618	55	688	57
15:00:00 16:00:00	1 262	4 942	0 13	5 1217	0 24		15:00:00 16:00:00	0 21	11 1441	0 101	11 1563	0 70
17:00:00	238	970	17	1225	36		17:00:00	16	1655	150	1821	55
18:00:00	203	873	27	1103	30		18:00:00	17	1551	144	1712	72
19:00:00	227	763	31	1021	62	2626	19:00:00	24	1427	154	1605	82
Totals:	1317	7281	150	8748	264	17834		112	8271	703	9086	436
			ach Tota rucks, & H							ach Tota rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches	Hour Ending	Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	2	2	0	2	7:00:00	0	0	0	0	0
8:00:00	145	11	109	265	19	307	8:00:00	13	16	13	42	13
9:00:00 10:00:00	113 79	13 15	119 114	245 208	16 24	295 264	9:00:00 10:00:00	19 23	10 15	21 18	50 56	8 34
15:00:00	3	0	4	7	0	7	15:00:00	0	0	0	0	0
16:00:00	85	11	158	254	0		16:00:00	8	14	26	48	18
17:00:00 18:00:00	90 117	11 15	139 119	240 251	4 9		17:00:00 18:00:00	17 15	19 19	14 15	50 49	20 27
19:00:00	128	11	208	347	27	401	19:00:00	18	14	22	54	35
	760	87	972	1819	99	2168		113	107	129	349	155
Totals:			Cala	1112424								
Totals:	'	8:00	<b>Calc</b> 9:00	10:00	7 aiues 15:00	or Traffic Cr	ossing Ma 16:00	ajor Stre 17:00	18:00	19:00		

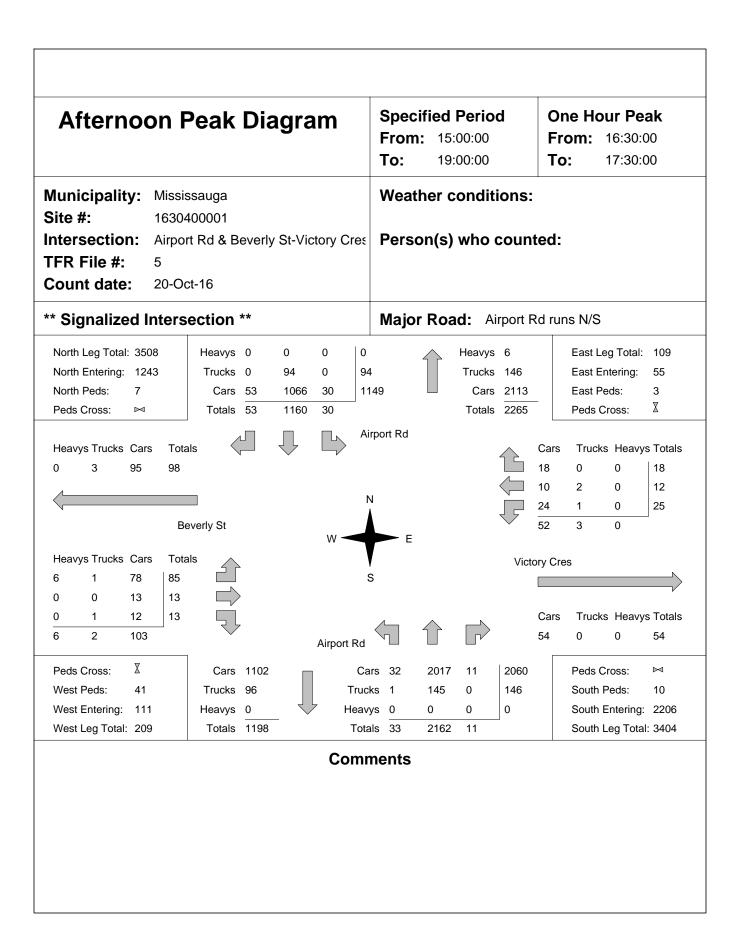
		Passenç	ger Cars -	North Ap	proach			Tru	ıcks - Nor	th Appro	ach			Hea	ıvys - Nor	th Appro	ach		Pedes	trians
Interval	Lei	ft	Thr	·u	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Thi	ru	Rig	jht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	19	19	358	353	6	6	3	3	34	34	0	0	0	0	0	0	0	0	6	6
7:30:00	38	19	689	331	8	2	11	8	69	35	0	0	0	0	0	0	0	0	16	10
7:45:00	67	29	1050	361	15	7	16	5	101	32	0	0	0	0	0	0	0	0	23	7
8:00:00	93	26	1356	306	17	2	20	4		41	0	0	0	0	0	0	0	0	27	4
8:15:00	119	26	1675	319	25	8	25	5		30	0	0		0	0	0	0	0	33	6
8:30:00	137	18	1987	312	33	8	27	2		41	0	0		0	0	0	0	0	44	11
8:45:00	161	24	2272	285	39	6	32	5		33	1	1	0	0	0	0	0	0	54	10
9:00:00	201	40	2547	275	42	3	35	3		32	1	0		0	0	0	0	0	66	12
9:15:00	236	35	2787	240	52	10	38	3		46	1	0		0	0	0	0	0	73	7
9:30:00	262	26	2968	181	54	2	43	5		39	1	0	0	0	0	0	0	0	82	9
9:45:00	297	35	3139	171	59	5	46	3	397	34	1	0	0	0	0	0	0	0	100	18
10:00:00	335	38	3288	149	61	2	51	5	441	44	1	0	0	0	0	0	0	0		12
10:00:17	335	0	3288	0	61	0	51	0		0	1	0		0	0	0	0	0	112	0
10:00:18	336	1	3292	4	61	0	51	0		0	1	0		0	0	0	0	0	–	0
15:00:00	336	0	3292	0	61	0	51	0	441	0	1	0		0	0	0	0	0		0
15:15:00	410	74	3513	221	63	2	55	4		19	1	0		0	0	0	0	0	118	6
15:30:00	469	59	3697	184	67	4	57	2		36	1	0		0	0	0	0	0	128	10
15:45:00	519	50	3925	228	71	4	66	9	525	29	1	0	0	0	0	0	0	0		8
16:00:00	581	62	4135	210	74	3	68	2	540	15	1	0	0	0	0	0	0	0	136	0
16:15:00	636	55	4361	226	76	2	72	4	559	19	1	0	0	0	0	0	0	0	140	4
16:30:00	693	57	4550	189	84	8	76	4		22	1	0	0	0	0	0	0	0	154	14
16:45:00	751	58	4792	242	88	4	82	6		21	1	0	-	0	0	0	0	0	162	8
17:00:00	801	50	5021	229	91	3	86	4		22	1	0		0		0	0	0		10
17:15:00	848	47	5271	250	97	6	91	5		19	2	1		0	0	0	0	0	178	6
17:30:00	896	48	5463	192	101	4	93	2		22	2	0	0	0	0	0	0	0	182	4
17:45:00	948	52	5644	181	107	6	96	3	686	21	2	0		0	0	0	0	0		13
18:00:00	990	42	5815	171	117	10	100	4		17	2	0		0	0	0	0	0	202	7
18:15:00	1049	59	5990	175	126	9	102	2		17	2	0		0	0	0	0	0	222	20
18:30:00	1093	44	6182	192	133	7	105	3	732	12	2	0	0	0	0	0	0	0	232	10
18:45:00	1150	57	6349	167	137	4	108	3	752	20	2	0		0	0	0	0	0	250	18
19:00:00	1208	58	6504	155	148	11	109	1	777	25	2	0		0	0	0	0	0	264	14
19:00:06	1211	3	6505	1	148	0	109	0	777	0	2	0		0		0	0	0	264	0
19:00:26	1211	0	6505	0	148	0	109	0	777	0	2	0	0	0	0	0	0	0	264	0

		Passen	ger Cars -	East Ap	proach			Tru	ucks - Eas	t Appro	ach			Hea	avys - Eas	t Approa	ach		Pedest	trians
Interval	Lei	ft	Thi	ru	Rig	ıht	Le	ft	Th	ru	Rig	ht	Le	ft	Thr	ru	Rig	ht	East C	ross
Time	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	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	32	32	3	3	20	18	3	3	0	0	3	3	0	0	0	0	0	0	8	8
7:30:00	58	26	6	3	43	23	12	9	0	0	6	3	0	0	0	0	0	0	12	4
7:45:00	92	34	9	3	74	31	14	2	0	0		1	0	0	0	0	0	0	17	5
8:00:00	125	33	11	2	98	24	20	6		0		6	0	0	0	0	0	0	19	2
8:15:00	155	30	13	2	124	26	35	15		0		3		0	0	0	0	0	24	5
8:30:00	174	19	17	4	143	19	37	2		0	-	3		0	0	0	0	0	29	5
8:45:00	197	23	22	5	162	19	37	0		0		3		0	0	0	0	0	35	6
9:00:00	219	22	24	2	205	43	39	2		0		3		0	0	0	0	0	35	0
9:15:00	242	23	32	8	234	29	41	2		0		2		0	0	0	0	0	38	3
9:30:00	255	13	36	4	256	22	43	2	0	0		3		0	0	0	0	0	46	8
9:45:00	274	19	38	2	279	23	44	1	0	0		4		0	0	0	0	0	51	5
10:00:00	291	17	39	1	309	30	46	2		0		1		0	0	0	0	0	59	8
10:00:17	291	0	39	0	309	0	46	0		0		0	_	0	0	0	0	0	59	0
10:00:18	291	0	39	0	309	0	46	0		0		0		0	0	0	0	0	59	0
15:00:00	294	3	39	0	313	4	46	0		0		0		0	0	0	0	0	59	0
15:15:00	308	14	41	2	351	38	48	2		0	_	2		0	0	0	0	0	59	0
15:30:00	338	30	45	4	375	24	50	0	0	0		2		0	0	0	0	0	59	0
15:45:00	350 372	12	45 50	0	411	36	50 53	3		0				0	0	0	0	0	59	0
16:00:00	402	22 30	55	5	463 492	52	55	3		0	43 44	3		0	0	0	0	0	59 61	0
16:15:00 16:30:00	402	26	55 56	5	521	29 29	55	0		0		1		0	0	0	0	0	61	2
16:30:00	443	15	58	2	555	34	55	0		0		3	_	0	0	0	0	0	63	2
17:00:00	456	13	60	2	589	34	59	4		0		3		0	0	0	0	0	63	0
17:15:00	473	17	67	7	607	18	59	0		0		0	-	0	0	0	0	0	63	0
17:13:00	497	24	68	1	634	27	61	2		0		2	-	0	0	0	0	0	63	0
17:45:00	531	34	69	1	670	36	63	2		0		1		0	0	0	0	0	72	9
18:00:00	568	37	75	6	702	32	64	1	1	0		3		0	0	0	0	0	72	0
18:15:00	610	42	75	0	765	63	68	4	1	0		4		0	0	0	0	0	75	3
18:30:00	634	24	81	6	808	43	71	3	· .	1	69	3	-	0	0	0	0	0	80	5
18:45:00	663	29	81	0	864	56	72	1	2	0		3		0	0	0	0	0	92	12
19:00:00	685	22	85	4	898	34	75	3		0		2		0	0	0	0	0	99	7
19:00:06	685	0	85	0	898	0	75	0		0	+	0		0	0	0	0	0	99	0
19:00:26	685	0	85	0	898	0	75	0		0	+	0		0	0	0	0	0	99	0
						-			_			-				_				
											1									

		uoocne	jei cais -	South Ap	pproach			iru	ıcks - Sou	tn Appro	ach			Hea	vys - Sout	th Appro	ach		Pedes	trians
Interval	Lef	t	Thr	·u	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Thr	u	Rig	ht	South	Cross
Time	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	11	11	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0
7:15:00	3	3	160	149	12	12	0	0	20	19	3	2	0	0	0	0	0	0	15	15
7:30:00	4	1	325	165	18	6	0	0	35	15	5	2	0	0	0	0	0	0	30	15
7:45:00	8	4	492	167	24	6	0	0	54	19	6	1	0	0	0	0	0	0	44	14
8:00:00	10	2	694	202	38	14	0	0	79	25	12	6	0	0	0	0	0	0	57	13
8:15:00	13	3	852	158	47	9	0	0		35	15	3		0	0	0	0	0	69	12
8:30:00	13	0	1035	183	58	11	0	0		33	17	2		0	0	0	0	0	71	2
8:45:00	15	2	1187	152	70	12	0	0		24	18	1	0	0	0	0	0	0	88	17
9:00:00	19	4	1366	179	80	10	0	0		31	19	1	0	0	0	0	0	0	100	12
9:15:00	23	4	1503	137	93	13	0	0		27	25	6		0	0	0	0	0	114	14
9:30:00	28	5	1630	127	102	9	0	0		30	27	2		0	0	0	0	0	127	13
9:45:00	31	3	1749	119	114	12	1	1		33	30	3		0	0	0	0	0	143	16
10:00:00	33	2	1860	111	119	5	1	0		34	35	5		0	0	0	0	0	157	14
10:00:17	33	0	1863	3	119	0	1	0		0	35	0	-	0	0	0	0	0	157	0
10:00:18	33	0	1863	0	119	0	1	0		0	35	0		0	0	0	0	0	157	0
15:00:00	33	0	1870	7	119	0	1	0		1	35	0		0	0	0	0	0	157	0
15:15:00	36	3	2141	271	131	12	1 1	0		42	46	11		0	0	0	0	0	178	21
15:30:00	40	4	2469	328	157	26	1	0		39	50	4		0	0	0	0	0	194	16
15:45:00	46	6 8	2805	336 356	181	24 22	11	0		38 31	50 52	0		0	0	0	0	0	205	11
16:00:00	54	8 5	3161 3553		203 249	46	1	0			52 54	2		0	0	0	0	0	227 239	22
16:15:00 16:30:00	59 60	5 1	3903	392 350	249	30	1	0		26 35	55		0	0	0	0	0	0	256	12 17
16:45:00	64	4	4319	416	314	35	1	0		32	59	4	0	0	0	0	0	0	270	14
17:00:00	70	6	4687	368	342	28	1	0		36	63	4	_	0	0	0	0	0	282	12
17:15:00	77	7	5045	358	364	22	<u>-</u>	0	-	27	69	6	_	0	0	0	0	0	297	15
17:30:00	81	4	5403	358	396	32	<u>'</u>	0		33	75	6		0	0	0	0	0	311	14
17:45:00	84	3	5751	348	428	32	1	0		19	80	5		0	0	0	0	0	334	23
18:00:00	87	3	6130	379	467	39	1	0		29	82	2		0	0	0	0	0	354	20
18:15:00	93	6	6501	371	511	44	1	0		28	85	3		0	0	0	0	0	376	22
18:30:00	100	7	6894	393	553	42	<u>.</u>	0		33	99	14		0	0	0	0	0	394	18
18:45:00	105	5	7185	291	574	21	1	0		27	102	3		0	0	0	0	0	415	21
19:00:00	111	6	7446	261	599	25	1	0		23	104	2		0	0	0	0	0	436	21
19:00:06	111	0	7446	0	599	0	1	0		0	104	0		0	0	0	0	0	436	0
19:00:26	111	0	7447	1	599	0	1	0		0	104	0	_	0	0	0	0	0	436	0
																-				

		Passen	ger Cars -	West Ap	proach			Tru	ucks - We	st Appro	ach			Hea	ıvys - Wes	st Appro	ach		Pedes	rians
Interval	Lef	t	Thi	ru	Rig	ıht	Le	ft	Th	ru	Rig	ght	Le	ft	Thr	ru	Rig	ht	West (	cross
Time	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	C	0	0	0	0	0	0	0	0
7:15:00	5	5	7	7	4	4	0	0	0	0	0	C	0	0	0	0	0	0	0	0
7:30:00	8	3	9	2	8	4	0	0	0	0	0	C	0	0	0	0	0	0	8	8
7:45:00	12	4	14	5	10	2	0	0	0	0	0	C	0	0	0	0	0	0	13	5
8:00:00	13	1	16	2	13	3	0	0	0	0	0	C	0	0	0	0	0	0	13	0
8:15:00	15	2		2	21	8	0	0		0		C	-	0	0	0		0	13	0
8:30:00	21	6	22	4	27	6	0	0		0	_	C		0	0	0		0	13	0
8:45:00	29	8	24	2	29	2	0	0		0	+			0	0	0		0	19	6
9:00:00	32	3		2	33	4	0	0	-	0		1		0	0	0		0	21	2
9:15:00	39	7	31	5	37	4	0	0		0		C		0	0	0		0	21	0
9:30:00	47	8	35	4	46	9	1	1		0				0	0	0		0	30	9
9:45:00	48	1	38	3	50	4	1	0	-	0		C		0	0	0		0	44	14
10:00:00	53	5		3	51	1	2	1		0		C		0	0	0		0	55	11
10:00:17	53	0		0	51	0	2	0		0				0	0	0		0	55	0
10:00:18	53	0	41	0	51	0	2	0		0				0	0	0		0	55	0
15:00:00	53	0	41	0	51	0	2	0		0		0		0	0	0		0	55	0
15:15:00	54	1	43	2	54	3	2	0	-	0				0	0	0		0	59	4
15:30:00	58	4	46	3	63	9	2	0		0		0		0	0	0		0	62	3
15:45:00	58	0	48 55	2 7	65 77	2	2	0	-	0				0	0	0		0	68 73	6
16:00:00 16:15:00	61 64	3	66	11	81	12 4	2	0	-	0		0		0	0	0		0	73	5
16:30:00	68	4	68	2	86	5	2	0		0				0	0	0		0	84	5 6
16:30:00	73	5	73	5	88	2	2	0		0	1			0	0	0		0	89	5
17:00:00	78	5	74	1	91	3	2	0		0				0	0	0		0	93	4
17:15:00	83	5	76	2	92	1	2	0		0				0	0	0		0	103	10
17:30:00	83	0	80	4	93	1	2	0		0				0	0	0		0	108	5
17:45:00	86	3	84	4	100	7	2	0		0		1	-	0	0	0		0	114	6
18:00:00	93	7	93	9	105	5	2	0		0		Ċ	-	0	0	0		0	120	6
18:15:00	103	10		3	111	6	2	0		0		1	1	0	0	0		0	131	11
18:30:00	103	0		1	115	4	2	0		0		C	-	0	0	0		0	134	3
18:45:00	103	0		2	122	7	2	0	-	0		C		0	0	0		0	147	13
19:00:00	111	8	107	8	126	4	2	0	0	0	3	C	0	0	0	0	0	0	155	8
19:00:06	111	0	107	0	126	0	2	0	0	0	3	C	0	0	0	0	0	0	155	0
19:00:26	111	0	107	0	126	0	2	0	0	0	3	C	0	0	0	0	0	0	155	0





## **Total Count Diagram**

Municipality: Mississauga Site #: 1630400001

Intersection: Airport Rd & Beverly St-Victory Cree **Person(s) who counted:** 

TFR File #:

North Leg Total: 20608

North Entering: 9181

North Peds:

Peds Cross:

Count date: 20-Oct-16

### Weather conditions:

## \*\* Signalized Intersection \*\*

40

⋈

Heavys 0 0 0 Trucks 4 1 789 784 Cars 261 8009 122 8392 Totals 265 8793 123

Heavys 8 Trucks 879 Cars 10540 Totals 11427

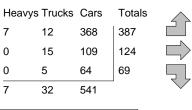
Major Road: Airport Rd runs N/S

East Leg Total: 531 East Entering: 235 East Peds: 42  $\mathbb{Z}$ Peds Cross:

Heavys Trucks Cars Totals 18 435 455



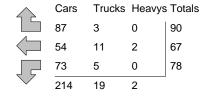
Beverly St





Airport Rd

Airport Rd



Victory Cres

279

Cars	Trucks	Heavys Totals

16

 $\mathbb{X}$ Peds Cross: West Peds: 177 West Entering: 580 West Leg Total: 1035

Cars 8146 Trucks 794 Heavys 0 Totals 8940



10253 Cars 120 10085 48 Trucks 3 864 0 867 2 Heavys 0 1 Totals 123 10950 49

Peds Cross:  $\bowtie$ South Peds: 64 South Entering: 11122 South Leg Total: 20062

296

### **Comments**

Traffic Count	Summary

				iran		ount 5	umm	ary						
Totals:   123   8792   265   9180   40   20299   123   10947   49   11119   64														
	North Approach Totals													
Hour	North Approach Totals													
Ending				Total	Peds	Approaches	Ending				Total	Peds		
												0		
									679			7		
			I						1991			12		
												19		
	26     1100     41       27     1191     62       27     1072     46										15			
19:00:00	19	831	39	889	2	2978	19:00:00	31	2047	11	2089	8		
Totals:					40	20299						64		
				Grand		Total					Grand			
			I									0		
		I								l I				
												17		
			I	3							- 1	0		
												48		
19:00:00	10	10	19	39		138	19:00:00	59		17	99	33		
Totals:	78	67								69	577	177		
Hours En	dina:	7:00	8:00	<b>uiated v</b> 9:00	7 aiues 10:00	or Traffic Cr	ossing ivi 16:00	ajor Stre 17:00	18:00	19:00				
Crossing		3	87	64	53		96	141	153	102				

		Passen	ger Cars -	North Ap	proach			Tru	ıcks - Nor	th Appro	ach			Hea	ıvys - Nor	th Appro	ach		Pedes	trians
Interval	Lef	ft	Thi	u	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Thi	ru	Rig	ıht	North	Cross
Time	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	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	3	3	376	375	2	2	0	0	27	27	0	0	0	0	0	0	0	0	3	3
7:30:00	4	1	748	372	7	5	0	0	64	37	0	0	0	0	0	0	0	0	4	1
7:45:00	7	3	1203	455	10	3	0	0	93	29	0	0	0	0	0	0	0	0	4	0
8:00:00	8	1	1601	398	19	9	0	0	123	30	1	1	0	0	0	0	0	0	4	0
8:15:00	9	1	1998	397	24	5	0	0		32	2	1		0	0	0	0	0	8	4
8:30:00	12	3	2386	388	34	10	0	0		23	2	0		0	0	0	0	0	11	3
8:45:00	13	1	2778	392	40	6	0	0		48	2	0		0		0	0	0	12	1
9:00:00	15	2	3181	403	52	12	0	0		29	2	0		0	0	0	0	0	15	3
9:15:00	17	2	3507	326	57	5	0	0		42	2	0		0	0	0	0	0	16	1
9:30:00	19	2	3753	246	64	7	0	0	344	47	2	0	0	0		0	0	0	16	0
9:45:00	22	3	3977	224	66	2	0	0		43	2	0		0	0	0	0	0	20	4
10:00:00	24	2	4178	201	75	9	0	0	418	31	2	0		0	0	0	0	0	23	3
10:00:13	24	0	4180	2	75	0	0	0		0	2	0		0	0	0	0	0	23	0
10:00:22	24	0	4180	0	75	0	0	0		0	2	0		0	0	0	0	0	23	0
15:00:00	24	0	4180	0	75	0	0	0		0	2	0		0	0	0	0	0	23	0
15:15:00	30	6	4458	278	86	11	0	0		19	2	0		0	0	0	0	0	24	1
15:30:00	40	10	4723	265	94	8	1	1	476	39	3	1		0	0	0	0	0	25	1
15:45:00	47	7	4965	242	104	10	1	0	490	14	3	0	0	0	0	0	0	0	25	0
16:00:00	49	2	5179	214	115	11	1	0	519	29	3	0	-	0		0	0	0	25	0
16:15:00	56	7	5472	293	131	16	1	0	546	27	4	1		0	0	0	0	0	29	4
16:30:00	63	7	5757	285	146	15	1	0		21	4	0		0		0	0	0	29	0
16:45:00	67	4	6037	280	163	17	1	0	-	30	4	0	-	0	0	0	0	0	31	2
17:00:00	76	9	6273	236	176	13	1	0		19	4	0		0		0	0	0	31	0
17:15:00	89	13	6563	290	189	13	1	0		23	4	0	-	0	0	0	0	0	36	5
17:30:00	93	4	6823	260	199	10	1	0		22	4	0	-	0	0	0	0	0	36	0
17:45:00	96	3	7052	229	211	12	1	0		23	4	0		0		0	0	0	36	0
18:00:00	103	7	7252	200	222	11	1	0		25	4	0	-	0	0	0	0	0	38	2
18:15:00	109	6	7457	205	233	11	1	0		18	4	0	-	0	0	0	0	0	40	2
18:30:00	109	0	7667	210	243	10	1	0		19	4	0	_	0	0	0		0	40	0
18:45:00	112	3	7825	158	253	10	1	0		22	4	0		0		0	0	0	40	0
19:00:00	122	10	8008	183	261	8	1	0		16	4	0		0	0	0	0	0	40	0
19:00:17	122	0	8009	1	261	0	1	0		0	4	0		0		0		0	40	0
19:00:29	122	0	8009	0	261	0	1	0	784	0	4	0	0	0	0	0	0	0	40	0

		Passen	ger Cars -	East Ap	proach			Tr	ucks - Ea	st Appro	ach			He	avys - Ea	st Appro	ach		Pedes	trians
Interval	Lef	t	Thi	ru	Rig	ıht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ght	East C	ross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	1	1	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	0	4	2	2	1	0	0	1	1	0	0	0	0	0	0	0	0	3	3
7:30:00	5	4	5	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	6	3
7:45:00	6	1	6	1	6	4	0	0	2	1	0	0	0	0	0	0	0	0	9	3
8:00:00	9	3	10	4	10	4	0	0	2	0	0	0	0	0	0	0	0	0	10	1
8:15:00	10	1	10	0	15	5	0	0			0	0	0	0	0	0	0	0	10	0
8:30:00	12	2		2		5	0	0				0	-	0		0			11	1
8:45:00	14	2		2	20	0	1	1	3	1	0	0		0	0	0	0	0	11	0
9:00:00	16	2		3	22	2	1	0	3	0		0		0	0	0	0	0	12	1
9:15:00	19	3		1	24	2	1	0	1	1	0	0		0	1	1	0	0	14	2
9:30:00	21	2		1	27	3	1	0		0		0		0	-	0	0	0	15	1
9:45:00	22	1	20	1	27	0	1	0		2	0	0		0	1	0	0	0	16	1
10:00:00	27	5		3		2	1	0		0		0		0		1	0	0	25	9
10:00:13	27	0		0	29	0	1	0		0		0		0		0	0	0	25	0
10:00:22	27	0	23	0	29	0	1	0		0	0	0		0		0	0	0	25	0
15:00:00	28	1	24	1	30	1	1	0		0		0		0		0		0	25	0
15:15:00	31	3	26	2		3	1	0		0	1	1	·	0		0		0	26	1
15:30:00	32	1	27	1	36	3	2	1	6	0	1	0		0		0	0	0	26	0
15:45:00	33	1	28	1	41	5	2	0		0		1	·   •	0		0	0	0	26	0
16:00:00	34	1	30	2		1	3	1	6	0		0	0	0		0	0	0	30	4
16:15:00	36	2		1	47	5	3	0		0	2	0		0		0	0	0	30	0
16:30:00	38	2		0	47	0	3	0		0				0		0		0	31	1
16:45:00	40	2		4		6	3	0		1	2			0		0		0	31	0
17:00:00	47	7	38	3	57	4	3	0		0				0		0	0		32	1
17:15:00	55	8		2	62	5	3	0			2			0		0		0	34	2
17:30:00	62	7		1	65	3	4	1	8	0		0		0		0		0	34	0
17:45:00	64	2		4	66	1	4	0		0				0		0	0		41	7
18:00:00	64	0		1	69	3	4	0			2			0		0	0	0	42	1
18:15:00	67	3	50	4	71	2	5	1	9	0		0		0		0		0	42	0
18:30:00	68	1	53	3		5	5	0		0		0		0	-	0		0	42	0
18:45:00	71	3		1	79	3	5	0				0		0		0		0	42	0
19:00:00	73	2		0	87	8	5	0		2	3		·	0		0		0	42	0
19:00:17	73	0		0	87	0	5	0		0		0		0		0		0	42	0
19:00:29	73	0	54	0	87	0	5	0	11	0	3	0	0	0	2	0	0	0	42	0

	ı	Passeng	jer Cars -	South A <sub>l</sub>	pproach			Tru	cks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Lef	t	Thr	·u	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Thi	ru	Rig	ıht	South	Cross
Time	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	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	2	2	215	212	1	1	0	0	19	19	0	0	0	0	0	0	1	1	1	1
7:30:00	5	3	423	208	2	1	0	0	40	21	0	0	0	0	0	0	1	0	1	0
7:45:00	5	0	654	231	3	1	0	0		18	0	0	0	0	0	0	1	0	3	2
8:00:00	6	1	918	264	4	1	0	0	79	21	0	0	0	0	0	0	1	0	3	0
8:15:00	9	3	1192	274	4	0	0	0		25	0	0		0	0	0	1	0	3	0
8:30:00	11	2	1436	244	5	1	0	0		26	0	0		0	0	0	1	0	3	0
8:45:00	13	2	1643	207	6	1	0	0		31	0	0		0		0	1	0	3	0
9:00:00	14	1	1813	170	7	1	0	0		32	0	0		0	0	0	1	0	3	0
9:15:00	14	0	1960	147	8	1	0	0		30	0	0		0		0	1	0	3	0
9:30:00	16	2	2079	119	9	1	2	2	255	32	0	0	0	0		0	1	0	4	1
9:45:00	17	1	2241	162	9	0	2	0		30	0	0	-	0	0	0	1	0	5	1
10:00:00	20	3	2376	135	12	3	2	0	309	24	0	0		0		0	1	0	10	5
10:00:13	20	0	2376	0	12	0	2	0		0	0	0		0	0	0	1	0	10	0
10:00:22	20	0	2376	0	12	0	2	0		0	0	0		0		0	1	0	10	0
15:00:00	20	0	2378	2	12	0	2	0		0	0	0		0	0	0	1	0	10	0
15:15:00	22	2	2760	382	13	1	2	0		38	0	0		0	0	0	1	0	16	6
15:30:00	26	4	3230	470	14	1	2	0		51	0	0		0	0	0	1	0	16	0
15:45:00	31	5	3714	484	15	1	2	0	445	47	0	0	0	0	1	1	1	0	19	3
16:00:00	38	7	4198	484	19	4	2	0		34	0	0	-	0	1	0	1	0	22	3
16:15:00	42	4	4687	489	21	2	2	0		35	0	0		0	1	0	1	0	24	2
16:30:00	43	1	5116	429	23	2	2	0		24	0	0		0		0	1	0	35	11
16:45:00	52	9	5635	519	25	2	2	0		29	0	0		0	1	0	1	0	39	4
17:00:00	65	13	6141	506	28	3	3	1		40	0	0		0		0	1	0		2
17:15:00	72	7	6673	532	31	3	3	0		38	0	0		0	1	0	1	0	45	4
17:30:00	75	3	7133	460	34	3	3	0		38	0	0	-	0	-	0	1	0	45	0
17:45:00	86	11	7626	493	36	2	3	0		34	0	0		0		0	1	0	50	5
18:00:00	89	3	8147	521	37	1	3	0	1	35	0	0		0	1	0	1	0	56	6
18:15:00	96	7	8675	528	38	1	3	0		38	0	0		0	1	0	1	0	56	0
18:30:00	102	6	9197	522	42	4	3	0		25	0	0		0	1	0	1	0	59	3
18:45:00	108	6	9688	491	45	3	3	0		23	0	0		0		0	1	0	60	1
19:00:00	120	12	10082	394	48	3	3	0		26	0	0		0	1	0	1	0	64	4
19:00:17	120	0	10082	0	48	0	3	0		0	0	0		0		0	1	0	64	0
19:00:29	120	0	10085	3	48	0	3	0	864	0	0	0	0	0	1	0	1	0	64	0

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - We	st Appro	ach			Hea	avys - Wes	st Appro	ach		Pedes	trians
Interval	Lef	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ıht	West 0	Cross
Time	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	37	37	1	1	0	0	3	3	0	0	0	0	0	0	0	0	0	0
7:30:00	11	8	37	0	3	2	0	0	3	0	0	0	0	0	0	0	0	0	2	2
7:45:00	21	10	38	1	5	2	0	0	3	0	0	0	0	0	0	0	0	0	4	2
8:00:00	28	7	41	3	7	2	0	0	3	0	0	0	0	0	0	0	0	0	8	4
8:15:00	42	14	41	0	7	0	2	2		1	0	0		0	0	0	0	0	9	1
8:30:00	51	9		0	9	2	2	0		2	0	0		0	0	0	0	0	10	1
8:45:00	60	9		0	10	1	2	0		1	0	0		0	0	0	0	0	17	7
9:00:00	63	3	41	0	11	1	2	0		0	0	0		0	0	0		0	18	1
9:15:00	70	7	46	5	12	1	5	3		1	1	1		0	0	0	0	0	19	1
9:30:00	70	0	46	0	14	2	5	0	8	0		0		0	0	0	0	0	22	3
9:45:00	72	2		0	15	1	5	0		1	3	2		0	0	0	0	0	27	5
10:00:00	76	4	46	0	16	1	5	0		0		0		0	0	0	0	0		8
10:00:13	76	0	46	0	16	0	5	0		0		0		0	0	0		0	35	0
10:00:22	76	0	46	0	16	0	5	0		0		0		0	0	0	0	0	35	0
15:00:00	76	0		0	16	0	5	0		0		0		0	0	0		0	35	0
15:15:00	80	4	47	1	16	0	5	0		0				0	0	0		0	43	8
15:30:00	100	20	49	2	18	2	5	0		0		0		0	0	0	0	0	48	5
15:45:00	116	16		11	21	3	5	0		0		1	·   ·	0	0	0		0	55	7
16:00:00	135	19		0	24	3	5	0		1	4	0		0	0	0	0	0	60	5
16:15:00	159	24	62	2	26	2	5	0		1	4	0		0	0	0	0	0	70	10
16:30:00	183	24	68	6	29	3	5	0		0		0		0	0	0	0	0	77	7
16:45:00	194	11	68	0	34	5	6	1	11	0		0	-	0	0	0	0	0	87	10
17:00:00	215	21	75	7	35	1	6	0		0		0		6	0	0		0		9
17:15:00	239	24	76	1	38	3	6	0		0		1	·	0	0	0	0	0	105	9
17:30:00	261	22	81	5	41	3	6	0		0		0	-	0	0	0	0	0	118	13
17:45:00	290	29	85	4	45	4	6	0			5	0		0	0	0	0	0		8
18:00:00	313	23	89	4	47	2	6	0				0		0	0	0	0	0	144	18
18:15:00	324	11	96	7	52	5	6	0			5	0		0	0	0	0	0	152	8
18:30:00	341	17	108	12	61	9	6	0		0		0		0	0	0		0		15
18:45:00	357	16		0	63	2	6	0		1	5	0	-	0	0	0	0	0		5
19:00:00	365	8	109	1	64	1	12	6			5	0		1	0	0	0	0	177	5
19:00:17	368	3		0	64	0	12	0						0	0	0		0		0
19:00:29	368	0	109	0	64	0	12	0	15	0	5	0	7	0	0	0	0	0	177	0

### Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 8:00:00 **From:** 7:00:00 To: 10:00:00 To: 9:00:00 Municipality: Brampton Weather conditions: Site #: 1630400002 Intersection: Person(s) who counted: Airport Rd & 7256 Airport Rd (north TFR File #: Count date: 20-Oct-16 \*\* Non-Signalized Intersection \*\* Major Road: Airport Rd runs N/S North Leg Total: 1 Heavys 0 0 Heavys 0 North Entering: 1 Trucks 0 0 Trucks 0 North Peds: Cars 1 0 Cars 0 Totals 1 Totals 0 Peds Cross: Airport Rd Heavys Trucks Cars Totals 7256 Airport Rd (north driveway) Heavys Trucks Cars Totals 0 0 0 0 2 0 Airport Rd $\mathbb{X}$ Peds Cross: Cars 2 0 Cars 0 Peds Cross: $\bowtie$ 0 West Peds: 0 Trucks 0 Trucks 0 0 South Peds: 0 0 West Entering: 2 South Entering: 0 Heavys 0 Heavys 0 West Leg Total: 3 Totals 2 Totals 0 South Leg Total: 2 **Comments**

### Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak From:** 17:15:00 **From:** 15:00:00 To: 19:00:00 To: 18:15:00 Municipality: Brampton Weather conditions: Site #: 1630400002 Intersection: Person(s) who counted: Airport Rd & 7256 Airport Rd (north TFR File #: Count date: 20-Oct-16 \*\* Non-Signalized Intersection \*\* Major Road: Airport Rd runs N/S North Leg Total: 8 Heavys 0 0 Heavys 0 North Entering: 4 Trucks 0 0 Trucks 0 North Peds: Cars 4 0 Cars 4 Totals 4 Peds Cross: Totals 4 Airport Rd Heavys Trucks Cars Totals 6 7256 Airport Rd (north driveway) Heavys Trucks Cars Totals 0 4 0 2 0 Airport Rd $\mathbb{X}$ Peds Cross: Cars 2 2 Peds Cross: Cars 2 $\bowtie$ West Peds: 0 Trucks 0 Trucks 0 0 0 South Peds: 0 0 West Entering: 6 Heavys 0 South Entering: 2 Heavys 0 West Leg Total: 12 Totals 2 Totals 2 South Leg Total: 4 **Comments**

## **Total Count Diagram**

Municipality: Brampton

**Site #:** 1630400002

Intersection: Airport Rd & 7256 Airport Rd (north

TFR File #: 5

Count date: 20-Oct-16

Weather conditions:

Person(s) who counted:

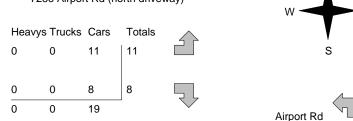
## \*\* Non-Signalized Intersection \*\*

Major Road: Airport Rd runs N/S

North Leg Total: 23 Heavys 0 0 Heavys 0 North Entering: 12 Trucks 0 0 Trucks 0 North Peds: Cars 12 0 12 Cars 11 Totals 12 Totals 11 Peds Cross: ⋈ Airport Rd Heavys Trucks Cars Totals

7256 Airport Rd (north driveway)

18



Peds Cross: Cars 8

West Peds: 0 Trucks 0

West Entering: 19 Heavys 0

West Leg Total: 37 Totals 8

Cars 6 0 6
Trucks 0 0 0
Heavys 0 0
Totals 6 0

Peds Cross: 
South Peds: 0

South Entering: 6

South Leg Total: 14

### **Comments**

# Ontario Traffic Inc Traffic Count Summary

Intersection:	Airport F	Rd & 725	66 Airpor	t Rd (no	rth Count D	Date: 20-Oct-16		Munic	cipality: Bra	ampton				
	North	n Appro	ach Tot	als							ach Tot	als		
	Include	es Cars, T	rucks, & H	eavys		North/South			Include	es Cars, T	rucks, & H	eavys		
Hour Endina	Left	Thru	Right	Grand Total	Total Peds	Total	Hou Endii	ır na	Left	Thru	Right	Grand Total	Total Peds	
						- ' '		-					0	
8:00:00	0	0	1	1	0	1	8:00	00:0	0	0	0	0	0	
9:00:00	0	0	1	1	0	1			0	0	0	0	0	
												0	0	
						- 1						2	0	
						- 1						3	0	
19:00:00	Ö	Ö	3	3	Ö	4			1	Ö	Ö	1		
Totals:	0	0	12		0	18			6 West	0	0	6	0	
	Ending													
Hour Ending	Left	Thru	Right	Grand Total		Total	Hou Endii	ır ng	Left	Thru	Right	Grand Total		
			0	0	0	0			0	0	0	0	0	
										- 1				
											2	2		
												2		
16:00:00						- 1							0	
17:00:00						- 1					2	6	0	
18:00:00				0		3					2	3	0	
19:00:00	0	0	0	0	0	4	19:00	0:00	3	0	1	4	0	
		0	0	0	0	19			11	0	8	19	0	
Totals:	0	0												
Totals:	0	0		ulated V	alues f	or Traffic Cr	ossin	g Ma	ajor Stre	eet				
Totals: Hours En	ding:	8:00		ulated V	<b>/alues f</b> 15:00	or Traffic Cr		<b>g M</b> a 6:00	ajor Stre 17:00	<b>eet</b> 18:00	19:00			

		Passen	ger Cars -	North A	pproach			Tru	ıcks - Nor	th Appro	ach			Hea	avys - Nor	rth Appro	ach		Pedes	trians
Interval	Let	ft	Th	ru	Rig	jht	Le	ft	Th	ıru	Rig	jht	Le	ft	Th	ru	Rig	ht	North	Cross
Time	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	C
7:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:45:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00:00	0	0		0	1	0	0	0		0		0		0			0	0	0	(
8:15:00	0	0		0	1	0	0	0		0		0		0				0	0	
8:30:00	0	0		0	1	0	0	0				0		0				0	0	
8:45:00	0	0	0	0	1	0	0	0			_	0		0			0	0	0	
9:00:00	0	0		0	2	1	0	0			_	0		0				0	0	
9:15:00	0	0		0	2	0	0	0		0		0		0				0	0	(
9:30:00	0	0	0	0	2	0	0	0	1		-	0		0			0	0	0	(
9:45:00	0	0		0	2	0	0	0				0		0			0	0	0	(
10:00:00	0	0		0	2	0	0	0		0		0		0				0	0	
10:00:12	0	0		0	2	0	0	0				0		0				0	0	
15:00:00	0	0			2	0	0	0				0		0				0	0	
15:15:00	0	0		0	3	1	0	0				0		0				0	0	(
15:30:00 15:45:00	0	0		0	3	0	0	0	_	0	-	0	_	0			0	0	0	(
16:00:00	0	0	0	0	4	1	0	0		0	_	0		0			0	0	0	(
16:00:00	0	0		0	4	0	0	0			_	0		0				0	0	(
16:30:00	0	0		0	5	1	0	0			-	0	1	0	1			0	0	(
16:45:00	0	0	0	0	5	0	0	0				0	1	0	1		0	0	0	(
17:00:00	0	0	1	0	5	0	0	0				0		0				0	0	
17:15:00	0	0		0	7	2	0	0		0		0		0				0	0	
17:30:00	0	0		0	8	1	0	0				0		0	1			0	0	
17:45:00	0	0		0	8	0	0	0	_			0		0			0	0	0	
18:00:00	0	0		0	9	1	0	0			_	0		0				0	0	Č
18:15:00	0	0		0	11	2	0	0		0	_	0		0				0	0	
18:30:00	0	0		0	12	1	0	0			-	0	1	0				0	0	Č
18:45:00	0	0	1	0	12	0	0	0				0		0				0	0	Č
19:00:00	0	0	0	0	12	0	0	0	1	0	0	0		0	1			0	0	C
19:15:00	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
19:15:18	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(

		Passen	ger Cars	- East Ap	proach			Tr	ucks - Eas	st Approa	ach			Hea	avys - Eas	st Approa	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	jht	East C	cross
Time	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
8:00:00	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
8:30:00	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
9:00:00	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
9:30:00	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
10:00:00	0	0		0	0	0	0	0		0		0		0		0		0	0	0
10:00:12	0	0	_	0	0	0	0	0		0		0		0		0		0	0	0
15:00:00	0	0	0	0	0	0	0	0		0		0		0		0	0	0	0	0
15:15:00	0	0		0	0	0	0	0		0		0		0		0		0	0	0
15:30:00	0	0	0	0	0	0	0	0		0		0		0		0		0	0	0
15:45:00 16:00:00	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	1	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
16:30:00	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
17:15:00	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
17:45:00	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
18:15:00	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	1	0		0		0	0	0	0	0
18:45:00	0	0		0	0	0	0	0	1	0		0		0	_	0		0	0	0
19:00:00	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
19:15:18	0	0		0	0	0	0	0				0		0		0		0	0	0
			_												_					
			l						1											

		Passenç	ger Cars -	South A	pproach			Tru	ıcks - Sou	th Appro	ach			Hea	vys - Sou	th Appro	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	ht	South	Cross
Time	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
8:00:00	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
8:30:00	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	<b>I</b>	0		0		0		0		0	0	0
9:00:00	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
9:30:00	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
10:00:00	0	0		0	0	0	0	0		0		0		0		0		0	0	0
10:00:12	0	0		0	0	0	0	0		0		0		0		0		0	0	0
15:00:00	0		0	0	0	0	0	0		0		0		0		0	0	0	0	
15:15:00 15:30:00	0	0	0	0	0	0	0	0		0		0		0		0		0	0	0
15:30:00	2	2	0	0	0	0	0	0		0		0		0		0		0	0	0
16:00:00	2	0	-	0	0	0	0	0		0		0		0		0		0	0	0
16:00:00	2	0		0	0	0	0	0		0	1	0		0		0		0	0	0
16:30:00	2	0	0	0	0	0	0	0		0	0	0		0	0	0		0	0	0
16:45:00	2	0		0	0	0	0	0		0		0		0		0		0	0	0
17:00:00	2	0	0	0	0	0	0	0		0		0		0		0		0	0	0
17:15:00	3	1	0	0	0	0	0	0		0		0		0		0		0	0	0
17:30:00	4	1	0	0	0	0	0	0		0		0		0		0		0	0	0
17:45:00	4	0		0	0	0	0	0		0		0		0		0		0	0	0
18:00:00	5	1	0	0	0	0	0	0		0	0	0		0		0		0	0	0
18:15:00	5	0	0	0	0	0	0	0		0		0		0		0		0	0	0
18:30:00	6	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:00	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15:18	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
			l						1		1		1							

		Passen	ger Cars	- West Ap	proach			Tru	ıcks - We	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	West	Cross
Time	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	C
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:45:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	C
8:00:00	0	0	0	0	1	0	0	0	0		0	0	_	0			0	0	0	
8:15:00	0	0		0	1	0	0	0	_	0		0		0				0	0	C
8:30:00	0	0		0	2	1	0	0	_			0		0				0	0	C
8:45:00	0	0	0	0	2	0	0	0			0	0		0			0	0	0	C
9:00:00	0	0		0	3	1	0	0	_			0		0				0	0	C
9:15:00	0	0		0	3	0	0	0	_	0		0		0				0	0	C
9:30:00	0	0	0	0	3	0	0	0			0	0		0			0	0	0	C
9:45:00	0	0		0	3	0	0	0				0		0			0	0	0	C
10:00:00	2	2	0	0	3	0	0	0		0		0		0				0	0	C
10:00:12	2	0		0	3	0	0	0				0		0				0	0	
15:00:00	2	0	0	0	3	0	0	0				0		0				0	0	
15:15:00 15:30:00	2	0		0	3	0	0	0	_	0		0		0			0	0	0	C
15:30:00	3	1	0	0	3	0	0	0			-	0		0			0	0	0	
16:00:00	3	0	0	0	3	0	0	0		0	0	0		0			0	0	0	
16:15:00	5	2		0	3	0	0	0				0		0				0	0	
16:30:00	5	0	0	0	5	2	0	0			-	0		0	1			0	0	
16:45:00	6	1	0	0	5	0	0	0			0	0		0	1		0	0	0	
17:00:00	7	1	0	0	5	0	0	0				0		0				0	0	
17:15:00	7	0	0	0	5	0	0	0		0		0		0				0	0	C
17:30:00	7	0		0	6	1	0	0	_			0		0				0	0	
17:45:00	8	1	0	0	7	1	0	0			-	0		0			0	0	0	Č
18:00:00	8	0	0	0	7	0	0	0			0	0		0				0	0	Č
18:15:00	11	3		0	7	0	0	0		0		0		0				0	0	Č
18:30:00	11	0	0	0	7	0	0	0				0		0	1			0	0	C
18:45:00	11	0	0	0	8	1	0	0			0	0		0			0	0	0	C
19:00:00	11	0	0	0	8	0	0	0		0	0	0		0	1	0	0	0	0	C
19:15:00	11	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
19:15:18	11	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C

### Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 7:45:00 **From:** 7:00:00 To: 10:00:00 To: 8:45:00 Municipality: Brampton Weather conditions: Site #: 1630400002 Intersection: Person(s) who counted: Airport Rd & 7256 Airport Rd (south TFR File #: Count date: 20-Oct-16 \*\* Non-Signalized Intersection \*\* Major Road: Airport Rd runs N/S North Leg Total: 1 Heavys 0 0 Heavys 0 North Entering: 1 Trucks 0 0 Trucks 0 North Peds: Cars 0 Cars 1 0 Totals 1 Totals 0 Peds Cross: Airport Rd Heavys Trucks Cars Totals 7256 Airport Rd (south driveway) Heavys Trucks Cars Totals 0 0 0 0 0 11 Airport Rd $\mathbb{X}$ Peds Cross: Cars 11 0 Cars 0 Peds Cross: $\bowtie$ West Peds: 0 Trucks 0 Trucks 0 0 0 South Peds: 0 0 West Entering: 11 South Entering: 0 Heavys 0 Heavys 0 West Leg Total: 12 Totals 11 Totals 0 South Leg Total: 11 **Comments**

#### Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak From:** 15:00:00 **From:** 16:45:00 To: 17:45:00 19:00:00 To: Municipality: Brampton Weather conditions: Site #: 1630400002 Intersection: Person(s) who counted: Airport Rd & 7256 Airport Rd (south TFR File #: Count date: 20-Oct-16 \*\* Non-Signalized Intersection \*\* Major Road: Airport Rd runs N/S North Leg Total: 8 Heavys 0 0 Heavys 0 North Entering: 5 Trucks 0 0 Trucks 0 North Peds: 5 Cars 5 0 Cars 3 Totals 5 Totals 3 Peds Cross: Airport Rd Heavys Trucks Cars Totals 9 7256 Airport Rd (south driveway) Heavys Trucks Cars Totals 0 3 3 0 5 0 Airport Rd $\mathbb{X}$ Peds Cross: Cars 5 Peds Cross: Cars 4 4 $\bowtie$ West Peds: 0 0 Trucks 0 Trucks 0 0 South Peds: 0 0 West Entering: 8 South Entering: 4 Heavys 0 Heavys 0 West Leg Total: 17 Totals 5 Totals 4 South Leg Total: 9 **Comments**

## **Total Count Diagram**

Municipality: Brampton

Site #: 1630400002

Intersection: Airport Rd & 7256 Airport Rd (south

TFR File #:

Heavys Trucks Cars

Heavys Trucks Cars

0

Count date: 20-Oct-16 Weather conditions:

Person(s) who counted:

## \*\* Non-Signalized Intersection \*\*

Major Road: Airport Rd runs N/S

Heavys 0

Trucks 0

Cars 7 Totals 7

North Leg Total: 23 Heavys 0 0 0 North Entering: 16 Trucks 0 North Peds: Cars 16 0 16 Peds Cross: ⋈ Totals 16

Totals 30

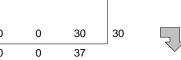
Airport Rd Totals

7

27

7256 Airport Rd (south driveway)

Totals



0

 $\mathbb{X}$ Peds Cross: West Peds: 0 West Entering: 37 West Leg Total: 64

Airport Rd Cars 30 Cars 11 11 0 Trucks 0 Trucks 0 0 0 Heavys 0 Heavys 0

Peds Cross:  $\bowtie$ South Peds: 0 South Entering: 11 South Leg Total: 41

### **Comments**

Totals 11

# Ontario Traffic Inc Traffic Count Summary

8:00:00	Intersection:	Airport R	d & 725	66 Airpor	t Rd (so	Jtl Count [	Date: 20-Oct-16	5	Munio	cipality: Bra	ampton			
Houre   Hour		North	Appro	ach Tot	als					Sout	h Appro	ach Tot	tals	
Houring		Include	es Cars, T	rucks, & H	eavys		North/South			Include	es Cars, T	rucks, & H	leavys	
8:00:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		Left	Thru	Right	Grand Total		Total			Left	Thru	Right		
9:00:00		0			0	0								0
10:00:00		I								I			l I	0
15:00:00													l I	
16:00:00							- 1							
Totals:   0														0
18:00:00				2			- I							Ö
Totals:   0   0   16   16   0   27   11   0   0   11   0   0   11   0   0				6	6								4	0
Hour   East Approach   Totals	19:00:00	0	0	3	3	0	5	19:00	00:0	2	0	0	2	0
Hour   East Approach   Totals														
Hour Ending	Totals:	0	0	16	16	0	27			11	0	0	11	0
Hour Ending   Left   Thru   Right   Grand   Total   Peds   Approaches   Hour Ending   Left   Thru   Right   Grand   Total   Peds	Totals:   0   0   16   16   0   27   11   0   0   11   0   0   12   0   0   0   0   0   0   0   0   0													
7:00:00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Hour				Grand		Total	Hou	ır				Grand	
8:00:00												_		
Totals:   0   0   0   0   0   0   0   0   0		I										5		
Totals:   0   0   0   0   0   0   0   15:00:00   0   0   0   0   0   0   0   0										I				
Totals:   0   0   0   0   0   0   0   0   3   16:00:00   0   0   3   3   3   0   0   17:00:00   0   0   0   0   0   0   0   1   19:00:00   0   0   0   0   0   0   0   0														0
Totals: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0														0
18:00:00														0
19:00:00 0 0 0 0 0 1 19:00:00 0 0 1 1 0 0 1 1 0 0 1 1 0 0 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1							_							Ö
Calculated Values for Traffic Crossing Major Street           Hours Ending:         8:00         9:00         10:00         15:00         16:00         17:00         18:00         19:00	19:00:00						1	19:00	00:0				1	0
Calculated Values for Traffic Crossing Major Street           Hours Ending:         8:00         9:00         10:00         15:00         16:00         17:00         18:00         19:00														
Hours Ending: 8:00 9:00 10:00 15:00 16:00 17:00 18:00 19:00	Totals:	0	0					ossin	a Ma			30	37	0
	Hours En	idina.	8.00				J. 1141110 01		_	-		19:00		
									_			_		

		Passen	ger Cars ·	North A			Tru	ıcks - Nor	th Appro	ach			Hea	avys - Nor	rth Appro	ach		Pedes	trians	
Interval	Let	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	North	Cross
Time	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	(
7:15:00	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	(
7:45:00	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	(
8:15:00	0	0		0	0	0	0	0		0		0		0				0	0	(
8:30:00	0	0		0	1	1	0	0				0		0				0	0	(
8:45:00	0	0	0	0	1	0	0	0			_	0		0			0	0	0	(
9:00:00	0	0	_	0	1	0	0	0				0		0				0	0	(
9:15:00	0	0		0	1	0	0	0		0		0		0				0	0	(
9:30:00	0	0	0	0	1	0	0	0			_	0		0			0	0	0	(
9:45:00	0	0		0	2	1	0	0				0		0			0	0	0	(
10:00:00	0	0	0	0	2	0	0	0		0		0		0				0	0	(
10:00:12	0	0	0	0	2	0	0	0				0		0				0	0	(
15:00:00	0	0	0		2	0	0	0				0		0				0	0	(
15:15:00	0	0	0	0	2	0	0	0				0		0				0	0	(
15:30:00 15:45:00	0	0	0	0	2	0	0	0	-	0	_	0	_	0			0	0	0	(
16:00:00	0	0	0	0	5		0	0		0		0		0			0	0	0	(
16:00:00	0	0		0	5	0	0	0				0		0				0	0	(
16:30:00	0	0		0	6	1	0	0			_	0	1	0	1			0	0	(
16:45:00	0	0	0	0	6	0	0	0				0	1	0	1		0	0	0	(
17:00:00	0	0		0	7	1	0	0				0		0				0	0	(
17:15:00	0	0	0	0	7	0	0	0		0		0		0				0	0	(
17:30:00	0	0		0	8	1	0	0				0		0	1			0	0	
17:45:00	0	0			11	3	0	0	-			0		0			0	0	0	(
18:00:00	0	0	0	0	13	2	0	0				0		0				0	0	(
18:15:00	0	0		0	13	0	0	0		0		0		0				0	0	Ò
18:30:00	0	0	0	0	14	1	0	0			_	0	1	0				0	0	Ò
18:45:00	0	0	0	0	16	2	0	0				0		0				0	0	(
19:00:00	0	0	0	0	16	0	0	0		0	0	0		0	1			0	0	(
19:15:00	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
19:15:18	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(

		Passen	ger Cars	- East Ap	proach			Tr	ucks - Eas	st Approa	ach			Hea	avys - Eas	st Approa	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Thi	ru	Rig	jht	East C	cross
Time	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
8:00:00	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
8:30:00	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
9:00:00	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
9:30:00	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
10:00:00	0	0		0	0	0	0	0		0		0		0		0		0	0	0
10:00:12	0	0	_	0	0	0	0	0		0		0		0		0		0	0	0
15:00:00	0	0	0	0	0	0	0	0		0		0		0		0	0	0	0	0
15:15:00	0	0		0	0	0	0	0		0		0		0		0		0	0	0
15:30:00	0	0	0	0	0	0	0	0		0		0		0		0		0	0	0
15:45:00 16:00:00	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	1	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
16:30:00	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
17:15:00	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
17:45:00	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
18:15:00	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	1	0		0		0	0	0	0	0
18:45:00	0	0		0	0	0	0	0	1	0		0		0	_	0		0	0	0
19:00:00	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
19:15:18	0	0		0	0	0	0	0				0		0		0		0	0	0
			_												_					
			l						1		I									

	ı	Passenç	ger Cars -	South A	pproach			Tru	cks - Sou	th Appro	oach			Hea	ıvys - Sou	ıth Appro	ach		Pedes	trians
Interval	Lef	t	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	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	C
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	O
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
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
8:15:00	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
8:45:00	0	0	0	0	0	0	0	0		0	_	0		0	0	0	0	0	0	0
9:00:00	1	1	0	0	0	0	0	0		0		0		0		0	0	0	0	0
9:15:00	1	0	0	0	0	0	0	0		0		0		0		0	0	0	0	0
9:30:00	1	0	0	0	0	0	0	0		0	_	0		0	0	0	0	0	0	0
9:45:00	1	0	0	0	0	0	0	0		0		0		0		0	0	0	0	0
10:00:00	1	0	0	0	0	0	0	0		0		0		0		0	0	0	0	0
10:00:12	1	0	0	0	0	0	0	0		0		0		0		0	0	0	0	0
15:00:00	1	0	0	0	0	0	0	0		0		0		0			0	0	0	0
15:15:00	1	0	0	0	0	0	0	0		0		0		0		0	0	0	0	0
15:30:00	1	0	0	0	0	0	0	0		0	_	0	_	0		0	0	0	0	0
15:45:00	1	0	0	0	0	0	0	0		0		0		0	0	0	0	0	0	0
16:00:00	2	2	0	0	0	0	0	0		0	_	0		0		0	0	0	0	0
16:15:00 16:30:00	4	0	0	0	0	0	0	0		0	_	0	1	0		0	0	0	0	0
16:30:00	4	0	0	0	0	0	0	0		0		0	1	0		0	0	0	0	
17:00:00	5	1	0	0	0	0	0	0		0		0		0		0	0	0	0	0
17:00:00	6	1	0	0	0	0	0	0		0	_	0		0		0	0	0	0	0
17:30:00	7	1	0	0	0	0	0	0		0		0		0		0	0	0	0	0
17:45:00	8	1	0	0	0	0	0	0	-	0	_	0		0		0	0	0	0	0
18:00:00	9	1	0	0	0	0	0	0		0		0		0		0	0	0	0	0
18:15:00	10	1	0	0	0	0	0	0		0		0		0			0	0	0	0
18:30:00	10	0	0	0	0	0	0	0		0	_	0	1	0	0		0	0	0	0
18:45:00	10	0	0	0	0	0	0	0		0		0		0		0	0	0	0	Ö
19:00:00	11	1	0	0	0	0	0	0		0		0		0			0	0	0	Ö
19:15:00	11	0	0	0	0	0	0	0		0		0		0		0	0	0	0	O
19:15:18	11	0	0	0	0	0	0	0		0		0		0			0	0	0	C
						_														

		Passen	ger Cars	- West Ap	proach			Tru	ıcks - We	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Lef	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	West	Cross
Time	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	C
7:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:30:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:45:00	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	C
8:00:00	0	0	0	0	5	3	0	0	0			0	_	0			0	0	0	
8:15:00	0	0		0	7	2	0	0		0		0		0				0	0	C
8:30:00	0	0	0	0	10	3	0	0	_			0		0				0	0	C
8:45:00	0	0	0	0	13	3	0	0			_	0		0			0	0	0	C
9:00:00	1	1	0	0	14	1	0	0				0		0				0	0	C
9:15:00	1	0		0	15	1	0	0		0		0		0				0	0	C
9:30:00	1	0	0	0	15	0	0	0			_	0		0			0	0	0	
9:45:00	1	0		0	16	1	0	0				0		0			0	0	0	C
10:00:00	2	1	0	0	19	3	0	0		0		0		0				0	0	C
10:00:12	2	0		0	19	0	0	0				0		0				0	0	C
15:00:00 15:15:00	2	0	0	0	19 20	0	0	0				0		0				0	0	C
15:15:00	2	0		0	20	0	0	0		0		0		0			0	0	0	
15:30:00	2	0	0	0	20	0	0	0	-		_	0	_	0			0	0	0	
16:00:00	2	0	0	0	22	2	0	0		0		0		0			0	0	0	
16:15:00	2	0	0	0	23	1	0	0				0		0				0	0	
16:30:00	3	1	0	0	23	0	0	0			_	0	1	0	1			0	0	
16:45:00	4	1	0	0	23	0	0	0				0	1	0	1		0	0	0	
17:00:00	4	0		0	26	3	0	0				0		0				0	0	
17:15:00	7	3	0	0	27	1	0	0		0		0		0				0	0	C
17:30:00	7	0		0	28	1	0	0				0		0				0	0	
17:45:00	7	0			28	0	0	0	-		_	0		0			0	0	0	Č
18:00:00	7	0	0	0	29	1	0	0				0		0				0	0	Č
18:15:00	7	0		0	29	0	0	0		0		0		0				0	0	C
18:30:00	7	0	0	0	30	1	0	0				0	1	0	1			0	0	C
18:45:00	7	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
19:00:00	7	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
19:15:00	7	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
19:15:18	7	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C

		REGIONAL MUN		_					
Database	Date	April 5, 2013	1		Prepared Date:		November 2, 2016		
Database Rev Timing Card / Field rev		18			Completed By: Checked By:		RS RC		
		27							
Location	Airport	Road at Morning Star Drive					TIME PERIOD		
		Vehicle	Pedestrian		Amber	All Red	(sec.) (Green+Amber+All Red)		
Phase #	Direction	Minimum (sec.)	WALK	ım (sec.) FDWALK	(sec.)	(sec.)	AM MAX	OFF MAX	PM MAX
1	NIU						0.0	0.0	0.0
2	SB GREEN - AIRPORT ROAD	8.0	9.0	14.0	4.0	2.2	92.4	86.8	92.4
3	NIU						0.0	0.0	0.0
4	WB GREEN - MORNING STAR DRIVE	8.0	14.0	23.0	4.0	2.7	47.6	53.2	47.6
5	SB P.P. LT - AIRPORT ROAD	5.0			3.0		12.6	14.0	16.8 (19)
6	NB GREEN - AIRPORT ROAD	8.0	9.0	14.0	4.0	2.2	79.8	72.8	75.6
7	NIU						0.0	0.0	0.0
8	EB GREEN - PRIVATE DRIVE	8.0	14.0	23.0	4.0	2.7	47.6	53.2	47.6
System Co	Dontrol	Yes							
Local Control		No		TIME		PEAK	CYCLE LENGTH (sec.)		OFFSET (sec.)
Semi-Actuated Mode		Yes	<u> </u>	06:00 -	09:30	АМ	140		29.4
				9:30 -	15:00	OFF	140 58.8		58.8
				15:00 - 19:30		PM	140		75.6

	Ri	EGIONAL MUNICI	PALITY	OF PEE	L				
		Traffic Signal Tim	ing Parame	eters					
Database Date		November 4, 2016	ember 4, 2016		Prepared Date:		November 4, 2016		
Database Rev		Fastracs	stracs		Completed By:		RS		
Timing Card / Field rev		Fastracs			Checked By:		RC		
Location:	Airport Road at V	ictory Street/ Beverl	y Street					TIME PERIO	)D
		Vehicle	Pedestrian		Amber	All Red	(sec.) (Green+Amber+All Red)		
Phase	Direction	Minimum	Minimu	ım (sec.)	(sec.)	(sec.)	AM	OFF	PM
#		(sec.)	WALK	<b>FDWALK</b>			MAX	MAX	MAX
1	NB/ SB GREEN - AIRPORT ROAD	8.0	8.0	13.0	4.0	2.0	89.6	91.0	95.2
2	EB/ WB GREEN - VICTORY ST/ BEVERLY ST	8.0	13.0	20.0	4.0	2.8	50.4	49.0	43.4
System Co	ontrol	Yes							
Local Control		No	TIME		(M-F)	PEAK	CYCLE LENGTH (sec.)		OFFSET (sec.)
Semi-Actuated Mode		Yes	-	06:00 - 09:30		AM	140		5.6
				9:30 - 15:00		OFF	140		65.8
				15:00	- 19:30	PM	14	10	56.0

STATION_ID	ROAD_NAME	LOCATION		DIR	COUNT_TYPE	NUM_LANES	MEDIAN	MED_TYPE	TURN_LANE	LAT	LONG	UTM_E	UTM_N	COMMENTS
00704370	AIRPORT ROAD	0.5 KM NORTH OF DERRY I	RD. (RR5) N	NS	DIRECTIONAL	6	N	N/A	2	43.706919	-79.646559	609044.4192	4840210.868	
Y_2015_NE	Y_2015_SW	Y_2014_NE	,	Y_2014_SW	Y_2013_NE	Y_2013_SW	′_2012_NI	Y_2012_SW	Y_2011_NE	Y_2011_SW	Y_2010_NE	Y_2010_SW	Y_2009_NE	Y_2009_SW
16664	14238		15680	14726	9492	9246	13982	13975	19320	18660	0	0	16057	16817
South	North	South	1	North	South	North	South	North	South	North	South	North	South	North
#VALUE!	6%		-3%	65%	59%	-32%	-34%	-28%	-25%			20%	11%	-12%
Y_2008_NE	Y_2008_SW	Y_2007_NE	•	Y_2007_SW	Y_2006_NE	Y_2006_SW	′_2005_NI	Y_2005_SW	Y_2004_NE	Y_2004_SW	Y_2003_NE	Y_2003_SW	Y_2002_NE	Y_2002_SW
18177	18452		19367	19661	18153	18482	15312	15718	17956	18152	15974	15253	17171	15445
South	North	South	1	North	South	North	South	North	South	North	South	North	South	North
-9%	-6%		-6%	7%	6%	19%	18%	-15%	-13%	12%	19%	-7%	-1%	12%
Y_2001_NE	Y_2001_SW	Y_2000_NE	,	Y_2000_SW	Y_1999_NE	Y_1999_SW	′_1998_NI	Y_1998_SW	Y_1997_NE	Y_1997_SW	Y_1996_NE	Y_1996_SW		
15290	19070		17206	19521	15921	15658	16619	15650	16486	15596	15319	12710		
South	North	South	ľ	North	South	North	South	North	South	North	South			
-19%	-11%		-2%	8%	25%	-4%	0%	1%	0%	8%	23%			

Growth percentage for south using individual years 0.026517643 2.65% Growth percentage for north using individual years 0.024252588 2.42%

# APPENDIX D

Levels of Service Definitions

### Level of Service Definitions

## Two-Way Stop Controlled Intersections

Level of Service	Control Delay per Vehicle (seconds)	Interpretation
		EXCELLENT. Large and frequent gaps in
А	≤ 10	traffic on the main roadway. Queuing on
		the minor street is rare.
		VERY GOOD. Many gaps exist in traffic on
В	$> 10$ and $\le 15$	the main roadway. Queuing on the minor
		street is minimal.
		GOOD. Fewer gaps exist in traffic on the
С	$> 15$ and $\le 25$	main roadway. Delay on minor approach
		becomes more noticeable.
		FAIR. Infrequent and shorter gaps in traffic
D	$> 25$ and $\le 35$	on the main roadway. Queue lengths
		develop on the minor street.
		POOR. Very infrequent gaps in traffic on
E	$> 35$ and $\le 50$	the main roadway. Queue lengths
		become noticeable.
		UNSATISFACTORY. Very few gaps in traffic
F	> 50	on the main roadway. Excessive delay
Г	> 30	with significant queue lengths on the
		minor street.

Adapted from Highway Capacity Manual 2000, Transportation Research Board

### Level of Service Definitions

## Signalized Intersections

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

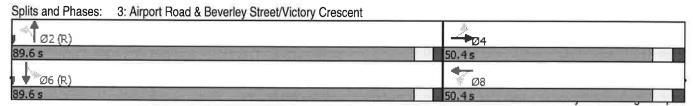
Adapted from Highway Capacity Manual 2000, Transportation Research Board

# APPENDIX E

**Detailed Capacity Analysis** 

	٠	-	*	•	4	4	•	†	<i>&gt;</i>	<b>/</b>	<b></b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44			4		ሻ	ተተጉ		ሻ	ተተ <sub>ጉ</sub>	
Traffic Volume (vph)	43	7	6	7	8	18	6	1125	3	8	1787	29
Future Volume (vph)	43	7	6	7	8	18	6	1125	3	8	1787	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.7
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	50.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99			1.00		1.00	1.00	
Frt		0.986			0.926						0.998	
Flt Protected		0.963			0.990		0.950			0.950		
Satd. Flow (prot)	0	1668	0	0	1688	0	1785	4837	0	1785	4869	0
Flt Permitted	100	0.754	100		0.929		0.108	1007		0.238	1000	
Satd. Flow (perm)	0	1297	0	0	1583	0	203	4837	0	446	4869	0
Right Turn on Red	VIII LIX II.		Yes	عاليان	1000	Yes	200	1007	Yes		1000	Yes
Satd. Flow (RTOR)		4	, 55		18	100			100		3	100
Link Speed (k/h)		50			50			50			50	11174
Link Distance (m)		82.0			201.6			209.7			153.7	
Travel Time (s)		5.9			14.5			15.1			11.1	
Confl. Peds. (#/hr)	7	0.0	2	2	14.0	7	8	10.1	5	5	11.1	8
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	5%	43%	0%	0%	13%	0%	0%	8%	0%	0%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	0	3	3
Adj. Flow (vph)	43	7	6	7	8	18	6	1125	3	8	1787	29
Shared Lane Traffic (%)						10	0	1123	J	0	1707	29
Lane Group Flow (vph)	0	56	0	0	33	0	6	1128	0	8	1816	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	
Median Width(m)	Leit	0.0	rtigrit	Len	0.0	night	Leit	3.5	riigiit	Len	3.5	Right
Link Offset(m)		0.0			0.0			0.0				
Crosswalk Width(m)		4.9			4.9			4.9			0.0	
Two way Left Turn Lane		4.9			4.9			4.9			4.9	-
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.00	1.01	0.00	0.00	1.01	0.00	0.00
Turning Speed (k/h)	24	0.99	14	24	0.99	0.99	24	0.99	0.99	1.01	0.99	0.99
Number of Detectors		2	14	1	0	14			14	24	0	14
	1 -4				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	CI+Ex	CI+Ex		CI+Ex	Cl+Ex		CI+Ex	Cl+Ex		CI+Ex	CI+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		CI+Ex			CI+Ex			Cl+Ex			CI+Ex	

		$\rightarrow$	*	•	<b>←</b>		1	†	-	-	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Channel					AR P					9 15		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase										100	100	
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	39.8	39.8		39.8	39.8		27.0	27.0		27.0	27.0	
Total Split (s)	50.4	50.4		50.4	50.4		89.6	89.6		89.6	89.6	
Total Split (%)	36.0%	36.0%		36.0%	36.0%		64.0%	64.0%		64.0%	64.0%	
Maximum Green (s)	43.6	43.6		43.6	43.6		83.6	83.6		83.6	83.6	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.8	2.8		2.8	2.8		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		[ J. V.	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.0	6.0		6.0	6.0	
Lead/Lag											10.0	
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	13.0	13.0		13.0	13.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		12.8			12.8		118.6	118.6		118.6	118.6	
Actuated g/C Ratio		0.09			0.09		0.85	0.85		0.85	0.85	
v/c Ratio		0.46			0.21		0.03	0.28		0.02	0.44	
Control Delay		67.2			35.2		3.7	3.1	SE LA FI	3.2	3.8	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	* U 4 7	67.2			35.2		3.7	3.1		3.2	3.8	
LOS		E		_	D		A	A		A	3.0 A	
Approach Delay		67.2			35.2			3.1			3.8	
Approach LOS		E			D			Α			Α	
ntersection Summary	4 3 5 5	100	700	19.50	1 23	180=	1000	1 - 19	16. 13	The state of	JE GITTEN	E 301
Area Type:	Other											
Cycle Length: 140												400
Actuated Cycle Length: 14	0											
Offset: 5.6 (4%), Reference		2:NBTL ar	d 6:SBT	L. Start o	f Green							
Natural Cycle: 75				.,								
Control Type: Actuated-Co	ordinated						-1010					
Maximum v/c Ratio: 0.46												
ntersection Signal Delay: 5	5.1			Jn	tersection	LOS: A						
ntersection Capacity Utiliza					U Level o		В					
ntersection Gabacity Utiliza	AUCH 20 3 /0											



	۶	<b>→</b>	*	•	+	*	1	†	1	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		Ŋ	4		ሻ	ተተተ	7	*	ተተተ	7
Traffic Volume (vph)	13	13	21	161	11	115	12	1104	70	117	1642	26
Future Volume (vph)	13	13	21	161	11	115	12	1104	70	117	1642	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	40.0		0.0	70.0	0.7	50.0	55.0	0.7	80.0
Storage Lanes	0		0	1		0.0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.97	1100	0.96	0.96	1.00	1.00	0.01	0.93	0.99	0.51	0.97
Frt		0.940		0.00	0.863		1.00		0.850	0.55		0.850
Flt Protected		0.986	7 5.	0.950	0.000		0.950		0.000	0.950		0.030
Satd. Flow (prot)	0	1735	0	1513	1435	0	1785	4601	1298	1566	4749	1597
Flt Permitted	THE REAL	0.908		0.726	1400		0.138	4001	1230	0.212	4749	1597
Satd. Flow (perm)	0	1586	0	1106	1435	0	259	4601	1207	347	4740	15/1
Right Turn on Red	311.57	1300	Yes	1100	1400	Yes	259	4001	Yes	347	4749	1541
Satd. Flow (RTOR)		21	163		115	165			70			Yes
Link Speed (k/h)		50			50			50	70			29
Link Opeca (1017) Link Distance (m)		74.5			238.7			96.6			50	
Travel Time (s)		5.4			17.2			7.0			221.6	
Confl. Peds. (#/hr)	28	J. <del>1</del>	41	41	11.2	28	E	7.0	17	17	16.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	17	17	4 00	5
Heavy Vehicles (%)	0%	0%	0%	18%	0%	12%	0%	1.00	1.00	1.00	1.00	1.00
Bus Blockages (#/hr)	0	0 / 0	0 %	0	0%	0	0%	14%	23%	14%	10%	0%
Adj. Flow (vph)	13	13	21	161	11	115	12	0 1104	0 70	0	3	0
Shared Lane Traffic (%)		10	21	101	E-1 + E	110	12	1104	70	117	1642	26
Lane Group Flow (vph)	0	47	0	161	126	0	12	1104	70	117	1642	26
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	
Median Width(m)	Lon	3.5	riigiit	Leit	3.5	rugnt	Leit	3.5	nigrit	Len	3.5	Right
Link Offset(m)		0.0			0.0			0.0				
Crosswalk Width(m)		1.6			1.6			1.6			0.0 1.6	
Two way Left Turn Lane		1.0			1.0			1.0			1.0	
Headway Factor	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	1.01	1.01	0.00	1.01
Turning Speed (k/h)	24	0.00	14	24	0.55	14	24	0.99	1.01	24	0.99	1.01
Number of Detectors	1	2		27	2	14	1	2	14	1	2	14 1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left		
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5	6.1	6.1	Thru	Right
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	30.5 0.0	6.1
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8	6.1	6.1	0.0	0.0
Detector 1 Type	Cl+Ex	CI+Ex		CI+Ex	CI+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex	6.1 Cl+Ex
Detector 1 Channel	OHEX	OITEX		OHEX	OHLX		OITLX	OITLX	OITLX	OITLX	CITEX	CITEX
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	0.0	28.7		0.0	28.7		0.0	28.7	0.0	0.0	0.0 28.7	0.0
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			CI+Ex			CI+Ex			Cl+Ex	
					OHEA			ΟΙΤΕΛ			OITEX	-

	•	-	*	•	<b>—</b>	1	1	<b>†</b>	~	-	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Channel								- 8	-			- 00.
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2	_,, _,,,	1	6	1 0111
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		29.2	29.2	29.2	8.0	29.2	29.2
Total Split (s)	47.6	47.6		47.6	47.6		79.8	79.8	79.8	12.6	92.4	92.4
Total Split (%)	34.0%	34.0%		34.0%	34.0%		57.0%	57.0%	57.0%	9.0%	66.0%	66.0%
Maximum Green (s)	40.9	40.9		40.9	40.9		73.6	73.6	73.6	9.6	86.2	86.2
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		2.2	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		6.2	6.2	6.2	3.0	6.2	6.2
Lead/Lag							Lag	Lag	Lag	Lead		U.2
Lead-Lag Optimize?							3	9	3	1000		
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0	The Park	14.0	14.0		9.0	9.0	9.0	110110	9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0		14.0	14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0	3 .	0	0		0	0	0		0	0
Act Effct Green (s)		27.7		27.7	27.7		85.9	85.9	85.9	102.6	99.4	99.4
Actuated g/C Ratio		0.20		0.20	0.20		0.61	0.61	0.61	0.73	0.71	0.71
v/c Ratio		0.14		0.74	0.34		0.08	0.39	0.09	0.34	0.49	0.02
Control Delay		27.3		71.2	11.2		14.3	14.0	4.2	9.3	10.4	2.7
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		27.3		71.2	11.2		14.3	14.0	4.2	9.3	10.4	2.7
LOS		С		Е	В		В	В	A	A	В	Α
Approach Delay		27.3			44.9			13.4	11	بنبيد	10.2	
Approach LOS		С			D			В			В	
Intersection Summary				100	GENERAL STREET	1881	30 3	TUX I	W. E.		153 (2.11)	9 38
Area Type:	Other											
Cycle Length: 140												

Actuated Cycle Length: 140

Offset: 29.4 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74 Intersection Signal Delay: 14.6

Intersection Capacity Utilization 81.3%

Analysis Period (min) 15

Intersection LOS: B ICU Level of Service D

Splits and Phases: 6: Airport Road & 7280 Airport Road/Morning Star Drive ↑ Ø2 (R) 104 47.6 s

Intersection	To Service	Alle San	-	ALC: YES	41.9		11129	
Int Delay, s/veh	0							
Movement	EBL		}	NBL	NBT	SBT	SBR	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Lane Configurations	Yy1			ሻ	ተተተ	ተተጉ	Constitution of the Consti	
Traffic Vol, veh/h	0	2	2	0	1186	11824	0	
Future Vol, veh/h	0	2	2	0	1186	11824	0	
Conflicting Peds, #/hr	0	(		0	0	0	0	
Sign Control	Stop	Stop	)	Free	Free	Free	Free	
RT Channelized	1.0				None		None	
Storage Length	0		6	300	-		-	
Veh in Median Storage, #			-10		0	0		
Grade, %	0				0	0		
Peak Hour Factor	100			100	100	100	100	
Heavy Vehicles, %	0			0	8			
Mvmt Flow	ő	_		0	1186	11	0	
	U	2		U	1100	11824	0	
Major/Minor	Minor2		15	Major1	22.3	Major2		
Conflicting Flow All	12298	5912		11824	0	·	0	
Stage 1	11824	- 8-0 2		Heli V			15 10 51	
Stage 2	474			-	725		-	
Critical Hdwy	5.7	7.1	2370	5.3	1,178.19			
Critical Hdwy Stg 1	6.6			0.0			guler El	
Critical Hdwy Stg 2	6					*	:=0	
Follow-up Hdwy	3.8	3.9		3.1				
Pot Cap-1 Maneuver	0.0	0.9		0.1	(4)		2	
Stage 1	0	U						
Stage 2	546			·	7 <b>3</b> 0		*	
Platoon blocked, %	540	an philik-						
	^				-		*	
Mov Cap-1 Maneuver	0	0		0			·	
Mov Cap-2 Maneuver	0	-			#7/2L		*	
Stage 1	0			- 5	•			
Stage 2	546					Ψ.	监	
pproach	EB	100	4.1	NB		SB	-307-22	- 1 - 1
ICM Control Delay, s				0	- All	0		
ICM LOS	( <del>)</del>							
finor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR	-	Sales Sa	-	Y - Y - Y - Y - Y - Y - Y - Y - Y - Y -
apacity (veh/h)		HI WOTE	111 33					
CM Lane V/C Ratio								
CM Control Delay (s)	0							
CM Lane LOS	A							
CM 95th %tile Q(veh)	A							
OW SOUT /ouile Q(VeII)	-							

Intersection	250	PER SE	37 -	10	13.50		11 50	W 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1
Int Delay, s/veh	0.1							
Movement	EBL	EBR		NBL	NBT	SBT	SBR	The State of the S
Lane Configurations	N/				ተተኩ	ተተ ጉ		
Traffic Vol, veh/h	0	11		0	1186	1825	1.	
Future Vol, veh/h	0	11		0	1186	1825	1	
Conflicting Peds, #/hr	0	0		0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	Free	
RT Channelized	9			Al.	None	7-1-1-8		
Storage Length	0			-	:•3		-	
Veh in Median Storage, #	1	Direction in the			0	0	A	
Grade, %	0			_	0	0		
Peak Hour Factor	100			100	100	100	100	
Heavy Vehicles, %	0			0	8	11	0	
Mvmt Flow	0			0	1186	1825	1	
				U	1100	1023	T PARTY	
Major/Minor	Minor2		Ma	jor1		Major2	UN 11	
Conflicting Flow All	2300	913		826	0	Hidjore	0	
Stage 1	1826	W = 8 = 1 H. L.		020			-	
Stage 2	474	:-:		-	2		-	
Critical Hdwy	5.7	7.1		5.3	6 - C		1/0192	
Critical Hdwy Stg 1	6.6	-		0.0		1 000 000		
Critical Hdwy Stg 2	6					/#:		
Follow-up Hdwy	3.8	3.9		3.1				
Pot Cap-1 Maneuver	66	240		157				
Stage 1	75			10/	100 400 000		•	
Stage 2	546							
Platoon blocked, %	540				7.5			
Mov Cap-1 Maneuver	66	240		467			-	
			1.27 1.0	157				
Mov Cap-2 Maneuver	68				•			
Stage 1	75			*				
Stage 2	546					:•:	383	
Annuarah	FD			ND				
Approach	EB		2 1 2	NB		SB	THE P.	
HCM Control Delay, s	20.7			0		0		
HCM LOS	С							
Minor Lane/Major Mymt	NBL	NBT EBLn1	SBT S	BBR			and a second	
					-			
Capacity (veh/h)	157	- 240						
HCM Lane V/C Ratio	-	- 0.046		-				
HCM Control Delay (s)	0	- 20.7	A 19	.09				
HCM Lane LOS	Α	- C	0 <b>9</b> 2	S#8				
HCM 95th %tile Q(veh)	0	- 0.1						

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	LTR	L	T	Т	TR	L	Т	Т	TR
Maximum Queue (m)	43.6	25.0	15.5	79.1	70.0	44.1	8.6	38.4	40.3	42.4
Average Queue (m)	16.0	7.6	1.3	37.1	24.4	9.3	0.9	13.0	12.7	13.6
95th Queue (m)	34.3	19.6	8.1	73.7	57.2	28.3	5.3	30.4	31.2	32.0
Link Distance (m)	64.0	183.8		200.7	200.7	200.7		140.4	140.4	140.4
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)			15.0				50.0			
Storage Blk Time (%)			0	14				0		
Queuing Penalty (veh)			0	1,1				0		

## Intersection: 6: Airport Road & 7280 Airport Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	Т	T	R	L	Т	Т	T
Maximum Queue (m)	20.6	47.2	126.4	30.6	84.2	78.0	75.6	43.2	62.4	136.8	111.4	88.0
Average Queue (m)	6.1	38.8	36.7	3.6	47.2	43.0	34.6	9.7	28.6	89.4	72.5	47.8
95th Queue (m)	15.4	54.5	92.7	16.9	78.4	74.9	67.1	28.3	63.3	129.3	105.1	83.3
Link Distance (m)	56.7		220.8		83.2	83.2	83.2		33.0	214.1	214.1	214.1
Upstream Blk Time (%)					0	0	0			ub-rite		
Queuing Penalty (veh)					1	0	0					
Storage Bay Dist (m)		40.0	-13-1	70.0		W - V-	4.0	50.0	55.0			
Storage Blk Time (%)		21	1		1		2	00.0	0	17		0
Queuing Penalty (veh)		27	4- 101 F		0		1		1	19		ő

Directions Served R  Maximum Queue (m) 29.2  Average Queue (m) 2.6  95th Queue (m) 16.4  Link Distance (m)  Upstream Blk Time (%)  Queuing Penalty (veh)  Storage Bay Dist (m) 80.0	100 St. 100	SB	Movement
Average Queue (m) 2.6 95th Queue (m) 16.4 Link Distance (m) Upstream Blk Time (%) Queuing Penalty (veh)		Served R	Directions Served
Average Queue (m) 2.6 95th Queue (m) 16.4 Link Distance (m) Upstream Blk Time (%) Queuing Penalty (veh)		Queue (m) 29.2	Maximum Queue (m)
Link Distance (m)  Upstream Blk Time (%)  Queuing Penalty (veh)			Average Queue (m)
Upstream Blk Time (%) Queuing Penalty (veh)		e (m) 16.4	95th Queue (m)
Queuing Penalty (veh)		ce (m)	Link Distance (m)
		3lk Time (%)	Upstream Blk Time (%)
Storage Bay Dist (m) 80.0		enalty (veh)	Queuing Penalty (veh)
		y Dist (m) 80.0	Storage Bay Dist (m)
Storage Blk Time (%) 0		c Time (%) 0	Storage Blk Time (%)
Queuing Penalty (veh) 0		enalty (veh) 0	Queuing Penalty (veh)

## Intersection: 9: Airport Road & 7256 Airport Road South Access

Movement	EB	
Directions Served	LR	
Maximum Queue (m)	10.7	
Average Queue (m)	2.4	
95th Queue (m)	8.9	
Link Distance (m)	73.0	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 11: Airport Road & 7256 Airport Road North Access

Movement	EB	NB	NB	SB	SB	SB	The state of the s
Directions Served	LR	T	Т	Т	T	TR	
Maximum Queue (m)	6.5	12.3	7.2	47.1	64.8	15.0	
Average Queue (m)	1.1	0.4	0.2	2.0	4.5	0.9	
95th Queue (m)	4.9	5.9	4.5	19.9	30.3	12.6	
Link Distance (m)	70.8	64.8	64.8	83.2	83.2	83.2	
Upstream Blk Time (%)		16					
Queuing Penalty (veh)							
Storage Bay Dist (m)							
Storage Blk Time (%)		0					
Queuing Penalty (veh)		0					

### **Network Summary**

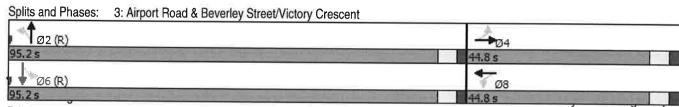
Network wide Queuing Penalty: 52

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

	*	-	•	•	•	*	4	<b>†</b>	-	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		*5	<b>†</b> †		*	ተተ <sub>ጉ</sub>	ODIT
Traffic Volume (vph)	87	13	13	26	12	18	34	2205	11	31	1183	54
Future Volume (vph)	87	13	13	26	12	18	34	2205	11	31	1183	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.7
Storage Length (m)	0.0		0.0	0.0		0.0	15.0	0.7	0.0	50.0	0.7	0.0
Storage Lanes	0		0	0		0.0	1		0.0	1		0.0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99	4,000	1100	0.99	1.00	0.98	1.00	0.51	1.00	0.99	0.91
Frt		0.984			0.957		0.00	0.999			0.993	
Flt Protected		0.963			0.977		0.950	0.000		0.950	0.993	- 11 2-
Satd. Flow (prot)	0	1695	0	0	1691	0	1733	4878	0	1785	4773	0
Flt Permitted	12/17/19	0.778		المحاصي	0.834	-	0.205	7070	X	0.061	4//3	0
Satd. Flow (perm)	0	1361	0	0	1437	0	367	4878	0	115	4773	0
Right Turn on Red		1001	Yes	2 11	1707	Yes	307	4070	Yes	115	4//3	
Satd. Flow (RTOR)		5	100		9	103		1	162		10	Yes
Link Speed (k/h)		50			50			50			10	- Colores
Link Distance (m)		82.0			201.6			209.7			50	
Travel Time (s)		5.9			14.5	V 0 . 7 IC		15.1			152.7	
Confl. Peds. (#/hr)	7	0.0	10	10	14.5	7	41	15.1	0		11.0	44
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3	3	4.00	41
Heavy Vehicles (%)	8%	0%	8%	4%	17%	0%	3%		1.00	1.00	1.00	1.00
Bus Blockages (#/hr)	0	0	0	0	0	0 %	0	7% 3	0%	0%	8%	7%
Adj. Flow (vph)	87	13	13	26	12	18	34		3	0	3	3
Shared Lane Traffic (%)			10	20	12	10	34	2205	11	31	1183	54
Lane Group Flow (vph)	0	113	0	0	56	0	34	0010	^	04	4007	
Enter Blocked Intersection	No	No	No	No	No	No	No No	2216 No	0	31	1237	0
Lane Alignment	Left	Left	Right	Left	Left				No	No	No	No
Median Width(m)	LOIL	0.0	riigiit	Leit	0.0	Right	Left	Left	Right	Left	Left	Right
Link Offset(m)		0.0	2 7 10		0.0			3.5			3.5	
Crosswalk Width(m)		4.9			4.9			0.0			0.0	
Two way Left Turn Lane		4.3			4.9	1000		4.9			4.9	
Headway Factor	0.99	0.99	0.99	0.00	0.00	0.00	4.04	0.00	0.00	1.01	0.00	
Turning Speed (k/h)	24	0.99	14	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
Number of Detectors	1	2	14	24	0	14	24		14	24		14
Detector Template	Left				2		1	2			2	
Leading Detector (m)	6.1	Thru 30.5		Left	Thru	Part Control	Left	Thru		Left	Thru	
Trailing Detector (m)				6.1	30.5		6.1	30.5	200	6.1	30.5	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	n i
	6.1	1.8		6.1	1.8		6.1	1.8		6.1	1.8	
Detector 1 Type	CI+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	0.0	0.0										
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			CI+Ex			Cl+Ex			CI+Ex	

# Lanes, Volumes, Timings 3: Airport Road & Beverley Street/Victory Crescent

	۶	-	*	•	-	*	4	<b>†</b>	1	-	Ţ	1
Lane Group	EBL	EBT	EBR V	NBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel			4010									
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	P	erm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6	33.5	
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase											William III	
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	39.8	39.8	3	39.8	39.8		27.0	27.0		27.0	27.0	4.1
Total Split (s)	44.8	44.8	4	44.8	44.8		95.2	95.2		95.2	95.2	
Total Split (%)	32.0%	32.0%	32	.0%	32.0%		68.0%	68.0%		68.0%	68.0%	
Maximum Green (s)	38.0	38.0	3	38.0	38.0		89.2	89.2		89.2	89.2	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.8	2.8		2.8	2.8		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	11 (3)1
Total Lost Time (s)		6.8			6.8		6.0	6.0		6.0	6.0	
Lead/Lag										72.00		
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None	No	one	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	13.0	13.0		3.0	13.0		8.0	8.0		8.0	8.0	700
Flash Dont Walk (s)	20.0	20.0	2	0.0	20.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		19.0			19.0		108.2	108.2		108.2	108.2	
Actuated g/C Ratio		0.14			0.14		0.77	0.77		0.77	0.77	
v/c Ratio		0.60			0.28		0.12	0.59		0.35	0.34	
Control Delay		66.6			47.3		6.2	7.9		17.5	4.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	N 12 3 1	66.6			47.3		6.2	7.9		17.5	4.2	
LOS		E			D		Α	Α		В	Α	
Approach Delay		66.6			47.3			7.9			4.5	THE X
Approach LOS		Е			D			Α			Α	
ntersection Summary	THUE IL	HE ST	1 200	ER	SP H			W. 34	100		10 mm 30	- 6
Area Type:	Other											
Cycle Length: 140	Tara S						14/41				100	
Actuated Cycle Length: 140												
Offset: 56 (40%), Reference Natural Cycle: 80	ed to phase	2:NBTL ar	nd 6:SBTL, S	tart o	f Green							
Control Type: Actuated-Cod	ordinated											
Maximum v/c Ratio: 0.60	Jidiilatod											-
ntersection Signal Delay: 9	1 30			int	ersection	1 OS: A						
ntersection Capacity Utiliza					U Level of		C					
Analysis Period (min) 15	ALION 00.1 /0			101	O FEASI OI	Service	J					
anaryono i oriou (iliili) 10												



Intersection	PINY L		STATE OF	To ye	STATE OF THE PARTY	20151	2100000
Int Delay, s/veh	0						
Movement	EBL	EBR	NBI	_ NBT	SBT	SBR	1000
Lane Configurations	W			ነ ተተተ	ተተጉ		
Traffic Vol, veh/h	4			2 2307	1267	4	
Future Vol, veh/h	4			2 2307	1267	4	
Conflicting Peds, #/hr	0			0	0	0	
Sign Control	Stop		Free		Free	Free	
RT Channelized		None		None		None	
Storage Length	0					-	
Veh in Median Storage, #	435			- 0	0	11 11 11	
Grade, %	0			- 0	0		
Peak Hour Factor	100		100		100	100	
Heavy Vehicles, %	0		(		8	0	
Mvmt Flow	4			2307	1267	4	
Major/Minor	Minor2	A CONTRACTOR	Major1		Major2		200
Conflicting Flow All	2196	636	1271			0	
Stage 1	1269		1150		MINISTER OF THE STATE OF	21 Jan 19	
Stage 2	927				(#)	-	
Critical Hdwy	5.7	7.1	5.3			1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
Critical Hdwy Stg 1	6.6	-			:40		
Critical Hdwy Stg 2	6	Sec. 2018				\$ 17.00 C	
Follow-up Hdwy	3.8	3.9	3.1	- 2			
Pot Cap-1 Maneuver	75	364	294				
Stage 1	168	-				. <del></del>	
Stage 2	317					***	
Platoon blocked, %						5 <b>-</b> 0	
Mov Cap-1 Maneuver	74	364	294				
Mov Cap-2 Maneuver	129		-			**	
Stage 1	167			1 1981			
Stage 2	317	2	72	1 (2)			
Approach	EB	T XI WAY	NB		SB	J. T. S.	1000000
ICM Control Delay, s	27.8	150 7	0		0	F 1 F 1 F 1 F 1	15,500,000
ICM LOS	D						
/linor Lane/Major Mvmt	NBL	NBT EBLn1	SBT SBR			IN THE	
Capacity (veh/h)	294	- 164			ALL STREET	Y 7	
ICM Lane V/C Ratio	0.007	- 0.037	7#3 S#				
ICM Control Delay (s)	17.3	- 27.8					
ICM Lane LOS	C	- D					
ICM 95th %tile Q(veh)	_	- 0.1					

Intersection								
Int Delay, s/veh	0							
Movement	EBL			NBL	NBT	SBT	SBR	
Lane Configurations	*Y				ተተጉ	ተተጉ		
Traffic Vol, veh/h	3	3 - 5		4	2306	1263		
Future Vol, veh/h	3	5	,	4	2306	1263		
Conflicting Peds, #/hr	0	0	74657	0	0	0	0	
Sign Control	Stop	Stop		Free	Free	Free		
RT Channelized	uliu).	None						
Storage Length	0			-	-			
Veh in Median Storage, #	1	the same	Series I		0	0	4.3	
Grade, %	0				0	0		
Peak Hour Factor	100			100	100	100	100	
Heavy Vehicles, %	0			0	7	8	0	
Mvmt Flow	3			4		1263	5	
MATRICE TO W	J	3		4	2300	1203	5	
Major/Minor	Minor2	S. 1-2 (1)	Ma	ajor1	PC - 1	Major2	25100	7 - W I - ERWE
Conflicting Flow All	2196			268	0	INAGOIZ -	0	
Stage 1	1266			-	4		-	
Stage 2	930			120				
Critical Hdwy	5.7			5.3				
Critical Hdwy Stg 1	6.6	7.1		0.0				
Critical Hdwy Stg 2	6				(#)			
Follow-up Hdwy	3.8	3.9		3.1				
Pot Cap-1 Maneuver	75							
Stage 1		365		295	•			
Stage 2	169			14	*	i i	*	
	316			813	- 7		1811	
Platoon blocked, %	70						- 5	
Mov Cap-1 Maneuver	75	365		295	3 3 5		17.9	
Mov Cap-2 Maneuver	130				*		1(#)	
Stage 1	169	k shi ne						
Stage 2	316						(1 <u>4</u> )	
Annroach	r.o.		2101	LID.		"manan" (a.)	NAME:	TO IT 10571.04
Approach	EB	THE PARTY OF	21,23	NB	-8.2-	SB		
HCM Control Delay, s	22.1			0		0		
HCM LOS	С							
Minor Lane/Major Mymt	NIOI	NOT FOLK	ODT C	nn.				
	NBL	NBT EBLn1		BR		and the second		
Capacity (veh/h)	295	- 218	- 19	-				
ICM Lane V/C Ratio	0.014	- 0.037		E.				
ICM Control Delay (s)	17.4	0 22.1		7.0				
ICM Lane LOS	С	A C	*	:::				
ICM 95th %tile Q(veh)	0	- 0.1		245				

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		43		ሻ	1→		ሻ	ተተተ	7	ሻ	ተተተ	7
Traffic Volume (vph)	15	26	28	116	14	159	23	2105	183	253	1126	17
Future Volume (vph)	15	26	28	116	14	159	23	2105	183	253	1126	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	40.0		0.0	70.0		50.0	55.0	0.7	80.0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor	1100	0.96	1.00	0.93	0.96	1.00	0.99	0.01	0.97	1.00	0.51	0.92
Frt		0.945		0.00	0.862		0.00		0.850			0.850
Flt Protected	Same Same	0.989		0.950	0.002		0.950		0.000	0.950		0.000
Satd. Flow (prot)	0	1734	0	1785	1594	0	1785	4856	1507	1684	4837	1597
Flt Permitted	W 1/2	0.814		0.735	1004	-	0.241	4030	1307	0.052	4007	1097
Satd. Flow (perm)	0	1420	0	1289	1594	0	447	4856	1459	92	4837	1465
Right Turn on Red	Alam San En	1420	Yes	1203	1334	Yes	44/	4030	Yes	92	4037	Yes
Satd. Flow (RTOR)		25	100		159	163			99			29
Link Speed (k/h)		50			50			50	33		50	29
Link Opeca (MI)		74.5			238.7			98.7			221.6	
Travel Time (s)		5.4			17.2			7.1			16.0	
Confl. Peds. (#/hr)	26	J. <del>4</del>	65	65	17.2	26	21	7.1	1	1	10.0	01
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00			1.00	4	4	4.00	21
Heavy Vehicles (%)	0%	0%	0%	0%	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Bus Blockages (#/hr)	0	0%				0%	0%	8%	6%	6%	8%	0%
Adj. Flow (vph)	15	26	0 28	116	0 14	150	0	0	0	0	3	0
Shared Lane Traffic (%)	10	20	20	110	14	159	23	2105	183	253	1126	17
Lane Group Flow (vph)	0	69	0	116	173	0	23	2105	100	050	1100	47
Enter Blocked Intersection	No	No	No	No	No	No	No		183	253	1126	17 N-
Lane Alignment	Left							No	No	No	No	No
Median Width(m)	Leit	Left 3.5	Right	Left	Left 3.5	Right	Left	Left	Right	Left	Left	Right
Link Offset(m)		0.0			0.0			3.5			3.5	100
Crosswalk Width(m)		1.6			1.6			0.0			0.0	
Two way Left Turn Lane		1.0			1.0	11 -0104		1.6	-		1.6	
Headway Factor	0.99	0.99	0.99	1.01	0.00	0.00	1.01	0.00	4.04	4.04	0.00	4.04
Turning Speed (k/h)	24	0.99	14	1.01 24	0.99	0.99	1.01	0.99	1.01	1.01	0.99	1.01
Number of Detectors	1	2	14	24	2	14	24	_	14	24	0	14
Detector Template	Left	Thru		Left				2	Diales	1	2	1
Leading Detector (m)	6.1	30.5			Thru		Left	Thru	Right	Left	Thru	Right
Trailing Detector (m)	0.0	0.0		6.1	30.5		6.1	30.5	6.1	6.1	30.5	6.1
				0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m) Detector 1 Size(m)	0.0 6.1	0.0 1.8		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Type	Cl+Ex	CI+Ex		6.1	1.8 Cl+Ex		6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Channel	CITEX	CI+EX		Cl+Ex	CI+EX		CI+Ex	CI+Ex	Cl+Ex	Cl+Ex	CI+Ex	Cl+Ex
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	

	•	-	•	•	4	*	4	<b>†</b>	-	-	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6	- 54	6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		29.2	29.2	29.2	8.0	29.2	29.2
Total Split (s)	47.6	47.6		47.6	47.6		75.6	75.6	75.6	16.8	92.4	92.4
Total Split (%)	34.0%	34.0%		34.0%	34.0%		54.0%	54.0%	54.0%	12.0%	66.0%	66.0%
Maximum Green (s)	40.9	40.9		40.9	40.9		69.4	69.4	69.4	13.8	86.2	86.2
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		2.2	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)	4 - 7	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		6.2	6.2	6.2	3.0	6.2	6.2
Lead/Lag		7		1		- 1	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0		14.0	14.0		9.0	9.0	9.0		9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0		14.0	14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	42.5	0	0
Act Effct Green (s)		19.9		19.9	19.9		74.4	74.4	74.4	110.4	107.2	107.2
Actuated g/C Ratio		0.14		0.14	0.14		0.53	0.53	0.53	0.79	0.77	0.77
v/c Ratio		0.31		0.63	0.48		0.10	0.82	0.22	0.62	0.30	0.02
Control Delay		37.3		71.0	13.7		12.5	24.7	3.8	41.2	5.7	1.0
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		37.3		71.0	13.7		12.5	24.7	3.8	41.2	5.7	1.0
LOS		D		Е	В		В	С	Α	D	Α	Α
Approach Delay		37.3			36.7			23.0			12.1	
Approach LOS		D			D			С			В	
Intersection Summary	THE PERSON		02		NEW Y	2500	924	T. AWE.	1 3 5		21.91	
Area Type:	Other											
Cycle Length: 140												

Actuated Cycle Length: 140

Offset: 75.6 (54%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

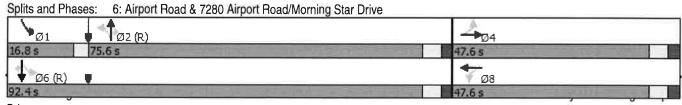
Intersection Signal Delay: 20.4

Intersection Capacity Utilization 98.2%

Intersection LOS: C

ICU Level of Service F

Analysis Period (min) 15

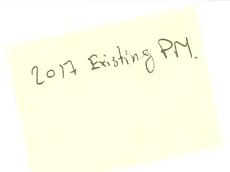


Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	LTR	LTR	L	T	Т	TR	L	T	T	TR	
Maximum Queue (m)	63.1	36.0	21.4	135.4	122.6	99.4	24.7	37.2	43.2	45.7	
Average Queue (m)	26.0	12.9	6.4	79.6	67.9	45.2	7.1	18.1	22.0	19.4	
95th Queue (m)	51.2	26.9	16.3	129.8	116.8	84.1	18.5	33.6	38.7	38.8	
Link Distance (m)	64.0	183.8		200.7	200.7	200.7		139.6	139.6	139.6	
Upstream Blk Time (%)	1										
Queuing Penalty (veh)	0										
Storage Bay Dist (m)			15.0				50.0				
Storage Blk Time (%)			2	23							
Queuing Penalty (veh)			- 11	8							

### Intersection: 6: Airport Road & 7280 Airport Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	Т	Т	T	R	L	T	T	T
Maximum Queue (m)	32.0	47.0	74.3	27.7	90.9	98.4	94.7	57.5	62.4	192.0	164.6	103.6
Average Queue (m)	10.1	27.6	27.4	5.1	70.2	72.5	69.8	27.3	56.4	115.9	95.7	31.8
95th Queue (m)	22.6	46.5	56.2	18.2	99.0	104.6	105.4	66.1	75.6	217.0	192.8	78.7
Link Distance (m)	56.7		220.9		85.0	85.0	85.0			214.1	214.1	214.1
Upstream Blk Time (%)					5	6	6			2		
Queuing Penalty (veh)					41	46	43			0		
Storage Bay Dist (m)		40.0		70.0				50.0	55.0			
Storage Blk Time (%)		6	3		11		19	0	49	4		0
Queuing Penalty (veh)		10	4		3		34	1	184	10		0

Movement	SB	
Directions Served	R	
Maximum Queue (m)	8.0	
Average Queue (m)	1.9	
95th Queue (m)	7.2	
Link Distance (m)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)	80.0	
Storage Blk Time (%)		
Queuing Penalty (veh)		



## Queuing and Blocking Report Baseline

### Intersection: 9: Airport Road & 7256 Airport Road South Access

Movement	EB	NB	NB	NB	
Directions Served	LR	LT	T	T	
Maximum Queue (m)	8.9	53.6	49.9	48.0	
Average Queue (m)	1.4	4.9	5.5	4.0	
95th Queue (m)	6.5	27.7	30.2	26.4	
Link Distance (m)	57.1	139.6	139.6	139.6	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (yeh)			-119		

## ZOIT Eisting PM

2017

### Intersection: 11: Airport Road & 7256 Airport Road North Access

Movement	EB	NB	NB	NB	NB	The same of the sa
Directions Served	LR	L	T	T	Т	
Maximum Queue (m)	8.9	6.8	73.1	71.6	70.4	
Average Queue (m)	2.5	0.3	22.1	23.4	20.1	
95th Queue (m)	8.8	2.7	64.2	66.1	60.1	
Link Distance (m)	55.0		63.8	63.8	63.8	
Upstream Blk Time (%)			1	91	1	
Queuing Penalty (veh)			6	9	6	
Storage Bay Dist (m)		60.0				
Storage Blk Time (%)			1			
Queuing Penalty (veh)			0			

### **Network Summary**

Network wide Queuing Penalty: 414

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		79			٦		7	ሻ		7
Traffic Volume (vph)	14	14	23	178	12	127	13	1219	77	129	1813	29
Future Volume (vph)	14	14	23	178	12	127	13	1219	77	129	1813	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	40.0		0.0	70.0	0.,	50.0	55.0	0.7	80.0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.97	J.C.	0.96	0.97	11.00	1.00	0.01	0.97	1.00	0.51	0.94
Frt		0.939		0.00	0.863		1.00		0.850	1.00		0.850
Flt Protected		0.986		0.950	0.000		0.950		0.000	0.950		0.000
Satd. Flow (prot)	0	1734	0	1785	1613	0	1785	4856	1507	1684	4837	1597
Flt Permitted		0.902	N. W.	0.724	1010		0.116	4000	1507	0.158	4037	1597
Satd. Flow (perm)	0	1580	0	1304	1613	0	217	4856	1466	280	4837	1504
Right Turn on Red	S 201 3		Yes	HE I	REPUBL	Yes	-17	4000	Yes	200	4007	Yes
Satd. Flow (RTOR)		2	100		127	100			86			47
Link Speed (k/h)		50			50			50	00		50	47
Link Distance (m)		74.5			238.7			98.7			221.6	
Travel Time (s)		5.4			17.2			7.1			16.0	
Confl. Peds. (#/hr)	26	0.,	65	65	17.2	26	21	7.1	4	4	10.0	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	6%	6%	8%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0 / 0	0 /8	0 /8	3	0%
Adj. Flow (vph)	14	14	23	178	12	127	13	1219	77	129	1813	29
Shared Lane Traffic (%)	41,111	1.5 1						1210		123	1013	29
Lane Group Flow (vph)	0	51	0	178	139	0	13	1219	77	129	1813	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5	rugiit	Lon	3.5	riigiit	Len	3.5	riigiit
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		1,1.0			110			1.0			1.0	
Headway Factor	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	1.01	1.01	0.99	1.01
Turning Speed (k/h)	24		14	24	0.00	14	24	0.00	14	24	0.00	1.01
Number of Detectors	-011	2		- 1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	Cl+Ex	CI+Ex		Cl+Ex	CI+Ex		Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	
Detector 1 Channel		011 <u>L</u> 1		OHEX	OTTEX		OITEX	OITLX	OITLX	OITLX	CITEX	CI+Ex
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	0.0	28.7		0.0	28.7		0.0	28.7	0.0	0.0	0.0	0.0
Detector 2 Size(m)		1.8			1.8			1.8			28.7	
Detector 2 Type		Cl+Ex			Cl+Ex						1.8	
= 1,00101 Z Typ0		OITLX			OI+EX			CI+Ex			Cl+Ex	

6: Airport Road & 7280 Airport Road/Morning Star Drive

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel	1 - 1, -						112/0-/-		7,3,2,3			05,1
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	1 01111
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase							n i					
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		29.2	29.2	29.2	8.0	29.2	29.2
Total Split (s)	43.7	43.7		43.7	43.7		32.3	32.3	32.3	9.0	41.3	41.3
Total Split (%)	51.4%	51.4%		51.4%	51.4%		38.0%	38.0%	38.0%	10.6%	48.6%	48.6%
Maximum Green (s)	37.0	37.0		37.0	37.0		26.1	26.1	26.1	6.0	35.1	35.1
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		2.2	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		6.2	6.2	6.2	3.0	6.2	6.2
Lead/Lag							Lag	Lag	Lag	Lead	0.2	0.2
Lead-Lag Optimize?							9	Lug	Lug	Loud		
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0		14.0	14.0		9.0	9.0	9.0	110110	9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0		14.0	14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)		19.3		19.3	19.3		39.5	39.5	39.5	56.0	52.8	52.8
Actuated g/C Ratio		0.23		0.23	0.23		0.46	0.46	0.46	0.66	0.62	0.62
v/c Ratio		0.14		0.60	0.30		0.13	0.54	0.11	0.36	0.60	0.02
Control Delay	5 7 2 2	23.7		36.9	7.2		22.2	19.0	4.4	9.7	11.9	1.7
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		23.7		36.9	7.2		22.2	19.0	4.4	9.7	11.9	1.7
LOS		С		D	A		C	В	A	Α	В	Α
Approach Delay		23.7			23.9			18.1			11.6	
Approach LOS		C			C			В			В	
Intersection Summany				0.75		F-71 1					_	

#### Intersection Summary

Area Type:

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Other

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay: 15.2

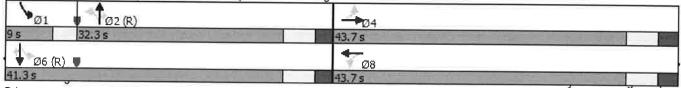
Intersection Capacity Utilization 86.9%

Intersection LOS: B

ICU Level of Service E

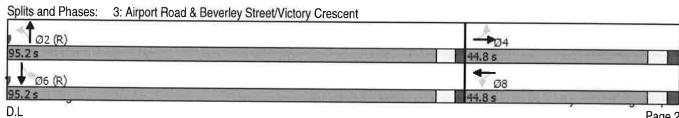
Analysis Period (min) 15

Splits and Phases: 6: Airport Road & 7280 Airport Road/Morning Star Drive



Lane Configurations		*	<b>→</b>	•	•	←-		1	†	~	1	<b>↓</b>	4
Lane Configurations	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	Lane Configurations		44			4		ሻ	ተተኩ		75	ተተ <sub>ጉ</sub>	
Future Volume (vph)	Traffic Volume (vph)	47		7	8		20			3			33
Ideal Flow (hyhph)   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900	Future Volume (vph)	47	8	7	8	9	20	7					
Lane Width (m)	Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900					
Storage Lanes	Lane Width (m)	3.7	3.7	3.7									
Storage Laness   0	Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0			
Taper Length (m)	Storage Lanes	0		0	0								
Lane Util. Factor   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1	Taper Length (m)	7.5			7.5			7.5			7.5		
Ped Bike Factor	Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91		0.91	0.91
Fith	Ped Bike Factor		0.99			0.99			1.00				J. State of
Filt Protected	Frt		0.985										
Satd. Flow (prot)	Flt Protected		0.963			0.989		0.950			0.950	TO USA	
Filt Permitted   0.754   0.930   0.085   0.208	Satd. Flow (prot)	0	1699	0	0		0		4882	0		4816	0
Satid. Flow (perm)   0   1322   0   0   1556   0   155   4882   0   390   4816   0   190   1915   170   170   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   180   18	Flt Permitted		0.754									V 100	0.1
Pight Turn on Red	Satd. Flow (perm)	0		0	0		0		4882	0		4816	0
Sald, Flow (RTOR)													
Link Speed (k/h)			4			20						3	100
Link Distance (m)	Link Speed (k/h)								50				
Travel Time (s)													
Confil Peds. (#/hr)													
Peak Hour Factor	Confl. Peds. (#/hr)	7		10	10		7	41	,,,,	3	3	,,,,	41
Heavy Vehicles (%)			1.00			1.00			1.00			1.00	
Bus Blockages (#/hr)	Heavy Vehicles (%)												
Adj. Flow (vph)         47         8         7         8         9         20         7         1242         3         9         1973         33           Shared Lane Traffic (%)         Lane Group Flow (vph)         0         62         0         0         37         0         7         1245         0         9         2006         0           Enter Blocked Intersection         No													
Shared Lane Traffic (%)   Lane Group Flow (vph)   0   62   0   0   0   37   0   7   1245   0   9   2006   0   0	- ' '												
Lane Group Flow (vph)   0   62   0   0   37   0   7   1245   0   9   2006   0					- 10			i		81. a P		1070	
Enter Blocked Intersection   No   No   No   No   No   No   No	, ,	0	62	0	0	37	0	7	1245	0	9	2006	0
Left   Left   Right   Left   Right   Left   Right   Left   Left   Right   Left   Left   Right   Left   Left   Right   Righ													
Median Width(m)         0.0         0.0         3.5         3.5           Link Offset(m)         0.0         0.0         0.0         0.0           Crosswalk Width(m)         4.9         4.9         4.9         4.9           Two way Left Turn Lane         Headway Factor         0.99         0.99         0.99         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         0.99         0.99         1.01         0.99         0.99         0.99         0.99         1.01         0.99         0.99         0.99         0.99         1.01         0.99         0.99         0.99         0.99         1.01         0.99         0.99         0.99         0.99         0.99         1.01         0.99         0.99         0.99         0.99         0.99         1.01         0.99         0.99         0.99         0.99         0.99         1	Lane Alignment												
Link Offset(m)         0.0         0.0         0.0         0.0           Crosswalk Width(m)         4.9         4.9         4.9         4.9           Two way Left Turn Lane         Headway Factor         0.99         0.99         0.99         0.99         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         0.99         0.99         1.01         0.99         0.99         0.99         0.99         1.01         0.99         0.99         0.99         0.99         0.99         1.01         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99	Access to the second se						3						Tagat
Crosswalk Width(m)         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         Two way Left Turn Lane         Headway Factor         0.99         0.99         0.99         0.99         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         0.09         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         0.09         0.99         1.01         0.99         0.99         0.99         1.01         2.14         24													
Two way Left Turn Lane Headway Factor  0.99 0.99 0.99 0.99 0.99 0.99 1.01 0.99 0.99	Crosswalk Width(m)												
Headway Factor   0.99   0.99   0.99   0.99   0.99   0.99   0.99   1.01   0.99   0.99   1.01   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99												110	
Turning Speed (k/h)         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         Number of Detectors         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         2         1         3         6         1         3         6         1         3         6         1         1.8         6		0.99	0.99	0.99	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
Number of Detectors         1         2         1         2         1         2         1         2           Detector Template         Left         Thru         Left         Thru         Left         Thru         Left         Thru           Leading Detector (m)         6.1         30.5         6.1         30.5         6.1         30.5         6.1         30.5           Trailing Detector (m)         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         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         0.0         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				14	24		14		0.00			0.00	
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         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         0.0         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         0.0         0.0         0.0         0.0			2			2			2			2	100
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         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         0.0         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         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		Left											
Trailing Detector (m)         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         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         0.0         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         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													
Detector 1 Position(m)         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         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         0.0         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         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													
Detector 1 Size(m)         6.1         1.8         6.1         1.8         6.1         1.8           Detector 1 Type         CI+Ex													
Detector 1 Type         CI+Ex													
Detector 1 Channel         Detector 1 Extend (s)       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       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       0.0       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       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													
Detector 1 Extend (s)       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       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       0.0       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       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       0.0       0.		31.121.	O.,,		011 EX	01127		OHEX	OHEX		OTTEX	OHEX	
Detector 1 Queue (s)       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       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       0.0       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       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       0.0       0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       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       0.0       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       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       0.0       0.0													
Detector 2 Position(m) 28.7 28.7 28.7 28.7													
	• , ,	0,0			0.0			0.0			0.0		
Detector 2 Size(m) 1.8 1.8 1.8	Detector 2 Size(m)		1.8			1.8			1.8				
Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex													

Protected Phases		۶	-	7	-	•	4	<b>†</b>	-	-	<b>↓</b>	1
Detector 2 Channel   Detector 2 Extend (s)	Lane Group	EBL	EBT	EBR WB	L WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBB
Turn Type												
Turn Type Perm NA Perm	Detector 2 Extend (s)		0.0		0.0			0.0			0.0	
Protected Phases	Turn Type	Perm	NA	Perr	n NA		Perm	NA		Perm		
Permitted Phases			4		8			2				
Detector Phase   4		4			В		2			6		
Minimum Initial (s) 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0 8.0		4	4		8		2	2			6	
Minimum Split (s) 39.8 39.8 39.8 39.8 27.0 27.0 27.0 27.0 7.0 Total Split (s) 44.8 44.8 44.8 44.8 95.2 95.2 95.2 95.2 95.2 52.5 Total Split (s) 32.0% 32.0% 32.0% 68.0% 68.0% 68.0% 68.0% 68.0% 68.0% Maximum Green (s) 38.0 38.0 38.0 38.0 89.2 89.2 89.2 89.2 Vellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0												
Total Split (s)				8.			8.0	8.0		8.0	8.0	
Total Split (%) 32.0% 32.0% 32.0% 32.0% 32.0% 68.0% 68.0% 68.0% 68.0% 68.0% Maximum Green (s) 38.0 38.0 38.0 38.0 89.2 89.2 89.2 89.2 89.2 89.2 89.2 89.2							27.0	27.0		27.0	27.0	
Maximum Green (s) 38.0 38.0 38.0 38.0 89.2 89.2 89.2 89.2 89.2 89.2 89.0   Vellow Time (s) 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0				44.			95.2	95.2		95.2	95.2	
Yellow Time (s)				32.0%	6 32.0%		68.0%	68.0%		68.0%	68.0%	
All-Red Time (s) 2.8 2.8 2.8 2.8 2.8 2.0 2.0 2.0 2.0 2.0 Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 1							89.2	89.2		89.2	89.2	
Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 1.0 1.0							4.0	4.0		4.0	4.0	
Total Lost Time (s) 6.8 6.8 6.8 6.0 6.0 6.0 6.0 6.0 Lead/Lag Lead/Lag Optimize?  Vehicle Extension (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0		2.8		2.8			2.0	2.0		2.0	2.0	
Lead-Lag Optimize?  Vehicle Extension (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0  Vehicle Extension (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0  Vehicle Extension (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0  Vehicle Extension (s) 13.0 13.0 13.0 13.0 8.0 8.0 8.0 8.0 8.0 8.0  Valk Time (s) 13.0 13.0 13.0 13.0 13.0 13.0 13.0 13.0							0.0	0.0		0.0	0.0	
Lead-Lag Optimize?  Vehicle Extension (s) 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0  Recall Mode None None None None C-Max C-Max C-Max C-Max Malk Time (s) 13.0 13.0 13.0 13.0 13.0 13.0 13.0 13.0			6.8		6.8		6.0	6.0		6.0	6.0	
Vehicle Extension (s)         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         6.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0         8.0												
None   None   None   None   None   None   C-Max   C-Max   C-Max   C-Max   Malk   Time (s)   13.0   13.0   13.0   13.0   13.0   8.0   8.0   8.0   8.0   8.0   8.0   8.0   8.0   8.0   8.0   Received												
Malk Time (s) 13.0 13.0 13.0 13.0 8.0 8.0 8.0 8.0 8.0 Flash Dont Walk (s) 20.0 20.0 20.0 20.0 13.0 13.0 13.0 13.0 13.0 13.0 13.0 1										5.0		
Flash Dont Walk (s) 20.0 20.0 20.0 20.0 13.0 13.0 13.0 13.0 Pedestrian Calls (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0										C-Max	C-Max	
Pedestrian Calls (#/hr) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0										8.0	8.0	
Act Effet Green (s) 13.2 13.2 118.1 118.1 118.1 118.1 Actuated g/C Ratio 0.09 0.09 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.84										13.0	13.0	
Actuated g/C Ratio 0.09 0.09 0.84 0.84 0.84 0.84 0.84 0.84 0.84 0.64 0.64 0.64 0.64 0.64 0.64 0.64 0.6		0									0	
## Procession Summary    Approach Control Delay											118.1	
Control Delay 67.7 35.3 4.4 3.3 3.4 4.5 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 67.7 35.3 4.4 3.3 3.4 4.5 Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 Total Delay 67.7 35.3 4.4 3.3 3.4 4.5 QUEUE Delay 67.7 35.3 4.4 3.3 3.4 4.5 QUEUE DELAY 67.7 35.3 3.4 A A A A A A A A A A A A A A A A A A A											0.84	
Queue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.												
Total Delay 67.7 35.3 4.4 3.3 3.4 4.5  LOS E D A A A A A A  Approach Delay 67.7 35.3 3.4 4.5  Approach LOS E D A A A A A A  Approach LOS E D A A A A A A  Approach LOS E D A A A A A A A A A A A A A A A A A A										3.4	4.5	
Approach Delay 67.7 35.3 3.4 4.5 Approach LOS E D A A A A A A Approach LOS E D A A A A A A Approach LOS E D A A A A A A Approach LOS E D A A A A A A A Approach LOS E D A A A A A A A Approach LOS E D A A A A A A A Approach LOS E D A A A A A A A A Approach LOS E D A A A A A A A A A A A Approach LOS E D A A A A A A A A A A A A A A A A A A												
Approach Delay 67.7 35.3 3.4 4.5 Approach LOS E D A A A  Intersection Summary  Area Type: Other  Cycle Length: 140  Offset: 56 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  Idatural Cycle: 80  Control Type: Actuated-Coordinated  Maximum v/c Ratio: 0.49  Intersection Signal Delay: 5.6 Intersection LOS: A  Intersection Capacity Utilization 64.4% ICU Level of Service C										3.4	4.5	
Approach LOS E D A A  Intersection Summary  Area Type: Other  Cycle Length: 140  Actuated Cycle Length: 140  Offset: 56 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  Idatural Cycle: 80  Control Type: Actuated-Coordinated  Maximum v/c Ratio: 0.49  Intersection Signal Delay: 5.6  Intersection LOS: A  Intersection Capacity Utilization 64.4%  ICU Level of Service C							Α			Α		
Intersection Summary  Area Type: Other  Cycle Length: 140  Actuated Cycle Length: 140  Offset: 56 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  Latural Cycle: 80  Control Type: Actuated-Coordinated  Maximum v/c Ratio: 0.49  Intersection Signal Delay: 5.6 Intersection LOS: A  Intersection Capacity Utilization 64.4% ICU Level of Service C								3.4			4.5	
Area Type: Other  Cycle Length: 140  Actuated Cycle Length: 140  Offset: 56 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  Idatural Cycle: 80  Control Type: Actuated-Coordinated  Maximum v/c Ratio: 0.49  Intersection Signal Delay: 5.6  Intersection LOS: A  Intersection Capacity Utilization 64.4%  ICU Level of Service C	Approach LOS		Ε		D			Α			Α	
Cycle Length: 140 Actuated Cycle Length: 140 Offset: 56 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green Latural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.49 Intersection Signal Delay: 5.6 Intersection LOS: A Intersection Capacity Utilization 64.4%  ICU Level of Service C	Intersection Summary				101-101	100	14 7/1	. 570.0	y Pur	ALL NO.	FLINE	15.3
Actuated Cycle Length: 140  Offset: 56 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  Identify a control Type: Actuated-Coordinated  Maximum v/c Ratio: 0.49  Intersection Signal Delay: 5.6  Intersection Capacity Utilization 64.4%  ICU Level of Service C	Area Type:	Other										
Offset: 56 (40%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  Latural Cycle: 80 Control Type: Actuated-Coordinated  Maximum v/c Ratio: 0.49 Intersection Signal Delay: 5.6 Intersection Capacity Utilization 64.4%  ICU Level of Service C	Cycle Length: 140											
latural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.49 Intersection Signal Delay: 5.6 Intersection Capacity Utilization 64.4% ICU Level of Service C	Actuated Cycle Length: 140											
latural Cycle: 80 Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.49 Intersection Signal Delay: 5.6 Intersection Capacity Utilization 64.4% ICU Level of Service C		ed to phase	2:NBTL ar	nd 6:SBTL, Star	t of Green							
Maximum v/c Ratio: 0.49 Intersection Signal Delay: 5.6 Intersection Capacity Utilization 64.4% ICU Level of Service C	Natural Cycle: 80											
Maximum v/c Ratio: 0.49 Intersection Signal Delay: 5.6 Intersection Capacity Utilization 64.4% ICU Level of Service C		ordinated										
ntersection Capacity Utilization 64.4% ICU Level of Service C	Maximum v/c Ratio: 0.49											
					Intersection	LOS: A						
nalysis Period (min) 15		ation 64.4%					С					
	Analysis Period (min) 15											



Intersection	
Int Delay, s/veh 0.1	
Movement EBL EBR NBL NBT SE	ST SBF
Lane Configurations Y	ALIEN TO A STATE OF THE PARTY O
Traffic Vol, veh/h 0 12 0 1309 20	
Future Vol, veh/h 0 12 0 1309 20	
Conflicting Peds, #/hr 0 0 0 0	0 (
Sign Control Stop Stop Free Free Free	
RT Channelized - None - None	- None
Storage Length 0	
Veh in Median Storage, # 1 - 0	0
Grade, % 0 0	0
Peak Hour Factor 100 100 100 100 100	
Heavy Vehicles, % 0 0 0 7	8 (
Mvmt Flow 0 12 0 1309 20	
20	
Major/Minor Minor2 Major1 Majo	2
Conflicting Flow All 2540 1008 2016 0	(iii (
Stage 1 2016	
Stage 2 524	
Critical Hdwy 5.7 7.1 5.3 -	
Critical Hdwy Stg 1 6.6	
Critical Hdwy Stg 2 6	
Follow-up Hdwy 3.8 3.9 3.1 -	000 134
Pot Cap-1 Maneuver 49 208 126 -	a:
Stage 1 57	
Stage 2 515	S .
Platoon blocked, %	
Mov Cap-1 Maneuver 49 208 126 -	
Mov Cap-2 Maneuver 52	
Stage 1 57	
Stage 2 515	
Approach EB NB S	В
HCM Control Delay, s 23.4 0	0
HCM LOS C	
Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR	2012
Capacity (veh/h) 126 - 208	n - 8,-
HCM Lane V/C Ratio 0.058	
HCM Control Delay (s) 0 - 23.4 -	
HCM Lane LOS A - C	
HCM 95th %tile Q(veh) 0 - 0.2	

Intersection	73511	The state of the state of		F Jan	State and the same	0,10	The first hard for the
Int Delay, s/veh	0						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	N/F		ሻ	ተተተ	<b>ተ</b> ቀጉ		
Traffic Vol, veh/h	0	2	0	1309	2014	- 1	
Future Vol, veh/h	0	2	0	1309	2014	1	
Conflicting Peds, #/hr	- 0		0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	10			None		None	
Storage Length	0	-	600	-	-	-	
Veh in Median Storage, #	1			0	0	11 10-65	
Grade, %	0	-		0	0	-	
Peak Hour Factor	100	100	100	100	100	100	
Heavy Vehicles, %	0	0	0	7	8	0	
Mvmt Flow	0	2	0	1309	2014	1	
Major/Minor	Minor		Malant		Matter		
Conflicting Flow All	Minor2 2539	4000	Major1	_	Major2		
		1008	2015	0	•	0	
Stage 1	2015				3-1-1-1	1/2	
Stage 2	524	7.4		2	*	*	
Critical Hdwy	5.7	7.1	5.3	17.	*		
Critical Howy Stg 1	6.6				1.5	0.5	
Critical Hdwy Stg 2	6					- 180	
Follow-up Hdwy	3.8	3.9	3.1		38	:: <del>*</del> :	
Pot Cap-1 Maneuver	49	208	126			*	
Stage 1	57				· ·	(A)	
Stage 2	515				나타나는 나를 받는 것 같은 그 것이 없다.	-	
Platoon blocked, %	10			=	•		
Mov Cap-1 Maneuver	49	208	126			•	
Mov Cap-2 Maneuver	52	-		ŝ			
Stage 1	57	mix of B	u luwi ik	2			
Stage 2	515			-		(#/	
Approach	EB		NB	-	SB	-	Marine Marine
HCM Control Delay, s	22.5	E S P	0		0	12,50	STATE OF THE RESERVE OF
HCM LOS	C						
Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT SBR	2 5 50			
Capacity (veh/h)	126	- 208				170	
HCM Lane V/C Ratio	120	- 0.01	2 (5				
HCM Control Delay (s)	0	- 22.5					
HCM Lane LOS	A	- C	35 35				
HCM 95th %tile Q(veh)	0	- 0					
TOWN JOHN JOHNE CHIVELITY	U	- 0					

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	10 mm 9 mm
Directions Served	LTR	LTR	L	T	T	TR	L	Т	Т	TR	
Maximum Queue (m)	49.8	27.3	9.9	90.7	75.9	46.1	21.0	128.5	120.9	126.2	
Average Queue (m)	18.5	8.0	2.0	47.9	32.8	12.9	2.7	49.7	52.6	54.0	
95th Queue (m)	36.8	20.3	8.0	85.5	69.4	35.2	13.1	112.0	116.6	119.0	- 10
Link Distance (m)	64.0	183.8		200.7	200.7	200.7		139.6	139.6	139.6	
Upstream Blk Time (%)	0							0	0	0	
Queuing Penalty (veh)	0							1	0	0	
Storage Bay Dist (m)			15.0				50.0				
Storage Blk Time (%)			0	19				7			
Queuing Penalty (veh)			0	1				-5.1			

## Intersection: 6: Airport Road & 7280 Airport Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	Ĺ	T	T	Т	R	L	Ť	T	T
Maximum Queue (m)	17.8	45.4	48.5	47.6	88.0	92.3	85.2	57.5	62.4	168.0	150.8	103.9
Average Queue (m)	5.1	23.8	12.6	4.9	62.8	62.8	54.2	13.9	39.4	111.4	93.6	64.9
95th Queue (m)	13.7	42.5	29.3	22.5	91.3	91.6	84.0	42.9	76.0	155.0	139.0	98.2
Link Distance (m)	56.7		220.9		85.0	85.0	85.0			214.1	214.1	214.1
Upstream Blk Time (%)					2	2	0					
Queuing Penalty (veh)					7	7	2					
Storage Bay Dist (m)		40.0		70.0				50.0	55.0	100		
Storage Blk Time (%)		2			6		8	0	0	34		1
Queuing Penalty (veh)		3			1		6	0	A 1	44		0

Movement	SB	
Directions Served	R	
Maximum Queue (m)	9.6	
Average Queue (m)	2.9	
95th Queue (m)	9.2	
Link Distance (m)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)	80.0	
Storage Blk Time (%)		
Queuing Penalty (veh)		
and any (voir)		

### Intersection: 9: Airport Road & 7256 Airport Road South Access

Movement	EB	NB	SB	
Directions Served	LR	T	TR	
Maximum Queue (m)	10.5	2.9	7.5	
Average Queue (m)	3.3	0.1	0.3	
95th Queue (m)	10.4	1.8	4.1	
Link Distance (m)	57.1	139.6	63.8	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

### Intersection: 11: Airport Road & 7256 Airport Road North Access

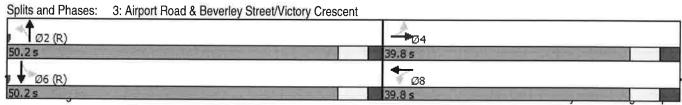
Movement	EB	NB	NB	NB
Directions Served	LR	Т	T	Т
Maximum Queue (m)	6.5	21.8	17.9	2.3
Average Queue (m)	0.3	2.1	1.7	0.1
95th Queue (m)	2.8	11.6	11.0	1.5
Link Distance (m)	55.0	63.8	63.8	63.8
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

### **Network Summary**

Network wide Queuing Penalty: 74

Lane Configurations		۶	<b>→</b>	•	•	+	4	1	†	~	-	ţ	1
Tarfic Volume (uph)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	Lane Configurations												1
Full Provide (vph)		96		14	29		20			12			60
Ideal Flow (ryhph)   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900   1900													
Lane Width (m)													
Storage Length (m)													
Storage Lanes													
Taper Length (m)													
Lane Util. Factor													<del>.</del>
PedBike Factor	Lane Util. Factor		1.00	1.00		1.00	1.00		0.91	0.91		0.91	0.91
Fith	Ped Bike Factor		0.99				10						
Filt Protected   0.963	Frt												
Satis   Flow (prot)   0   1698   0   0   1692   0   1733   4878   0   1785   4782   0   1785   1785   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065	Flt Protected		0.963					0.950			0.950		
Filt Permitted   0.733   0.828   0.172   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.065   0.0	Satd. Flow (prot)	0		0	0		0		4878	0		4782	0
Satid. Flow (perm)   0   1287   70   1430   1430   0   311   4878   0   122   4782   768   14874   14878   1   14878   1   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   118   1			0.733										
Pight Turn on Red	Satd. Flow (perm)	0		0	0		0		4878	0		4782	0
Satid. Flow (PTOR)	Right Turn on Red			Yes								E PAR	
Link Speed (k/h)	Satd. Flow (RTOR)		8			1			1			11	
Link Distance (m)	Link Speed (k/h)								50				
Travel Time (s)   5.9	Link Distance (m)		82.0										
Confil Peds. (#/hr)	Travel Time (s)		5.9										
Peak Hour Factor   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1.00   1		7		10	10		7	41		3	3		41
Heavy Vehicles (%)		1.00	1.00		1.00	1.00			1.00			1.00	
Bus Blockages (#/hr)   96	Heavy Vehicles (%)	8%	0%										
Adj. Flow (vph)   96													
Shared Lane Traffic (%)   Lane Group Flow (vph)   0   124   0   0   0   62   0   38   2446   0   34   1366   0   2   2   2   2   2   2   2   2   2	Adj. Flow (vph)	96	14	14	29	13			2434				
Enter Blocked Intersection   No   No   No   No   No   No   No	Shared Lane Traffic (%)					S				F 53.			17.76
Enter Blocked Intersection   No   No   No   No   No   No   No	Lane Group Flow (vph)	0	124	0	0	62	0	38	2446	0	34	1366	0
Lane Alignment         Left         Left         Right         Left         Left         Als         3.5         3.5         3.5         3.5         3.5         3.5         3.5         3.5         3.5         3.5         3.5         3.5         3.5         3.5         3.5         3.5         3.5         3.5         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9         4.9	Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No		No
Median Width(m)         0.0         0.0         3.5         3.5           Link Offset(m)         0.0         0.0         0.0         0.0           Crosswalk Width(m)         4.9         4.9         4.9         4.9           Two way Left Turn Lane         4.9         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99	Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right			
Crosswalk Width(m)         4.9         4.9         4.9         4.9         4.9         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         1.01         0.99         0.99         1.01         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         0.99         0.99         0.99         1.01         0.99         0.99         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         1.01         0.99         0.99         0.99         1.01         0.99         0.99         1.01	Median Width(m)		0.0	UI Ja		0.0	17.87 14		3.5	335		3.5	
Two way Left Turn Lane   Headway Factor   0.99   0.99   0.99   0.99   0.99   0.99   1.01   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99			0.0			0.0			0.0			0.0	
Headway Factor   0.99   0.99   0.99   0.99   0.99   0.99   0.99   1.01   0.99   0.99   1.01   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99   0.99	Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Turning Speed (k/h)         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         14         24         14         14         Name         14         24         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14         14 </td <td>Two way Left Turn Lane</td> <td></td>	Two way Left Turn Lane												
Turning Speed (k/h)         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         Name         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14         24         14 </td <td>Headway Factor</td> <td>0.99</td> <td>0.99</td> <td>0.99</td> <td>0.99</td> <td>0.99</td> <td>0.99</td> <td>1.01</td> <td>0.99</td> <td>0.99</td> <td>1.01</td> <td>0.99</td> <td>0.99</td>	Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
Detector Template         Left         Thru         Left         Thru         Left         Thru           Leading Detector (m)         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         CI+Ex         Detector 1 Channel         Detector 1 Extend (s)         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         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 </td <td>Turning Speed (k/h)</td> <td>24</td> <td></td> <td>14</td> <td>24</td> <td></td> <td>14</td> <td>24</td> <td></td> <td>14</td> <td></td> <td></td> <td></td>	Turning Speed (k/h)	24		14	24		14	24		14			
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         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         0.0         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         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	Number of Detectors	1	2		1	2		1	2		1	2	
Trailing Detector (m)         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         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         0.0         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         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	Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Detector 1 Position(m)         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         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         0.0         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         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	Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5		6.1	30.5	
Detector 1 Size(m)         6.1         1.8         6.1         1.8         6.1         1.8           Detector 1 Type         CI+Ex	Trailing Detector (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           Detector 1 Type         CI+Ex	Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Channel         Detector 1 Extend (s)       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       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       0.0       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       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	Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1			6.1		
Detector 1 Channel         Detector 1 Extend (s)       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       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       0.0       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       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 <td>Detector 1 Type</td> <td>Cl+Ex</td> <td>CI+Ex</td> <td></td> <td>Cl+Ex</td> <td>CI+Ex</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Detector 1 Type	Cl+Ex	CI+Ex		Cl+Ex	CI+Ex							
Detector 1 Queue (s)       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       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       0.0       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       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       0.0       0.0	Detector 1 Channel												
Detector 1 Queue (s)       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       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       0.0       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       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       0.0       0.0	Detector 1 Extend (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       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       0.0       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       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       0.0       0.0       0.0       0.0       0.0       0.0		0.0											
Detector 2 Position(m) 28.7 28.7 28.7 28.7													
1.0	Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex													

	•	-	*	1	4-		1	<b>†</b>	-	-	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Channel				16.	Y 1, -		100			115		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	39.8	39.8		39.8	39.8		27.0	27.0		27.0	27.0	
Total Split (s)	39.8	39.8		39.8	39.8		50.2	50.2		50.2	50.2	
Total Split (%)	44.2%	44.2%		44.2%	44.2%		55.8%	55.8%		55.8%	55.8%	
Maximum Green (s)	33.0	33.0		33.0	33.0		44.2	44.2		44.2	44.2	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.8	2.8		2.8	2.8		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	13.0	13.0		13.0	13.0	1000	8.0	8.0	_ 11	8.0	8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		15.3			15.3		61.9	61.9		61.9	61.9	
Actuated g/C Ratio		0.17			0.17		0.69	0.69		0.69	0.69	
//c Ratio		0.55			0.25		0.18	0.73		0.41	0.42	
Control Delay		40.2			32.7		8.9	11.3		27.1	7.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		40.2			32.7		8.9	11.3		27.1	7.1	
OS		D			C		Α	В		C	Α.	
Approach Delay		40.2			32.7			11.2		PHE I	7.6	
Approach LOS		D			C			В			Α.	
ntersection Summary		20,00	100	10 17 5	7517	100	300	-15 =1	2000	7 3 7 2	III - 6.	200
Area Type:	Other											
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 0 (0%), Referenced	to phase 2:	NBTL and	6:SBTL.	Start of 0	Green							
Natural Cycle: 90												
Control Type: Actuated-Co	ordinated											
Maximum v/c Ratio: 0.73												
ntersection Signal Delay: 1	1.2			In	tersection	LOS: B						
ntersection Capacity Utiliza					U Level of		D					
				,0			_					



Intersection			19 1 3 1 E	VIII I		201	Y SEE WIN
Int Delay, s/veh	0.1						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	N/			ተተቡ	444		
Traffic Vol, veh/h	3	5	4	2546	1394	6	
Future Vol, veh/h	3	5	4	2546	1394	6	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	The state of the s	None	- 3.	None		None	
Storage Length	0	( <del>-</del> )	:20	140			
Veh in Median Storage, #	1	Elegania.		0	0	100	
Grade, %	0		-	0	0		
Peak Hour Factor	100	100	100	100	100	100	
Heavy Vehicles, %	0	0	0	7	8	0	
Mvmt Flow	3	5	4	2546	1394	6	
Major/Minor	Minor2		Major1	1300	Major2	W. K. C.	- Hold State State
Conflicting Flow All	2423	700	1400	0	9 <b>2</b>	0	
Stage 1	1397						
Stage 2	1026	-	*	~	(€)		
Critical Hdwy	5.7	7.1	5.3				
Critical Hdwy Stg 1	6.6	-	8	-		8.5	
Critical Hdwy Stg 2	6					11 11 11	
Follow-up Hdwy	3.8	3.9	3.1		*		
Pot Cap-1 Maneuver	57	331	254				
Stage 1	140	-	-	-		(2.3	
Stage 2	281	1					
Platoon blocked, %				2			
Mov Cap-1 Maneuver	57	331	254			A = 149:1	
Mov Cap-2 Maneuver	107					: •:	
Stage 1	140			181	THE RESERVE OF		
Stage 2	281	5	-	5.5		100	
Approach	EB	5 J 54 5-10	NB	011- 0	SB	1 -1 -1-	
-ICM Control Delay, s	25.3		0	8. 71	0	The second	
HCM LOS	D						
Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT SBR	71 V = -			No. of Concession, Name of Street, or other party of the last of t
Capacity (veh/h)	254	- 185					USAN ELKINA
CM Lane V/C Ratio	0.016	- 0.043					
HCM Control Delay (s)	19.4	0.043	170				
HCM Lane LOS	19.4 C	0 25.5 A D					
ICM 95th %tile Q(veh)	0	- 0.1					
TOWN COURT FOUND CELECTION	U	- 0.1					

Intersection	10000	18 M		TO SECUL		W- 000	The second second
Int Delay, s/veh	0						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	A		7	ተተተ	ተተኈ		
Traffic Vol, veh/h	4				1399	4	
Future Vol, veh/h	4			2547	1399	4	
Conflicting Peds, #/hr	0	0		0	0	0	
Sign Control	Stop	Stop		Free	Free	Free	
RT Channelized						None	
Storage Length	0			-		-	
Veh in Median Storage, #	100 100			0	0	لعالبًا إلى	
Grade, %	0		-	0	0	-	
Peak Hour Factor	100	100	100	100	100	100	
Heavy Vehicles, %	0	0	0	7	8	0	
Mvmt Flow	4	2	2		1399	4	
	Т	-	2	2041	1099		
Major/Minor	Minor2		Major1	1 - N - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -	Major2		
Conflicting Flow All	2424	702	1403	0		0	
Stage 1	1401						
Stage 2	1023	141				-	
Critical Hdwy	5.7	7.1	5.3			State I	
Critical Hdwy Stg 1	6.6	-	-			: #:	
Critical Hdwy Stg 2	6						
Follow-up Hdwy	3.8	3.9	3.1				
Pot Cap-1 Maneuver	57	330	254		The state of the s		
Stage 1	139	-	201			522	
Stage 2	282	-73 772		2 5 3		7 J	
Platoon blocked, %	LUL					A	
Mov Cap-1 Maneuver	57	330	254				
Mov Cap-2 Maneuver	106	-				reneed hi	
Stage 1	138	P. P. Yelli			:#:		
Stage 2	282					1000	
Stage 2	202						
Approach	EB		NB		SB		VIII THE RESIDENCE
HCM Control Delay, s	32.5	14 1 -34-5	0		0		
ICM LOS	D						
/linor Lane/Major Mvmt	NBL	NBT EBLn1	SBT SBR			598 J. F.	
Capacity (veh/h)	254	- 137		444 - 15			
ICM Lane V/C Ratio	0.008	- 0.044	(m) (m)				
ICM Control Delay (s)	19.3	- 32.5	Telle	5-1-18			
ICM Lane LOS	С	- D	3#C 5#C				
ICM 95th %tile Q(veh)	0	- 0.1					

11/24/2017

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		*	₽		ሻ	ተተተ	7	ሻ	ተተተ	7
Traffic Volume (vph)	17	29	31	128	15	176	25	2324	202	279	1243	19
Future Volume (vph)	17	29	31	128	15	176	25	2324	202	279	1243	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	40.0		0.0	70.0		50.0	55.0		80.0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.96		0.94	0.96		0.99		0.97			0.92
Frt		0.946			0.862				0.850			0.850
Flt Protected		0.989		0.950			0.950			0.950		
Satd. Flow (prot)	0	1738	0	1785	1595	0	1785	4856	1507	1684	4837	1597
Flt Permitted		0.790		0.719			0.213			0.055		
Satd. Flow (perm)	0	1382	0	1266	1595	0	396	4856	1459	97	4837	1469
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			176				101			30
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		74.5			85.7			98.7			221.6	
Travel Time (s)		5.4			6.2			7.1			16.0	INC. II
Confl. Peds. (#/hr)	26		65	65		26	21		4	4	1,010	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	6%	6%	8%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Adj. Flow (vph)	17	29	31	128	15	176	25	2324	202	279	1243	19
Shared Lane Traffic (%)	COLUMN TO SERVICE				Rain I	milit.						
Lane Group Flow (vph)	0	77	0	128	191	0	25	2324	202	279	1243	19
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)	2011	3.5	, ugut		3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane		,,,,			110							
Headway Factor	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	1.01	1.01	0.99	1.01
Turning Speed (k/h)	24	0.00	14	24	0.00	14	24	0.00	14	24		14
Number of Detectors	1	2	فأنسه	- 1	2		1	2	100.14		2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	CI+Ex	Cl+Ex		CI+Ex	Cl+Ex		Cl+Ex	Cl+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex
Detector 1 Channel	OITLX	OITEX		OITEX	OITEX		OITEX	OITEX	OHEX	OHEX	OHEX	OITEX
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	0.0	28.7		0.0	28.7		0.0	28.7	0.0	0.0	28.7	0.0
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
					CI+Ex			Cl+Ex			Cl+Ex	
Detector 2 Type		Cl+Ex			OI+EX	_		CITEX			OI+EX	

Lane Group  Detector 2 Channel  Detector 2 Extend (s)  Turn Type	Perm 4	0.0 NA	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	ODE
Detector 2 Channel Detector 2 Extend (s)		0.0 <b>NA</b>			- Other Street		1400	INDI	NON	ODL	201	SBF
		NA				112.5						
		NA			0.0			0.0			0.0	
rum rype	351 B-A			Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		29.2	29.2	29.2	8.0	29.2	29.2
Total Split (s)	43.7	43.7		43.7	43.7		72.3	72.3	72.3	19.0	91.3	91.3
Total Split (%)	32.4%	32.4%		32.4%	32.4%		53.6%	53.6%	53.6%	14.1%	67.6%	67.6%
Maximum Green (s)	37.0	37.0		37.0	37.0		66.1	66.1	66.1	16.0	85.1	85.1
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		2.2	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		6.2	6.2	6.2	3.0	6.2	6.2
Lead/Lag						711	Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							3	3	9			
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0		14.0	14.0		9.0	9.0	9.0		9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0		14.0	14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)		21.0		21.0	21.0		69.5	69.5	69.5	104.3	101.1	101.1
Actuated g/C Ratio		0.16		0.16	0.16		0.51	0.51	0.51	0.77	0.75	0.75
v/c Ratio		0.33		0.65	0.48		0.12	0.93	0.25	0.68	0.34	0.02
Control Delay		36.5		67.9	12.4		20.4	38.8	10.2	43.4	6.5	1.3
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		36.5		67.9	12.4		20.4	38.8	10.2	43.4	6.5	1.3
LOS		D		Е	В		С	D	В	D	Α	Α
Approach Delay		36.5			34.7			36.3			13.1	
Approach LOS		D			С			D			В	
Intersection Summary	THE STATE OF	100	111110	-84	21 1	3 ,5	TO THE			100	2 3	77 700
	Other											
Cycle Length: 135 Actuated Cycle Length: 135												

Actuated Cycle Length: 135

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 135

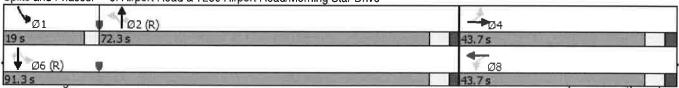
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93 Intersection Signal Delay: 28.3 Intersection Capacity Utilization 104.1%

Intersection LOS: C
ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 6: Airport Road & 7280 Airport Road/Morning Star Drive



Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	25 25 35
Directions Served	LTR	LTR	L	T	Т	TR	L	Т	T	TR	
Maximum Queue (m)	44.4	33.1	22.4	190.8	176.4	132.8	56.1	94.5	105.3	111.8	
Average Queue (m)	21.6	11.5	9.0	113.3	97.0	72.0	11.4	37.8	43.6	47.2	
95th Queue (m)	39.2	25.3	21.6	179.3	157.5	123.0	33.3	81.0	89.1	97.9	
Link Distance (m)	64.0	183.8		200.7	200.7	200.7		139.6	139.6	139.6	
Upstream Blk Time (%)				0	0						
Queuing Penalty (veh)				0	0						
Storage Bay Dist (m)			15.0				50.0				
Storage Blk Time (%)			4	37			1	3			
Queuing Penalty (veh)			33	14			5	1			

### Intersection: 6: Airport Road & 7280 Airport Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	Т	Т	T	R	L	T	Ţ	
Maximum Queue (m)	33.3	47.3	82.4	77.4	93.6	98.9	97.6	57.5	62.5	228.8	214.6	162.2
Average Queue (m)	12.2	29.4	33.3	11.9	86.7	88.1	87.5	35.9	61.2	179.0	152.0	51.5
95th Queue (m)	26.6	48.6	64.9	48.7	90.5	94.1	93.9	73.9	68.1	270.2	248.9	121.8
Link Distance (m)	56.7		220.9		85.0	85.0	85.0			214.1	214.1	214.1
Upstream Blk Time (%)					34	35	34			33	0	0
Queuing Penalty (veh)					289	301	288			0	0	0
Storage Bay Dist (m)		40.0		70.0				50.0	55.0			
Storage Blk Time (%)		6	5		43		45	0	75	2		1
Queuing Penalty (veh)		11	6		11		91	1	312	7		0

Movement	SB	
Directions Served	R	
Maximum Queue (m)	27.9	
Average Queue (m)	1.9	
95th Queue (m)	15.7	
Link Distance (m)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)	80.0	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Movement	EB	NB	NB	NB	
Directions Served	LR	LT	Т	T	
Maximum Queue (m)	10.3	142.8	143.0	138.2	
Average Queue (m)	2.1	76.4	78.4	73.7	
95th Queue (m)	8.4	148.9	149.1	142.5	
Link Distance (m)	57.1	139.6	139.6	139.6	
Upstream Blk Time (%)		1	1	0	
Queuing Penalty (veh)		7	7	4	
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

#### Intersection: 11: Airport Road & 7256 Airport Road North Access

Movement	EB	NB	NB	NB	NB	C 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100
Directions Served	LR	L	T	T	T		
Maximum Queue (m)	15.2	2.3	72.2	76.0	75.3		
Average Queue (m)	2.8	0.2	64.4	65.8	64.4		
95th Queue (m)	12.7	2.1	77.9	79.9	81.5		
Link Distance (m)	55.0		63.8	63.8	63.8		
Upstream Blk Time (%)			21	23	22		
Queuing Penalty (veh)			179	195	187		
Storage Bay Dist (m)		60.0					
Storage Blk Time (%)			24				
Queuing Penalty (veh)		-	0				

## Network Summary

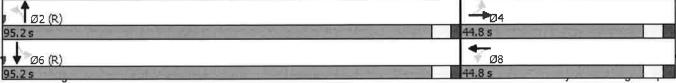
0.1	- )						100				111111111111111111111111111111111111111	100
	FOT	FDD		VACCOL	VALENT	MDD	MDI	NIDT	NDD	COL	ODT	CDF
EBL		EBH		WBL	WDI		NDL			SBL		SBF
		40		0	^		0					
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0	0	12		0	0	6	0	1297	15	0	2025	1
Minor2	11 57			/linor1		178	Major1			Majer2		
2545	3338	1013		-		649	2026	0	0			(
2026	2026	1			1	- 1 4			177	TE		17.
519	1312	8		-	-	-	-	-		-		
6.4	6.54	7.1			118	7.14	5.3		(4)			AL O
7.3	5.54	~		-	-	-	(a)	-	340.	-	-	
6.7	5.54				-							
3.8	4.02	3.9				3.92	3.1	-	4	-	*	
30	8	206		- 0	0	354	124	-		0		L 32 3
	100			0	0	-			3.0	0		
	227			0	0	-73				0		
									5 <del>4</del> 00			
29	8	206			TIM.	354	124			1 -1 - 2 -		
		-		2		-			5#X		2	
					100		-					
		-				7.			12	-	2	
EB	87	11/2	-	WB			NB		100	SB		
							0			0		
С				С								
NBL	NBT	NBRI	EBLn1W	/BLn1	SBT	SBR	53,517, 54	1	955		STEEL TO	A LONG
		2				1.1(4)		15	11 6		B. 15	da L
		12			141	242						
0			23.6	15.3	- 2	12						
Ā		-	С	С								
	2545 2026 519 6.4 7.3 6.7 3.8 30 38 468 29 35 38 460 EB 23.6 C	# - 1 - 0 100 100 0 2 0 0  Minor2  2545 3338 2026 2026 519 1312 6.4 6.54 7.3 5.54 6.7 5.54 3.8 4.02 30 8 38 100 468 227  29 8 35 66 38 100 468 227  EB  23.6 C  NBL NET 124 -	# - 1 - 0 - 12  Minor2  2545 3338 1013 2026 2026 - 519 1312 - 6.4 6.54 7.1 7.3 5.54 - 6.7 5.54 - 3.8 4.02 3.9 30 8 206 38 100 - 468 227 - 29  EB  23.6 C  NBL NBT NBR	EBL EBT EBR	## CHAPT   CHA	## Company	## Company   Figure   Figure	EBL EBT EBR WBL WBT WBR NBL	## Company   Fig.   Fi	## Company   Fig.   Fi	BBL   BBT   BBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   NBT   NBR   NBL   NBL	BBL   BBT   EBR   WBL   WBT   WBR   NBL   NBT   NBR   SBL   SBT

Intersection Int Delay, s/veh 0	).5										
		prograpa	EDD		14/DI	14/mm	NIS		MDD		A 100
Movement		BT	EBR	111576	WBL	WBT	NBL		NBR		
Lane Configurations		4	_			4	Ϋ́		4.4		
Traffic Vol, veh/h		80	5		1	317	10		14		
Future Vol, veh/h	2	80	5		1	317	10		14		
Conflicting Peds, #/hr		0	_ 0		_ 0	_ 0	0		0		
Sign Control	Fr	ee	Free		Free	Free	Stop		Stop		
RT Channelized		•	None		-	None			lone		
Storage Length		-	-		2	-	0		:4:		
Veh in Median Storage, #		0	-			0	0				
Grade, %		0	-		- 5	0	0		•		
Peak Hour Factor	1	00	100		100	100	100		100		
Heavy Vehicles, %		2	2		2	2	2		2		
Mvmt Flow	2	80	5		1	317	10		14		
Major/Minor	Majo	ort		A	Jaior?		Minor1		100		D. Care
Major/Minor	aviajo		0		Major2	^	530		211		
Conflicting Flow All		0	0		213	0					
Stage 1		-			<u>u</u>	•	211		-		
Stage 2		3			4.40	9	319		6.00		
Critical Hdwy		*			4.12	•	6.42		6.22		
Critical Hdwy Stg 1						- 5	5.42		(A)		
Critical Hdwy Stg 2		-					5.42		040		
Follow-up Hdwy					2.218		3.518		.318		
Pot Cap-1 Maneuver					1357		510		829		
Stage 1		120	=		¥	*	824		( <b>⊕</b> 5		
Stage 2			1 2				737				
Platoon blocked, %		-	-			~					
Mov Cap-1 Maneuver					1357		509		829		
Mov Cap-2 Maneuver		37					509		<b>.</b>		
Stage 1		-1					823				
Stage 2		:#1				*	737	- 1 3	(**)		
Approach		EB	1 830	No.	WB	NE E	NB		12-02	0.000	1225
HCM Control Delay, s		0			0		10.7				F U.
HCM LOS		U			U		10.7 B				
100 mm 1 mm 100	NIDI - 4 C	ЭТ	CDO	WE	WOT						
Minor Lane/Major Mvmt		BT	EBR	WBL	WBT			4			
Capacity (veh/h)	657	*		1357							
HCM Lane V/C Ratio	0.037			0.001	-						
HCM Control Delay (s)	10.7			7.7	0						
HCM Lane LOS	В		:#	Α	Α						
HCM 95th %tile Q(veh)	0.1	-		0							

	۶	<b>→</b>	•	•	+	•	4	<b>†</b>	~	<b>/</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		*	ተተጉ		ሻ	ተተ <sub>ጉ</sub>	
Traffic Volume (vph)	47	8	7	8	9	20	7	1245	3	9	1983	33
Future Volume (vph)	47	8	7	8	9	20	7	1245	3	9	1983	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.7
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	50.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5		-	7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	111111111111111111111111111111111111111	0.99	A el el	1100	0.99	1100	1100	1.00	0.01	1.00	1.00	0.01
Frt		0.985			0.927			1100		1100	0.998	
Flt Protected		0.963			0.989		0.950			0.950	0,000	
Satd. Flow (prot)	0	1699	0	0	1659	0	1733	4882	0	1785	4816	0
Flt Permitted		0.754			0.930		0.084	1002		0.207	1010	
Satd. Flow (perm)	0	1322	0	0	1556	0	153	4882	0	388	4816	0
Right Turn on Red	90.	TOLL	Yes		1000	Yes	100	1002	Yes	000	1010	Yes
Satd. Flow (RTOR)		4			20	100			. 00		3	100
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		82.0			201.6			209.7			152.7	
Travel Time (s)		5.9			14.5			15.1			11.0	
Confl. Peds. (#/hr)	7	0.0	10	10	11.0	7	41	10.1	3	3	17.0	41
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	8%	0%	8%	4%	17%	0%	3%	7%	0%	0%	8%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	0	3	3
Adj. Flow (vph)	47	8	7	8	9	20	7	1245	3	9	1983	33
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	62	0	0	37	0	7	1248	0	9	2016	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.5			3.5	T., 8
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
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	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex		CI+Ex	CI+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	

	•	<b>→</b>	•	1	-	*	1	<b>†</b>	1	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Channel							11.0			131		110
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	39.8	39.8		39.8	39.8		27.0	27.0		27.0	27.0	
Total Split (s)	44.8	44.8		44.8	44.8		95.2	95.2		95.2	95.2	
Total Split (%)	32.0%	32.0%		32.0%	32.0%		68.0%	68.0%		68.0%	68.0%	
Maximum Green (s)	38.0	38.0		38.0	38.0		89.2	89.2		89.2	89.2	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.8	2.8		2.8	2.8		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0 45 00	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.0	6.0		6.0	6.0	
Lead/Lag		0.0					=.81	0.0				
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	13.0	13.0		13.0	13.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	20.0	0		0	0		0.0	0		0	0.0	
Act Effct Green (s)	0	13.2		U	13.2		118.1	118.1		118.1	118.1	
Actuated g/C Ratio		0.09			0.09		0.84	0.84		0.84	0.84	
v/c Ratio		0.09			0.03		0.04	0.30		0.03	0.50	
		67.7			35.3		4.4	3.4		3.4	4.5	
Control Delay					0.0		0.0	0.0		0.0	0.0	
Queue Delay		0.0					4.4	3.4		3.4	4.5	
Total Delay		67.7			35.3						4.5 A	
LOS		E			D		Α	A		Α		
Approach Delay		67.7			35.3			3.4			4.5	
Approach LOS		E			D			Α			Α	
Intersection Summary	Berry B.	SE ENTRE			2011	-76.7			771.33	200	1000	F 12
Area Type:	Other											
Cycle Length: 140	Thirty I											
Actuated Cycle Length: 14												
Offset: 56 (40%), Reference	ced to phase	2:NBTL a	and 6:SB	TL, Start	of Green							
Natural Cycle: 80												
Control Type: Actuated-Co	ordinated											
Maximum v/c Ratio: 0.50												
Intersection Signal Delay:					ntersectio							
Intersection Capacity Utiliz	ation 64.6%	)		10	CU Level	of Service	e C					
Analysis Pariod (min) 15												





Analysis Period (min) 15

Intersection	- 5-	16 11		1937		341	2348			L'Anu	17 17 1	WE I	K IN
Int Delay, s/veh	0.1												
Movement	EBL	EBT	EBR	1	NBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4					7		ተተኩ	7		<b>^</b>	
Traffic Vol, veh/h	- 0	0	12		0	0	6	0	1297	15	0		. 1
Future Vol, veh/h	0	0	12		0	0	6	0	1297	15	0	2025	1
Conflicting Peds, #/hr	0	0	0		0	0	0	0	0	0	0	0	C
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized			None				None						None
Storage Length	940	-	94			*	0	0.=		300	-	-	
Veh in Median Storage, #		1				0			0		-21	0	
Grade, %	-	0	12		==	0	2	54	0	-	-	0	
Peak Hour Factor	100	100	100		100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	2	0		2	2	2	0	7	2	2	8	0
Mvmt Flow	0	0	12		0	0	6	0	1297	15	0	2025	1
Major/Minor	Minor2			Mi	nor1	1000	2000	Major1		-	Major2		
		3338	1013	IVE			649	2026	0	0			C
Conflicting Flow All	2545				×		049		-				
Stage 1	2026	2026			•								
Stage 2	519	1312	7.1		*	-	7.14	5.3	5 <b>*</b> 2				
Critical Hdwy	6.4	6.54					7.14						
Critical Hdwy Stg 1	7.3	5.54			2			70	( ·				
Critical Hdwy Stg 2	6.7	5.54	-		•		0.00	0.1					
Follow-up Hdwy	3.8	4.02	3.9		-	-	3.92	3.1			- 0		
Pot Cap-1 Maneuver	30	8	206		0	0	354	124	1		0		
Stage 1	38	100	-		0	0	-	(. <del></del>			0		
Stage 2	468	227			0	0					0		1000
Platoon blocked, %		•	000				0=4	404	0.00				
Mov Cap-1 Maneuver	29	8	206				354	124	/(e)				
Mov Cap-2 Maneuver	35	66	-		2	2	2	51 <b>4</b> 3	82	-	-		
Stage 1	38	100	-		1			la so- "					
Stage 2	460	227									*		
Approach	EB		0.50		WB			NB	1348	100	SB		
HCM Control Delay, s	23.6	H	-100	- P- W	15.3	File	100	0			0		
HCM LOS	C				C								
	A. ( Park	A. V 200 040	A V Pro ver	PERSONAL PROPERTY.	VI.	- Aller III	Name of the last o			-	OH, SY		
Miner Lane/Major Mvmt	NBL	NBT		EBLn1WE		SBT	SBR				-		
Capacity (veh/h)	124	-		206	354								
HCM Lane V/C Ratio	-	3		0.058 0		ř	-						
HCM Control Delay (s)	0	- 5			15.3	•							
HCM Lane LOS	Α			С	С								
HCM 95th %tile Q(veh)	0			0.2	0.1								

Intersection				gill of the		700	DESCRIPTION OF THE
nt Delay, s/veh	0						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	Section 1
ane Configurations	W		ĭ	ተተተ	<b>↑</b> ↑		
Traffic Vol, veh/h	0	2	0	1303	2024	1	
Future Vol, veh/h	0	2	0	1303	2024	1	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized		None	10.00	None		None	Land July
Storage Length	0	<u> </u>	600	165	21	-	
/eh in Median Storage, #	1			0	0		
Grade, %	0	¥	-	0	0		
Peak Hour Factor	100	100	100	100	100	100	1.7 1.4
Heavy Vehicles, %	0	0	0	7	8	0	
//vmt Flow	0	2	0	1303	2024	1	
		_		,,,,,,			
Vlajor/Minor	Minor2		Major1	10, 10 mg 2	Major2	1 1900	The second second
Conflicting Flow All	2546	1013	2025	0	<b>.</b> €	0	
Stage 1	2025			- 1			
Stage 2	521	÷	-	-	12°	-	
Critical Hdwy	5.7	7.1	5.3			E T	
Critical Hdwy Stg 1	6.6		UM:	0.5		7	
Critical Hdwy Stg 2	6	10 to 10 to 10 to	E - 6 34			100	
ollow-up Hdwy	3.8	3.9	3.1	0.00			
ot Cap-1 Maneuver	49	206	124				
Stage 1	56		-	346	:#)	-	
Stage 2	517		11 11 21				
Platoon blocked, %					-	-	
Nov Cap-1 Maneuver	49	206	124			T INTE	
Nov Cap-2 Maneuver	51	-	1,0				
Stage 1	56		151 1017		Control of the second	WI TO S	
Stage 2	517		S-1	A=2			
Ciago 2	317						
pproach	EB		NB	11312	SB	17 2 PI	3.55 16 455
ICM Control Delay, s	22.6	1.00	0	13353	0		
ICM LOS	C						
linor Lane/Major Mvmt	NBL	NBT EBLn1	SBT SBR				5' =0/10/41/5
Capacity (veh/h)	124	- 206					
ICM Lane V/C Ratio	-	- 0.01					
ICM Control Delay (s)	0	- 22.6	1 1 m				
ICM Lane LOS	Α	- C	((#) )e:				
HCM 95th %tile Q(veh)	0	- 0					

	۶	<b>→</b>	*	•	<b>—</b>	•	1	†	1	1	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		ሻ	1→		75	ተተተ	7	Ŋ	ተተተ	7
Traffic Volume (vph)	14	14	23	188	12	127	13	1225	65	134	1813	29
Future Volume (vph)	14	14	23	188	12	127	13	1225	65	134	1813	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	40.0		0.0	70.0		50.0	55.0		80.0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.97		0.96	0.97		1.00		0.97	1.00		0.94
Frt		0.939			0.863				0.850			0.850
Flt Protected		0.986		0.950			0.950			0.950		
Satd. Flow (prot)	0	1734	0	1785	1613	0	1785	4856	1507	1684	4837	1597
Flt Permitted		0.904		0.724			0.116			0.153		
Satd. Flow (perm)	0	1583	0	1304	1613	0	217	4856	1466	271	4837	1504
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			127				86			47
Link Speed (k/h)		50			50			50	- VANST		50	
Link Distance (m)		74.5			103.7			98.7			221.6	
Travel Time (s)		5.4			7.5			7.1			16.0	
Confl. Peds. (#/hr)	26	0.1	65	65	7.10	26	21		4	4		21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	6%	6%	8%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Adj. Flow (vph)	14	14	23	188	12	127	13	1225	65	134	1813	29
Shared Lane Traffic (%)	5 10 10		, 1 -			1 2/2 10		10.9	6.07	75.0	1/5 P.P.	
Lane Group Flow (vph)	0	51	0	188	139	0	13	1225	65	134	1813	29
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	1.01	1.01	0.99	1.01
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	111-4	2		4	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex		CI+Ex	CI+Ex		Cl+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	0.0	28.7		0.0	28.7		0.0	28.7	0.0	0.0	28.7	0.0
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			Cl+Ex	
Dollotto Z Type		OHILA			OHILA			OHEA			UITEN	

	•	-	*	•	-	4	1	<b>†</b>	1	-	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		29.2	29.2	29.2	8.0	29.2	29.2
Total Split (s)	43.7	43.7		43.7	43.7		32.3	32.3	32.3	9.0	41.3	41.3
Total Split (%)	51.4%	51.4%		51.4%	51.4%		38.0%	38.0%	38.0%	10.6%	48.6%	48.6%
Maximum Green (s)	37.0	37.0		37.0	37.0		26.1	26.1	26.1	6.0	35.1	35.1
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		2.2	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		6.2	6.2	6.2	3.0	6.2	6.2
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0		14.0	14.0		9.0	9.0	9.0		9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0		14.0	14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)		20.0		20.0	20.0		38.6	38.6	38.6	55.3	52.1	52.1
Actuated g/C Ratio		0.24		0.24	0.24		0.45	0.45	0.45	0.65	0.61	0.61
v/c Ratio		0.14		0.61	0.29		0.13	0.56	0.09	0.38	0.61	0.03
Control Delay		23.1		36.8	6.9		23.1	19.8	3.4	10.2	12.3	1.8
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		23.1		36.8	6.9		23.1	19.8	3.4	10.2	12.3	1.8
LOS		С		D	Α		С	В	Α	В	В	Α
Approach Delay		23.1			24.1			19.0			12.0	
Approach LOS		С			С			В			В	
Intersection Summary	Day Burns		13.35	5 75	E . I .	198	SATI	7-5		273-7	E-20	
Area Type:	Other											
Cycle Length: 85												
Actuated Cycle Length: 85	5											
Offset: 0 (0%), Referenced		:NBTL and	6:SBTL,	Start of	Green							
Natural Cycle: 85												
Control Type: Actuated-Co	ordinated											
Maximum v/c Ratio: 0.61												
lat was the O's LD I	450					100.0						

Splits and Phases: 6: Airport Road & 7280 Airport Road/Morning Star Drive

\o_{Ø1}	Ø2 (R)	₩04	
9 s	32.3 s	43.7 s	-, -
₩ Ø6 (F	₹) •	Ø8	
41.3 s		43.7s	

Intersection LOS: B

ICU Level of Service E

Intersection Signal Delay: 15.8

Analysis Period (min) 15

Intersection Capacity Utilization 86.9%

Movement	EB	WB	SB	SB	
Directions Served	LTR	R	Т	TR	
Maximum Queue (m)	10.6	6.5	13.2	16.6	
Average Queue (m)	2.1	0.8	0.4	0.6	
95th Queue (m)	8.4	4.3	6.5	8.0	
Link Distance (m)	57.3	99.8	64.3	64.3	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

#### Intersection: 11: Airport Road & 7256 Airport Road North Access

Movement	EB	NB	NB	NB	SB	SB	
Directions Served	LR	Т	Т	Т	T	TR	
Maximum Queue (m)	6.5	27.9	31.4	11.4	5.6	29.8	
Average Queue (m)	0.6	3.1	2.8	0.7	0.3	1.1	
95th Queue (m)	4.2	15.7	15.5	7.0	4.2	12.5	
Link Distance (m)	55.0	64.3	64.3	64.3	85.0	85.0	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (m)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

## Intersection: 13: Morning Star Drive

Movement	WB	NB	
Directions Served	LT	LR	
Maximum Queue (m)	4.2	12.7	
Average Queue (m)	0.1	5.2	
95th Queue (m)	2.6	12.9	
Link Distance (m)	131.6	105.4	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### **Network Summary**

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	On The Party
Directions Served	LTR	LTR	L	Т	Т	TR	L	Т	Т	TR	
Maximum Queue (m)	44.5	26.4	13.4	92.0	86.0	52.3	24.0	117.4	117.4	130.6	
Average Queue (m)	16.8	8.6	2.0	50.8	34.9	14.8	3.6	52.8	55.9	57.9	
95th Queue (m)	35.2	19.7	8.1	87.8	72.3	37.7	17.2	109.9	112.5	116.2	
Link Distance (m)	64.0	183.8		200.7	200.7	200.7		138.3	138.3	138.3	
Upstream Blk Time (%)	0									0	
Queuing Penalty (veh)	0									0	
Storage Bay Dist (m)			15.0				50.0				
Storage Blk Time (%)			0	20				8			
Queuing Penalty (veh)			2	_/1				1			

# Intersection: 6: Airport Road & 7280 Airport Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	Т	T. T.	T	R	L	T	Т	T
Maximum Queue (m)	14.2	46.2	52.7	30.5	88.2	90.8	86.7	57.4	62.4	189.7	159.4	117.3
Average Queue (m)	5.5	27.0	12.9	4.4	64.9	63.5	55.6	12.9	39.2	114.6	98.7	68.4
95th Queue (m)	12.7	44.5	33.4	22.1	94.0	93.1	84.4	40.7	76.2	167.4	146.1	109.3
Link Distance (m)	56.7		78.6		85.0	85.0	85.0			214.1	214.1	214.1
Upstream Blk Time (%)			0		2	2	1			0		
Queuing Penalty (veh)			0		9	7	3			0		
Storage Bay Dist (m)		40.0		70.0				50.0	55.0			
Storage Blk Time (%)		3			6		9	0	0	34		2
Queuing Penalty (veh)		4			1		6	0	2	46		1

Movement	SB	
Directions Served	R	
Maximum Queue (m)	9.6	
Average Queue (m)	3.4	
95th Queue (m)	9.7	
Link Distance (m)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)	80.0	
Storage Blk Time (%)		
Queuing Penalty (veh)		

	۶	<b>→</b>	*	•	<b>←</b>	•	4	<b>†</b>	1	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		×	1>		ሻ	ተተተ	7	ሻ	ተተተ	7
Traffic Volume (vph)	17	29	31	133	15	176	25	2333	172	279	1243	19
Future Volume (vph)	17	29	31	133	15	176	25	2333	172	279	1243	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	40.0		0.0	70.0		50.0	55.0		80.0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.96		0.94	0.96		0.99		0.97			0.92
Frt		0.946			0.862				0.850			0.850
Flt Protected		0.989		0.950			0.950			0.950		
Satd. Flow (prot)	0	1738	0	1785	1595	0	1785	4856	1507	1684	4837	1597
Flt Permitted		0.807		0.720			0.213			0.055		
Satd. Flow (perm)	0	1412	0	1268	1595	0	396	4856	1459	97	4837	1469
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			176				86			30
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		74.5			85.7			98.7			221.6	
Travel Time (s)		5.4			6.2			7.1			16.0	
Confl. Peds. (#/hr)	26		65	65		26	21		4	4		-21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	6%	6%	8%	0%
Bus Blockages (#/hr)	0	- 0	0	0	0	0	0	0	0	0	3	0
Adj. Flow (vph)	17	29	31	133	15	176	25	2333	172	279	1243	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	77	0	133	191	0	25	2333	172	279	1243	19
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	0 00			0.99	1.01	1.01	0.99	1.01
Turning Speed (k/h)	24		14						14	24		14
Number of Detectors	- 1	2			7.	7-		2	1	1	2	== 1
Detector Template	Left	Thru			06	,		าru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5			102	1		\.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		/	1 da	1		0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0			- 1	\		C	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8			PM	1		3	6.1	6.1	1.8	6.1
Detector 1 Type	Cl+Ex	CI+Ex		CI+	,			CI+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		28.7			28.7			28.7			28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	

ane Group		_	•	•			7	<b>†</b>		-		4
ane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
urn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Pern
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		
Detector Phase	4	4		8	8		2	2	2	1	6	(
Switch Phase												
/linimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	5.0	8.0	8.0
finimum Split (s)	43.7	43.7		43.7	43.7		29.2	29.2	29.2	8.0	29.2	29.2
otal Split (s)	43.7	43.7		43.7	43.7		72.3	72.3	72.3	19.0	91.3	91.3
otal Split (%)	32.4%	32.4%		32.4%	32.4%		53.6%	53.6%	53.6%	14.1%	67.6%	67.69
faximum Green (s)	37.0	37.0		37.0	37.0		66.1	66.1	66.1	16.0	85.1	85.
ellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0
II-Red Time (s)	2.7	2.7		2.7	2.7		2.2	2.2	2.2	0.0	2.2	2.2
ost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
otal Lost Time (s)		6.7		6.7	6.7		6.2	6.2	6.2	3.0	6.2	6.2
ead/Lag							Lag	Lag	Lag	Lead	0.2	
ead-Lag Optimize?								9	9	2003		
ehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
lecall Mode	None	None		None	None		C-Max	C-Max	C-Max	None	C-Max	C-Max
/alk Time (s)	14.0	14.0		14.0	14.0		9.0	9.0	9.0	110110	9.0	9.0
lash Dont Walk (s)	23.0	23.0		23.0	23.0		14.0	14.0	14.0		14.0	14.0
edestrian Calls (#/hr)	0	0		0	0		0	0	0		0	(
ct Effct Green (s)		21.5		21.5	21.5		69.2	69.2	69.2	103.8	100.6	100.6
ctuated g/C Ratio		0.16		0.16	0.16		0.51	0.51	0.51	0.77	0.75	0.75
c Ratio		0.31		0.66	0.48		0.12	0.94	0.22	0.68	0.34	0.02
ontrol Delay		35.8		67.9	12.2		20.5	39.8	10.1	43.8	6.7	1.3
ueue Delay		0.0		0.2	0.2		0.0	0.0	0.0	0.0	0.0	0.0
otal Delay		35.8		68.1	12.3		20.5	39.8	10.1	43.8	6.7	1.3
OS		D		E	В		C	D	В	70.0 D	Α	Α.
pproach Delay		35.8			35.2			37.6			13.4	-
pproach LOS		D			D			D			В	
tersection Summary	1100000	74 6	ITE .	31 3	3 3 3 3	5017	X #50	C. C. C.		200		10 m
rea Type:	Other											
ycle Length: 135												
ctuated Cycle Length: 13	5											
ffset: 0 (0%), Referenced		NBTL and	6:SBTI	Start of (	Green							

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 29.0
Intersection Capacity Utilization 104.3%

Intersection LOS: C
ICU Level of Service G

Analysis Period (min) 15

Intersection	0							
Int Delay, s/veh	0		J.A.	34A=>		(600000		
Movement	EBL	EBR	NBI		SBT	SBR		RECEIPTED IN
Lane Configurations	NA.		,	ነ ተተተ	ተተሱ			
Traffic Vol, veh/h	4	2	2		1404	4		
Future Vol, veh/h	4	2		2526	1404	4		
Conflicting Peds, #/hr	0	0		0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized		None		- None		None		
Storage Length	0	1.0	600	) -	4	( <u>4</u> )		
Veh in Median Storage, #	1			- 0	0	. I FY		
Grade, %	0	:#0		- 0	0			
Peak Hour Factor	100	100	100	100	100	100		
Heavy Vehicles, %	0	0	(	7	8	0		
Mvmt Flow	4	2	2	2526	1404	4		
Major/Minor	Minor2		Major1		Major2	-X = 1	100	100
Conflicting Flow All	2420	704	1408	3 0	12	0		
Stage 1	1406	700 75			The State of	14		
Stage 2	1014	-				•		
Critical Hdwy	5.7	7.1	5.3	3		-13		
Critical Hdwy Stg 1	6.6				7. <del>9</del> 1	(8 <del>2</del> );		
Critical Hdwy Stg 2	6	100				-		
Follow-up Hdwy	3.8	3.9	3.1	:=	:(#)	0₩0		
Pot Cap-1 Maneuver	57	329	252	-		78.		
Stage 1	138	-			29	8=8		
Stage 2	285				14.0	1/4-		
Platoon blocked, %				3	*	-		
Mov Cap-1 Maneuver	57	329	252			0.5		
Mov Cap-2 Maneuver	106	:=:				: <u>-</u> :		
Stage 1	137		7					
Stage 2	285				::e:	6 <b>9</b> 6		
Approach	EB		NE	de Me	SB	TITALISM		AT (100)
HCM Control Delay, s	32.5		(		0			
HCM LOS	D							
Minor Lane/Major Mymt	NBL	NBT EBLn1	SBT SBF			No. of Street,		
	252	- 137						
Capacity (veh/h)								
HCM Cantrol Polocy (a)	0.008	- 0.044						
HCM Control Delay (s)	19.4	- 32.5	*					
HCM Lane LOS	C	- D						
HCM 95th %tile Q(veh)	0	- 0.1						

## Intersection: 9: Airport Road & 7256 Airport Road South Access/Site Access A

Movement	EB	WB	NB	NB	NB	NB	SB	No. of Control of Control
Directions Served	LTR	R	LT	T	T	R	TR	
Maximum Queue (m)	10.5	16.0	147.2	144.9	145.0	80.0	4.0	
Average Queue (m)	2.6	3.1	111.2	111.5	110.5	14.6	0.1	
95th Queue (m)	8.9	10.5	176.3	175.1	175.4	65.4	2.5	
Link Distance (m)	57.3	98.1	138.3	138.3	138.3		64.9	
Upstream Blk Time (%)			5	5	6			
Queuing Penalty (veh)			41	44	47			
Storage Bay Dist (m)						30.0		
Storage Blk Time (%)					33			
Queuing Penalty (veh)					13			

#### Intersection: 11: Airport Road & 7256 Airport Road North Access

Movement	EB	NB	NB	NB	NB	1. E. J. S. and J. J. and J. N. 11 (A. 12). A second
Directions Served	LR	L	T	Т	Т	
Maximum Queue (m)	13.8	4.5	75.0	77.2	74.6	
Average Queue (m)	3.0	0.2	66.4	67.9	66.6	
95th Queue (m)	11.6	2.1	76.6	78.5	78.2	
Link Distance (m)	55.0		64.9	64.9	64.9	
Upstream Blk Time (%)			28	31	30	
Queuing Penalty (veh)			234	259	252	
Storage Bay Dist (m)		60.0				
Storage Blk Time (%)			31			
Queuing Penalty (veh)			1			IN THE PERSON NAMED IN THE

# Intersection: 14: Site Access B & Morning Star Drive

Movement	WB	NB	
Directions Served	LT	LR	
Maximum Queue (m)	15.5	23.6	
Average Queue (m)	0.7	7.6	
95th Queue (m)	8.2	17.4	
Link Distance (m)	149.6	88.4	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### **Network Summary**

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	The second
Directions Served	LTR	LTR	L	T	Т	TR	L	T	T	TR	
Maximum Queue (m)	45.2	34.2	22.4	207.9	203.3	192.1	54.5	89.7	105.4	109.7	
Average Queue (m)	20.4	11.8	8.7	157.6	143.3	121.7	12.7	37.1	47.1	51.2	
95th Queue (m)	36.4	24.9	21.4	236.5	226.8	216.3	33.3	81.2	94.9	97.6	
Link Distance (m)	64.0	183.8		200.7	200.7	200.7		138.3	138.3	138.3	
Upstream Blk Time (%)				14	12	14					
Queuing Penalty (veh)				0	0	0					
Storage Bay Dist (m)			15.0				50.0				
Storage Blk Time (%)			4	44			0	3			
Queuing Penalty (veh)			37	17			0	1			

#### Intersection: 6: Airport Road & 7280 Airport Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	Т	T	R	L	Т	T	T
Maximum Queue (m)	33.9	46.7	64.5	76.7	92.6	95.7	98.3	57.5	62.5	229.9	217.3	187.2
Average Queue (m)	12.5	29.2	30.2	10.3	87.0	87.7	87.4	33.7	62.3	208.0	183.2	66.7
95th Queue (m)	26.6	48.8	55.8	42.5	90.2	92.5	92.2	72.3	62.9	254.6	243.7	154.9
Link Distance (m)	56.7		60.7		85.0	85.0	85.0			214.2	214.2	214.2
Upstream Blk Time (%)			1		39	40	39			48	1	0
Queuing Penalty (veh)			3		325	337	328			0	0	0
Storage Bay Dist (m)		40.0		70.0				50.0	55.0			
Storage Blk Time (%)		6	4		46		48	0	87	2		1
Queuing Penalty (veh)		12	5		11		82	1	361	6		0

Movement	SB	
Directions Served	R	
Maximum Queue (m)	9.8	
Average Queue (m)	1.6	
95th Queue (m)	6.9	
Link Distance (m)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)	80.0	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection	1888 JH	11.00	1980	N-11/2	9 349	415.		755 H	311-13	81 77 3	728	7/1
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		414	7		<b>^^</b>	
Traffic Vol, veh/h	3	0	5	0	0	9	4	2516	39	0	1399	6
Future Vol, veh/h	3	0	5	0	0	9	4	2516	39	0	1399	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized			None	- 11 12		None	1 .		None		٠.	None
Storage Length	-	-	-	*	-	0	-	(±)	300	-	-	-
Veh in Median Storage, #		- 1			0	- 1		0		D.	0	
Grade, %	-	0	-	2	0	_	(4)	0		-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	2	0	2	2	2	0	7	2	2	8	0
Mvmt Flow	3	0	5	0	0	9	4	2516	39	0	1399	6
Major/Minor	Minor2		DI TO	Minor1	75.7	726	Major1	7. 71	500 0	Major2	VI SO	
Conflicting Flow All	2416	3965	703	IVIII.IOI I	-	1258	1405	0	0	Majorz	-	0
Stage 1	1402	1402	703			1230						U
Stage 2	1014	2563										- ·
Critical Hdwy	6.4	6.54	7.1			7.14	5.3					_
Critical Hdwy Stg 1	7.3	5.54	(.1	- 1	- 13 -	7.14				E		
	6.7											
Critical Hdwy Stg 2		5.54			-	0.00	0.1	-5				
Follow-up Hdwy	3.8 36	4.02	3.9 330	-	-	3.92	3.1 253					
Pot Cap-1 Maneuver		3		0	0	139				0		
Stage 1	106	205	-	0	0	:#7				0	×	
Stage 2	234	53		0	0		*		•	0		
Platoon blocked, %	04	•	000			400	050	-	•		€	-
Mov Cap-1 Maneuver	34	3	330		-	139	253	-7		dvacii ==*	1	
Mov Cap-2 Maneuver	78	39	-		1.0	•						-
Stage 1	106	205	T = *= 1	75	(3)							,
Stage 2	219	53	214		:*		-		200	-51		
Approach	EB	15.38	1 1 2	WB		SATT W	NB	1 200	2	SB	7 -1	18411
HCM Control Delay, s	30.5			32.7			0	el III		0		
HCM LOS	D			D								
Minor Lane/Major Mvmt	NBL	NBT	NRR FR	BLn1WBLn1	SBT	SBR			and the same	The state of	-	
Capacity (veh/h)	253	INDI		149 139		-		78			7	
HCM Lane V/C Ratio	0.016			.054 0.065	9.5							
HCM Control Delay (s)		0		30.5 32.7								
	19.5	0				15						
HCM Lane LOS	C	Α		D D	5.5	2,58						
HCM 95th %tile Q(veh)	0		•	0.2 0.2	2.00	**						

	۶	<b>→</b>	7	•	+	•	1	†	~	1	<b>+</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		₩			4		ሻ	ተተጉ		ሻ	ተተ <sub>ጉ</sub>	
Traffic Volume (veh/h)	96	14	14	29	13	20	38	2443	12	34	1311	60
Future Volume (veh/h)	96	14	14	29	13	20	38	2443	12	34	1311	60
Number	7	4	14	3	8	18	5	2	12	- 1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.98	0.99		0.98	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00	0.99
Adj Sat Flow, veh/h/ln	1900	1774	1900	1900	1802	1900	1845	1776	1900	1900	1760	1900
Adj Flow Rate, veh/h	96	14	14	29	13	20	38	2443	12	34	1311	60
Adj No. of Lanes	0	1	0	0	1.	0	1 1	3	0	- 1	3	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	0	0	17	17	17	3	7	7	0	8	8
Cap, veh/h	256	37	28	169	78	90	297	3373	17	132	3186	146
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1042	208	159	619	440	505	390	4958	24	139	4682	214
Grp Volume(v), veh/h	124	0	0	62	0	0	38	1592	863	34	897	474
Grp Sat Flow(s),veh/h/ln	1409	0	0	1564	0	0	390	1616	1750	139	1602	1693
Q Serve(g_s), s	3.9	0.0	0.0	0.0	0,0	0.0	4.3	27.9	28.0	18.3	11.2	11.2
Cycle Q Clear(g_c), s	6.7	0.0	0.0	2.8	0.0	0.0	15.5	27.9	28.0	46.3	11.2	11.2
Prop In Lane	0.77		0.11	0.47		0.32	1.00		0.01	1.00		0.13
Lane Grp Cap(c), veh/h	321	0	0	336	0	0	297	2200	1191	132	2179	1152
V/C Ratio(X)	0.39	0.00	0.00	0.18	0.00	0.00	0.13	0.72	0.72	0.26	0.41	0.41
Avail Cap(c_a), veh/h	578	0	0	614	0	0	297	2200	1191	132	2179	1152
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.0	0.0	0.0	31.6	0.0	0.0	9.8	9.1	9.1	23.7	6.4	6.4
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.6	0.0	0.0	0.9	2.1	3.9	4.7	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	1.4	0.0	0.0	0.5	12.8	14.5	0.9	5.0	5.5
LnGrp Delay(d),s/veh	34.7	0.0	0.0	32.2	0.0	0.0	10.7	11.2	12.9	28.4	7.0	7.5
LnGrp LOS	C	0.0	0.0	C			В	В	В	С	Α	Α
Approach Vol, veh/h		124	6 40		62		- V	2493			1405	
Approach Delay, s/veh		34.7			32.2			11.8			7.7	
Approach LOS		C			C			В			Α	
Timer	9 4 6	2	3	4	5	6	7	8	11.85	0 191	1000	1 8
Assigned Phs		2	3	4	3	6		8	-1.0 r	- N		
Phs Duration (G+Y+Rc), s		67.2		22.8		67.2		22.8				
Change Period (Y+Rc), s		6.0		* 6.8		6.0		* 6.8				
Max Green Setting (Gmax), s		44.1		* 33		44.1		* 33				
Max Q Clear Time (g_c+l1), s		30.0		8.7		48.3		4.8				
Green Ext Time (p_c), s		14.1		2.4		0.0		1.1				
Intersection Summary	0.00	0.62-1.	S = 110=	300	12 -12	152.00	1000	S 10 11	LP St.		P. BIL	Pare
HCM 2010 Ctrl Delay			11.4									
HCM 2010 Ctrl Delay			11.4 B									
Notes		-	-					200		-		100

# HCM 2010 Signalized Intersection Summary 3: Airport Road & Beverley Street/Victory Crescent

2022 Future Total PM 11/24/2017

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	1502	100	K	14-17	M En			RE THE	A POST N
Int Delay, s/veh	0.6								
Movement		EBT	EBR	T T Y	WBL	WBT	NBL	NBF	
Lane Configurations		<u>^</u>				4	Y		
Traffic Vol, veh/h		473	7		2	319			
Future Vol, veh/h		473	7		2	319		33	
Conflicting Peds, #/hr		0	0		0	0		)	
Sign Control		Free	Free		Free	Free	Stop	Stop	
RT Channelized			None			None		- None	8 1 1
Storage Length		-	-		*	*	(	)	97
Veh in Median Storage, #		0				0		)	- En
Grade, %		0	-		*	0	(	) .	00
Peak Hour Factor		100	100		100	100	100	100	
Heavy Vehicles, %		2	2		2	2	2		
Mvmt Flow		473	7		2	319		33	
Major/Minor	A	/lajor1		S Ing	Major2		Minor1		
Conflicting Flow All		0	0		480	0	800	) 477	
Stage 1		-				4	477	7 H H can 200	
Stage 2		-	*		*	-	323	} :-	
Critical Hdwy					4.12	-	6.42	6.22	
Critical Hdwy Stg 1		-	2		146	-	5.42	2	
Critical Hdwy Stg 2			5 P		I EV.		5.42		
Follow-up Hdwy		-	2		2.218		3.518	3.318	
Pot Cap-1 Maneuver			-331		1082	1	354	588	
Stage 1		5	5		UT:	8.5	624		
Stage 2					20		734		
Platoon blocked, %						93 <del>9</del> 9			
Mov Cap-1 Maneuver					1082		353	588	
Mov Cap-2 Maneuver		¥	2		100	846	353		
Stage 1							623		
Stage 2		¥	3				734		
Approach	V 2 3 3 3	EB		P. 312	WB		NE		May a to a
HCM Control Delay, s		0		e e	0.1		12.2		15. 7. 1. 10 1.
HCM LOS							E		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	E F		WHILE TO B	T. CONTRACTOR
Capacity (veh/h)	541	mile.		1082		10.	1 - 1 - 2 -		
HCM Lane V/C Ratio	0.07	-		0.002					
HCM Control Delay (s)	12.2	16		8.3	0				
HCM Lane LOS	В			Α	Α				
HCM 95th %tile Q(veh)	0.2			0	TV.				

	1	<b>→</b>	*	•	<b>←</b>	•	4	†	<i>&gt;</i>	<b>/</b>	<b>+</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		*5	∱-		ሻ	ተተተ	7	*	ተተተ	77
Traffic Volume (vph)	15	15	23	197	13	140	14	1346	85	142	2002	32
Future Volume (vph)	15	15	23	197	13	140	14	1346	85	142	2002	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	40.0		0.0	70.0	0.7	50.0	55.0	0.7	80.0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5		No. of the	7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.97		0.96	0.97	1.00	1.00	0.01	0.97	1.00	0.01	0.94
Frt		0.941		0.00	0.863		1.00		0.850	1.00		0.850
Flt Protected		0.986		0.950	0.000		0.950		0.000	0.950		0.050
Satd. Flow (prot)	0	1739	0	1785	1613	0	1785	4856	1507	1684	4837	1597
Flt Permitted		0.899	ALC: YES	0.722	1010		0.107	4000	1001	0.121	4007	1331
Satd. Flow (perm)	0	1579	0	1300	1613	0	201	4856	1466	214	4837	1504
Right Turn on Red			Yes			Yes		1000	Yes		4007	Yes
Satd. Flow (RTOR)		1			140				86			47
Link Speed (k/h)		50			50			50	- 1		50	
Link Distance (m)		74.5			238.7			98.7			221.6	
Travel Time (s)		5.4			17.2	12:15		7.1			16.0	
Confl. Peds. (#/hr)	26		65	65		26	21		4	4	10.0	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	6%	6%	8%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Adj. Flow (vph)	15	15	23	197	13	140	14	1346	85	142	2002	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	53	0	197	153	0	14	1346	85	142	2002	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	1.01	1.01	0.99	1.01
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1.	2		1	2		- 1	2	- 1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type Detector 1 Channel	Cl+Ex	Cl+Ex		CI+Ex	Cl+Ex		CI+Ex	Cl+Ex	CI+Ex	Cl+Ex	Cl+Ex	Cl+Ex
	0.0	0.0										
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s) Detector 2 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Size(m)		28.7			28.7			28.7			28.7	
Detector 2 Type		1.8 Cl+Ex			1.8			1.8			1.8	
TOTOGOT Z TYPE		OITEX			CI+Ex			Cl+Ex			Cl+Ex	

	•	-	7	•	-	4	1	†	-	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Channel				THE STATE OF								00,
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA.	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	1 0111
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase					A Part I							
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		29.2	29.2	29.2	8.0	29.2	29.2
Total Split (s)	43.7	43.7		43.7	43.7		33.3	33.3	33.3	8.0	41.3	41.3
Total Split (%)	51.4%	51.4%		51.4%	51.4%		39.2%	39.2%	39.2%	9.4%	48.6%	48.6%
Maximum Green (s)	37.0	37.0		37.0	37.0		27.1	27.1	27.1	5.0	35.1	35.1
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		2.2	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		6.2	6.2	6.2	3.0	6.2	6.2
Lead/Lag							Lag	Lag	Lag	Lead	9/11/2	0.2
Lead-Lag Optimize?							9	9		2000		
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0		14.0	14.0		9.0	9.0	9.0	110110	9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0		14.0	14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)		20.9		20.9	20.9		37.4	37.4	37.4	54.4	51.2	51.2
Actuated g/C Ratio		0.25		0.25	0.25		0.44	0.44	0.44	0.64	0.60	0.60
v/c Ratio		0.14		0.62	0.30		0.16	0.63	0.12	0.44	0.69	0.03
Control Delay		22.6		35.8	6.5		25.2	22.0	5.2	12.8	14.3	2.2
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34	22.6		35.8	6.5		25.2	22.0	5.2	12.8	14.3	2.2
LOS		С		D	A		C	C	A	В	В	Α.Δ
Approach Delay		22.6			23.0		Name of	21.0		1/1/2	14.0	
Approach LOS		C			C			C			В	
Intersection Summary	1 7 1 500		N TEL			3 (4) (1)	42 8				250	<b>3</b> 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Area Type:	Other											
Cuolo Longthi OF												

Cycle Length: 85

Actuated Cycle Length: 85

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 85

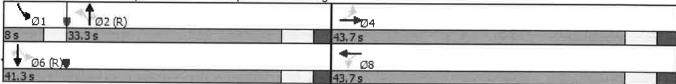
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69 Intersection Signal Delay: 17.4 Intersection Capacity Utilization 90.7%

Intersection LOS: B
ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 6: Airport Road & 7280 Airport Road/Morning Star Drive



Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	LTR	LTR	L	T	Ŧ	TR	L	T	Т	TR	
Maximum Queue (m)	37.3	24.8	12.1	90.2	78.0	47.5	12.3	121.9	125.4	129.6	
Average Queue (m)	15.2	7.5	1.7	46.5	31.8	15.9	2.6	55.5	63.3	65.9	
95th Queue (m)	30.0	18.4	7.7	81.1	65.3	36.7	9.5	111.7	120.5	127.3	
Link Distance (m)	64.0	183.8		200.7	200.7	200.7		139.6	139.6	139.6	
Upstream Blk Time (%)									0	0	
Queuing Penalty (veh)									0	1	
Storage Bay Dist (m)			15.0				50.0				
Storage Blk Time (%)				22				9			
Queuing Penalty (veh)				2				1			

# Intersection: 6: Airport Road & 7280 Airport Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	Т	Т	T	R	L	Т	Т	T
Maximum Queue (m)	22.2	47.0	60.4	47.8	88.9	93.0	90.6	57.4	62.5	213.3	191.0	153.4
Average Queue (m)	6.9	27.5	14.1	6.6	63.3	63.9	55.9	17.8	42.9	139.9	124.7	92.7
95th Queue (m)	16.2	44.7	32.8	24.5	92.3	93.5	88.3	49.1	78.1	206.7	184.0	145.4
Link Distance (m)	56.7		220.9		85.0	85.0	85.0			214.1	214.1	214.1
Upstream Blk Time (%)					2	2	1			1		
Queuing Penalty (veh)					11	8	5			0		
Storage Bay Dist (m)		40.0		70.0				50.0	55.0			
Storage Blk Time (%)		3	0		7		11	0	2	40		7
Queuing Penalty (veh)		5	0		1		9	0	14	57		2

Movement	SB	
Directions Served	R	
Maximum Queue (m)	67.5	
Average Queue (m)	9.4	
95th Queue (m)	44.3	
Link Distance (m)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)	80.0	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Movement	EB	NB	SB	SB	
Directions Served	LR	LT	T	TR	
Maximum Queue (m)	12.7	8.7	2.2	2.3	
Average Queue (m)	3.5	0.3	0.1	0.1	
95th Queue (m)	11.0	5.5	1.8	1.4	
Link Distance (m)	57.1	139.6	63.8	63.8	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

#### Intersection: 11: Airport Road & 7256 Airport Road North Access

Movement	EB	NB	NB	NB	SB	SB	SB	
Directions Served	LR	T	Т	T	Т	Т	TR	
Maximum Queue (m)	6.7	36.1	30.5	19.8	3.3	8.4	3.5	
Average Queue (m)	0.6	4.0	2.4	1.3	0.1	0.3	0.2	
95th Queue (m)	4.2	20.1	14.7	11.5	2.1	3.8	2.7	
Link Distance (m)	55.0	63.8	63.8	63.8	85.0	85.0	85.0	
Upstream Blk Time (%)		0						
Queuing Penalty (veh)		0						
Storage Bay Dist (m)								
Storage Blk Time (%)		0						
Queuing Penalty (veh)		0						

## **Network Summary**

EBL 0 0 0 0 Stop 0 0 100 0 0 0 100 0 0 0 0 0 0 0 0 0 0	2 2 0 Stop None 100 0 2		NBL 0 0 0 Free - 600 - 100 0	NBT  1445 1445 0 Free None 0 0 100 7 1445	SBT	SBR  1 1 0 Free None 100 0 1		
0 0 0 Stop 0 0 0 100 0 0	2 0 Stop None - - - 100		0 0 0 Free - 600	1445 1445 0 Free None 0 0 100 7	2224 2224 0 Free - 0 0 100	1 0 Free None - - - 100		
0 0 0 Stop 0 0 0 100 0 0	2 0 Stop None - - 100 0		0 0 0 Free - 600	1445 1445 0 Free None - 0 0 100 7	2224 2224 0 Free - 0 0 100 8	1 0 Free None - - - 100 0		
0 0 Stop 0 0 0 100 0 0	2 0 Stop None - - 100 0		0 0 Free - 600 - 100 0	1445 0 Free None - 0 0 100 7	2224 0 Free - 0 0 100 8	1 0 Free None - - - 100 0		
0 Stop 0 0 100 0 0 inor2 2803	0 Stop None - - - 100 0		0 Free - 600 - 100 0	0 Free None - 0 0 0 100 7	0 Free - 0 0 100 8	0 Free None - - - 100 0		
Stop 0 0 100 0 0 inor2 2803	Stop None - - - 100 0		Free - 600 - - 100 0	Free None - 0 0 100 7	Free - 0 0 100 8	Free None - - 100 0		
0 0 0 100 0 0 inor2 2803	None - - - 100 0		600 - - 100 0	None 0 0 100 7	- 0 0 100 8	None - - - 100 0		
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	5.7 6.6 6 3.8 35 42 483 35 42 483 EB 25.6 D	578 - 5.7 7.1 6.6 - 6 - 3.8 3.9 35 177 42 - 483 - 35 177 35 - 42 - 483 -  EB 25.6 D  NBL NBT EBLn1 99 - 177 - 0.011 0 - 25.6 A - D	578 - 5.7 7.1 6.6 - 6 - 3.8 3.9 35 177 42 - 483 - 35 177 35 - 42 - 483 -  EB 25.6 D  NBL NBT EBLn1 SBT 99 - 177 0.011 - 0 - 25.6 - A - D -	578	578	578	578	578

Intersection Int Delay, s/veh

Movement

Sign Control

Grade, %

Mymt Flow

RT Channelized

Storage Length

Peak Hour Factor

Heavy Vehicles, %

Lane Configurations

Conflicting Peds, #/hr

Veh in Median Storage, #

Traffic Vol, veh/h

Future Vol, veh/h

EBL

W

0

0

0

0

0

0

0

0

100

Stop

EBR

13

13

0

Stop

None

100

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13

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2027	7 Fut	ure Background AM 11/24/2017
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SBT	SBR	
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Major/Minor	Minor2	The same	Ma	ajor1		Major2	1000	
Conflicting Flow All	2804	1113		2226	0	-	0	
Stage 1	2226	- L				71 - 7 - 3	111	
Stage 2	578						-	
Critical Hdwy	5.7	7.1		5.3			64 84	
Critical Hdwy Stg 1	6.6			*	*		2.41	
Critical Hdwy Stg 2	6						78	
Follow-up Hdwy	3.8	3.9		3.1	2		1/2	
Pot Cap-1 Maneuver	35	177		98	J 5 501	11- 70 N AVE		
Stage 1	42	-		-			-	
Stage 2	483			1.33		ALL SU THE		
Platoon blocked, %						7.	2 <del>4</del> 5	
Mov Cap-1 Maneuver	35	177		98	4	780 B7		
Mov Cap-2 Maneuver	35			*	÷	0=	·	
Stage 1	42					Supplied to the same	-	
Stage 2	483			2	2	14	:4:	
Approach	EB			NB		SB	100	My State of the
HCM Control Delay, s	26.9	301		0		0		
HCM LOS	D							
Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT S	SBR		S. Suran	- 150	
Capacity (veh/h)	98	- 177		( <del>-</del>			-	
HCM Lane V/C Ratio	-	- 0.073		:(•:				
HCM Control Delay (s)	0	- 26.9		-				
HCM Lane LOS	Α	- D	14	-				
HCM 95th %tile Q(veh)	0	- 0.2	11 - 12					

NBT

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1445

Free

None

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NBL

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44			43-		ሻ	ተተ <sub>ጉ</sub>		ኻ	ተተ <sub>ጉ</sub>	
Traffic Volume (vph)	52	9	8	9	10	20	8	1371	3	10	2178	36
Future Volume (vph)	52	9	8	9	10	20	8	1371	3	10	2178	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.7
Storage Length (m)	0.0		0.0	0.0		0.0	15.0	0.7	0.0	50.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0.0
Taper Length (m)	7.5		-	7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99		1100	0.99	1700	1.00	1.00	0,01	1.00	1.00	0.01
Frt		0.984			0.931			1.00		1.00	0.998	
Flt Protected		0.964			0.989		0.950			0.950	0.000	
Satd. Flow (prot)	0	1700	0	0	1665	0	1733	4882	0	1785	4820	0
Flt Permitted		0.754		- ×	0.903		0.070	1002	- Š	0.177	1020	
Satd. Flow (perm)	0	1325	0	0	1518	0	128	4882	0	332	4820	0
Right Turn on Red		1020	Yes		1010	Yes	120	1002	Yes	002	7020	Yes
Satd. Flow (RTOR)		1	, 00		13	, 00			100		4	103
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		82.0			201.6			209.7			152.7	
Travel Time (s)		5.9			14.5			15.1			11.0	
Confl. Peds. (#/hr)	7	0.0	10	10	11.0	7	41	10.1	3	3	11.0	41
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	8%	0%	8%	4%	17%	0%	3%	7%	0%	0%	8%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	0	3	3
Adj. Flow (vph)	52	9	8	9	10	20	8	1371	3	10	2178	36
Shared Lane Traffic (%)					E - 1127				السا		TO SHOW	
Lane Group Flow (vph)	0	69	0	0	39	0	8	1374	0	10	2214	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0	J	18	0.0		21 21	3.5		18	3.5	- Hight
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
Turning Speed (k/h)	24		14	24	0.00	14	24	0.00	14	24	0.00	14
Number of Detectors	V-11-	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	CI+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	CI+Ex		CI+Ex	Cl+Ex	
Detector 1 Channel								J., _,		<b>U</b> 11 <b>L</b> 11	OTTEX	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
	0.0			0.0			0.0			0.0		
Detector 1 Queue (s) Detector 1 Delay (s) Detector 2 Position(m) Detector 2 Size(m) Detector 2 Type	0.0	0.0 0.0 28.7 1.8 Cl+Ex		0.0	0.0 0.0 28.7 1.8 Cl+Ex		0.0	0.0 0.0 28.7 1.8 Cl+Ex		0.0	0.0 0.0 28.7 1.8 Cl+Ex	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel										VIII.	N. SANTERS	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	39.8	39.8		39.8	39.8		27.0	27.0		27.0	27.0	
Total Split (s)	39.8	39.8		39.8	39.8		40.2	40.2		40.2	40.2	
Total Split (%)	49.8%	49.8%		49.8%	49.8%		50.3%	50.3%		50.3%	50.3%	
Maximum Green (s)	33.0	33.0		33.0	33.0		34.2	34.2		34.2	34.2	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.8	2.8		2.8	2.8		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	13.0	13.0		13.0	13.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		11.3			11.3		60.0	60.0		60.0	60.0	
Actuated g/C Ratio		0.14			0.14		0.75	0.75		0.75	0.75	
v/c Ratio		0.37			0.17		0.08	0.38		0.04	0.61	
Control Delay		35.5			23.2		7.2	5.2		5.2	7.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		35.5			23.2		7.2	5.2		5.2	7.3	
LOS		D			C		Α	Α		Α	Α	
Approach Delay		35.5			23.2			5.2			7.3	
Approach LOS		D			С			Α			Α	
Intersection Summary		1 = 11	T 110		Street, St				18 17	11/10	BE N	
Area Type:	Other											
Cycle Length: 80												

Cycle Length. 60

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 80

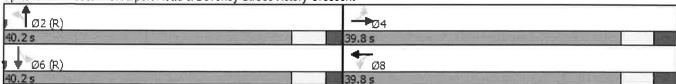
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61 Intersection Signal Delay: 7.2 Intersection Capacity Utilization 68.9%

Intersection LOS: A ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Airport Road & Beverley Street/Victory Crescent



Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	LTR	LTR	L	T	T	TR	L	Т	Т	TR	
Maximum Queue (m)	55.9	27.6	22.4	219.1	218.2	219.1	51.4	94.8	115.2	120.0	
Average Queue (m)	25.4	12.6	10.7	199.7	197.3	190.6	12.5	40.0	49.5	50.6	
95th Queue (m)	47.7	24.5	23.9	246.6	251.8	262.5	32.9	86.1	97.2	100.6	
Link Distance (m)	64.0	183.8		200.7	200.7	200.7		139.6	139.6	139.6	
Upstream Blk Time (%)	0			42	40	45		0	0	0	
Queuing Penalty (veh)	0			0	0	0		0	0	0	
Storage Bay Dist (m)			15.0				50.0				
Storage Blk Time (%)			7	46				3			
Queuing Penalty (veh)			59	19				1 2 1			

## Intersection: 6: Airport Road & 7280 Airport Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	Т	T	Т	R	L	T	Т	T
Maximum Queue (m)	40.7	47.4	98.1	76.3	92.5	95.4	97.8	57.5	62.4	229.5	220.4	183.5
Average Queue (m)	16.0	35.3	44.2	9.5	86.8	87.2	87.6	33.5	62.3	210.9	186.2	68.2
95th Queue (m)	33.9	54.3	81.4	40.0	90.0	91.2	92.6	72.6	62.5	247.0	240.1	155.4
Link Distance (m)	56.7		220.9		85.0	85.0	85.0			214.1	214.1	214.1
Upstream Blk Time (%)	0				38	40	39			53	2	0
Queuing Penalty (veh)	0				360	377	364			0	0	0
Storage Bay Dist (m)		40.0		70.0				50.0	55.0			
Storage Blk Time (%)		14	8	0	46		47	0	85	2		2
Queuing Penalty (veh)		30	12	0	13		104	1	390	5		0

Movement	SB	
Directions Served	R	
Maximum Queue (m)	8.0	
Average Queue (m)	1.3	
95th Queue (m)	6.0	
Link Distance (m)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)	80.0	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Movement	EB	NB	NB	NB	
Directions Served	LR	LT	T	Т	
Maximum Queue (m)	13.8	145.4	151.2	148.4	
Average Queue (m)	3.7	132.6	133.4	134.1	
95th Queue (m)	12.2	162.9	164.3	164.2	
Link Distance (m)	57.1	139.6	139.6	139.6	
Upstream Blk Time (%)		7	8	9	
Queuing Penalty (veh)		68	75	87	
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

# Intersection: 11: Airport Road & 7256 Airport Road North Access

Movement	EB	NB	NB	NB	NB	
Directions Served	LR	L	Т	T	Т	
Maximum Queue (m)	15.2	9.0	77.2	78.7	76.2	
Average Queue (m)	4.2	0.7	67.0	67.4	67.1	
95th Queue (m)	15.8	4.6	72.1	73.1	72.2	
Link Distance (m)	55.0		63.8	63.8	63.8	
Upstream Blk Time (%)			32	34	34	
Queuing Penalty (veh)			302	321	320	
Storage Bay Dist (m)		60.0				
Storage Blk Time (%)			35			
Queuing Penalty (veh)			1			

#### **Network Summary**

11/24/2017

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		, ħ	1>		7	ተተተ	7	*	ተተተ	7
Traffic Volume (vph)	19	32	34	141	17	194	28	2566	223	308	1372	21
Future Volume (vph)	19	32	34	141	17	194	28	2566	223	308	1372	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	40.0	0.7	0.0	70.0	0.7	50.0	55.0	0.7	80.0
Storage Lanes	0		0	1		0.0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		3
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor	1100	0.96	1.00	0.93	0.96	1.00	0.99	0.51	0.97	1.00	0.91	
Frt		0.946		0.00	0.862		0.33		0.850			0.92
Flt Protected		0.989		0.950	0.002		0.950		0.650	0.950		0.850
Satd. Flow (prot)	0	1735	0	1785	1592	0	1785	4856	1507		4007	4507
Flt Permitted		0.733	U	0.686	1382	U	0.186	4000	1507	1684	4837	1597
Satd. Flow (perm)	0	1280	0	1204	1592	0		4056	1450	0.052	4007	4.400
Right Turn on Red		1200	Yes	1204	1592	0	346	4856	1458	92	4837	1462
Satd. Flow (RTOR)		22	168		104	Yes			Yes			Yes
Link Speed (k/h)					194				97			28
Link Distance (m)		50			50			50			50	
1 /		74.5			238.7			98.7			221.6	
Travel Time (s)	00	5.4			17.2			7.1			16.0	
Confl. Peds. (#/hr)	26	1.00	65	65		26	21		4	4		21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	6%	6%	8%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Adj. Flow (vph)	19	32	34	141	17	194	28	2566	223	308	1372	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	85	0	141	211	0	28	2566	223	308	1372	21
Enter Blocked Intersection	No	No	No	No								
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	1.01	1.01	0.99	1.01
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		-5013	2		1	2	- 5-1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	Cl+Ex	CI+Ex	CI+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel										011.27	OHLA	OHEX
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	310	28.7		0.0	28.7		0.0	28.7	0.0	0.0	28.7	0.0
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
,,,,		J.,			JIILX	_		OHLA			OITEX	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Channel								The state of				-
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		29.2	29.2	29.2	8.0	29.2	29.2
Total Split (s)	43.7	43.7		43.7	43.7		79.3	79.3	79.3	22.0	101.3	101.3
Total Split (%)	30.1%	30.1%		30.1%	30.1%		54.7%	54.7%	54.7%	15.2%	69.9%	69.9%
Maximum Green (s)	37.0	37.0		37.0	37.0		73.1	73.1	73.1	19.0	95.1	95.1
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		2.2	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		6.2	6.2	6.2	3.0	6.2	6.2
Lead/Lag							Lag	Lag	Lag	Lead		تند
Lead-Lag Optimize?							J					
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0		14.0	14.0		9.0	9.0	9.0		9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0		14.0	14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)		24.1		24.1	24.1		73.1	73.1	73.1	111.2	108.0	108.0
Actuated g/C Ratio		0.17		0.17	0.17		0.50	0.50	0.50	0.77	0.74	0.74
v/c Ratio		0.37		0.70	0.50		0.16	1.05	0.28	0.74	0.38	0.02
Control Delay		41.9		74.7	12.3		22.5	67.4	12.3	50.7	7.5	1.8
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		41.9		74.7	12.3		22.5	67.4	12.3	50.7	7.5	1.8
LOS		D		Е	В		С	Ε	В	D	Α	Α
Approach Delay		41.9			37.3			62.6			15.3	
Approach LOS		D			D			Е			В	
Intersection Summary	12 - 11 -		7 3 18 3	7301		8 1/5	15,181	with the		سرائع کے		
Area Type:	Other											
Cycle Length: 145												
Actuated Cycle Length: 1	45											

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05 Intersection Signal Delay: 44.2

Intersection Capacity Utilization 110.7%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service H

Splits and Phases: 6: Airport Road & 7280 Airport Road/Morning Star Drive

<b>S</b> Ø1	Ø2 (R)	<b>→</b> <sub>204</sub>
225	79.3 s	43.7 s
<b>↓</b> Ø6 (R)	•	<b>4</b> Ø8
101.3s		43.7 s

Int Delay, s/veh
Movement         EBL         EBR         NBL         NBT         SBT         SBR           Lane Configurations         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y         Y
Lane Configurations         Y         ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑
Traffic Vol, veh/h         4         2         2         2812         1545         4           Future Vol, veh/h         4         2         2         2812         1545         4           Conflicting Peds, #/hr         0         0         0         0         0         0         0           Sign Control         Stop         Stop         Free         Free         Free         Free         Free         Ree
Traffic Vol, veh/h         4         2         2         2812         1545         4           Future Vol, veh/h         4         2         2         2812         1545         4           Conflicting Peds, #/hr         0         0         0         0         0         0         0           Sign Control         Stop         Stop         Free         Free         Free         Free           RT Channelized         -         None         -         None         -         None           Storage Length         0         -         600         -         -         -         -           Veh in Median Storage, #         0         -         -         0         0         -           Grade, %         0         -         -         0         0         -           Peak Hour Factor         100         100         100         100         100           Heavy Vehicles, %         0         0         0         7         8         0
Conflicting Peds, #/hr         0         0         0         0         0         0         0           Sign Control         Stop         Stop         Free         Ree         Pree         None         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -         -
Sign Control         Stop         Stop         Free         Po         O         O <th< td=""></th<>
RT Channelized         -         None         -         None           Storage Length         0         -         600         -         -         -           Veh in Median Storage, #         0         -         -         0         0         -           Grade, %         0         -         -         0         0         -           Peak Hour Factor         100         100         100         100         100         100           Heavy Vehicles, %         0         0         0         7         8         0
RT Channelized         -         None         -         None           Storage Length         0         -         600         -         -           Veh in Median Storage, #         0         -         -         0         0         -           Grade, %         0         -         -         0         0         -           Peak Hour Factor         100         100         100         100         100           Heavy Vehicles, %         0         0         0         7         8         0
Veh in Median Storage, #       0       -       -       0       -         Grade, %       0       -       -       0       0       -         Peak Hour Factor       100       100       100       100       100       100         Heavy Vehicles, %       0       0       0       7       8       0
Grade, %         0         -         -         0         0         -           Peak Hour Factor         100         100         100         100         100         100           Heavy Vehicles, %         0         0         0         7         8         0
Grade, %       0       -       -       0       0       -         Peak Hour Factor       100       100       100       100       100       100         Heavy Vehicles, %       0       0       0       7       8       0
Peak Hour Factor         100         100         100         100         100         100           Heavy Vehicles, %         0         0         0         7         8         0
Heavy Vehicles, % 0 0 0 7 8 0
• • · · · · · · · · · · · · · · · · · ·
Major/Minor Minor2 Major1 Major2
Conflicting Flow All 2676 775 1549 0 - 0
Stage 1 1547
Stage 2 1129
Critical Hdwy 5.7 7.1 5.3
Critical Hdwy Stg 1 6.6
Critical Lidux Sta 2
Follow up Hdwy
Pot Con 4 Managers 44 000 045
Store 1 110
Ctoro 0 047
Platean blocked 9/
May Can 4 Management
May Can O Managers 44
Change 4
Change 0
Stage 2 247
Anneach ED ND
Approach EB NB SB
HCM Control Delay, s 74.1 0 0
HCM LOS F
Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR
Capacity (veh/h) 215 - 58
HCM Lane V/C Ratio 0.009 - 0.103
HCM Control Delay (s) 21.9 - 74.1
HCM Lane LOS C - F
HCM 95th %tile Q(veh) 0 - 0.3

Intersection		100	300	S 10 E T	1		1300	20		5. Turi 2
	0.1				-					W 15 H
Movement	EBL		EBR		NBL	NBT	 SBT	SBR		C100 E4
Lane Configurations	¥		See Last 1 A		1100	414	<b>4†</b>	ODIT		
Traffic Vol, veh/h	3		5		4		1539	7		
Future Vol, veh/h	3		5		4	2811	1539	7		
Conflicting Peds, #/hr	0		0		0	0	0	0		
Sign Control	Stop		Stop		Free	Free	Free	Free		
RT Channelized			None			None	-	None		
Storage Length	0		-			-	-	-		
Veh in Median Storage, #	0					0	0			
Grade, %	0					0	0	-		
Peak Hour Factor	100		100		100	100	100	100		
Heavy Vehicles, %	0		0		0	7	8	0		
Mvmt Flow	3		5		4	2811	1539	7		
						2011	1000			
Major/Minor	Minor2	The same	Salah	Ma	ajor1	55 72	Major2	HE	100	100
Conflicting Flow All	2675		773		1546	0	-	0		
Stage 1	1543		4					/ L		
Stage 2	1132		-					-		
Critical Hdwy	5.7		7.1		5.3					
Critical Hdwy Stg 1	6.6		-				-	-		
Critical Hdwy Stg 2	6					1000				
Follow-up Hdwy	3.8		3.9		3.1	2	4	140		
Pot Cap-1 Maneuver	41		297		216		THE STREET	-		
Stage 1	113		-					-		
Stage 2	246					12010		-		
Platoon blocked, %								o⊕0		
Mov Cap-1 Maneuver	41		297		216		T (m	192		
Mov Cap-2 Maneuver	41		:+		-			848		
Stage 1	113									
Stage 2	246				2	2	- 2	-		
Approach	EB	15 6	Sept o		NB	ATT LIP	SB	BINE	11 2 30	
-ICM Control Delay, s	49.4	4 47	7 17		0	1,14	0	-	-	-0 ( H
HCM LOS	E				-1					
Minor Lane/Major Mvmt	NBL	NBTE	Bl n1	SBT S	SBR					
Capacity (veh/h)	216									- 04
HCM Lane V/C Ratio		•	89		7.5					
	0.019		0.09	-	-					
HCM Control Delay (s) HCM Lane LOS	22	0	49.4							
	C	Α	E		•					
HCM 95th %tile Q(veh)	0.1		0.3							

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	ተተ <sub>ጉ</sub>		ሻ	ተተጉ	
Traffic Volume (vph)	106	15	15	32	14	22	42	2687	13	38	1442	66
Future Volume (vph)	106	15	15	32	14	22	42	2687	13	38	1442	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.7
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	50.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0.0
Taper Length (m)	7.5		Ev su	7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor	2011	0.99			0.99		0.99	1.00			0.99	
Frt		0.985			0.956		0.00	0.999			0.993	
Flt Protected		0.962			0.977		0.950	0.000		0.950	0.000	
Satd. Flow (prot)	0	1696	0	0	1693	0	1733	4878	0	1785	4780	0
Flt Permitted		0.728			0.822	U- 1790 -	0.144	4070		0.057	4700	ana ya n
Satd. Flow (perm)	0	1277	0	0	1419	0	261	4878	0	107	4780	0
Right Turn on Red	·		Yes		1710	Yes	201	4070	Yes	107	4700	Yes
Satd. Flow (RTOR)		7	100		1	103		1	100		11	103
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		82.0			201.6			209.7			152.7	
Travel Time (s)		5.9			14.5			15.1			11.0	
Confl. Peds. (#/hr)	7	5.5	10	10	14.5	7	41	13.1	3	3	11.0	41
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	8%	0%	8%	4%	17%	0%	3%	7%	0%	0%	8%	7%
Bus Blockages (#/hr)	0	0 %	0	0	0	0 /8	0	3	3	0 /8	3	3
Adj. Flow (vph)	106	15	15	32	14	22	42	2687	13	38	1442	66
Shared Lane Traffic (%)	100	10	10	32	14	22	42	2007	13	30	1442	00
Lane Group Flow (vph)	0	136	0	0	68	0	42	2700	٥	38	1508	0
Enter Blocked Intersection	No		No		No		No		0	No		O No
	Left	No		No		No		No	No		No	No
Lane Alignment	Leit	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	1 1 - 1 1
Two way Left Turn Lane	0.00	0.00	0.00	0.00	0.00	0.00	4.04	0.00	0.00	4.04	0.00	0.00
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
Turning Speed (k/h)	24		14	24	- 0	14	24	0	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	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	772											
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		CI+Ex			Cl+Ex			Cl+Ex			CI+Ex	

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Lane Group	EBL	EBT	EBR WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Channel											- Filmen
Detector 2 Extend (s)		0.0		0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4		8			2			6	
Permitted Phases	4		8			2			6		
Detector Phase	4	4	8	8		2	2		6	6	
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	39.8	39.8	39.8	39.8		27.0	27.0		27.0	27.0	
Total Split (s)	40.0	40.0	40.0	40.0		60.0	60.0		60.0	60.0	
Total Split (%)	40.0%	40.0%	40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	33.2	33.2	33.2	33.2		54.0	54.0		54.0	54.0	
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.8	2.8	2.8	2.8		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0		0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8		6.8		6.0	6.0		6.0	6.0	
Lead/Lag											
Lead-Lag Optimize?											
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None	None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	13.0	13.0	13.0	13.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	20.0	20.0	20.0	20.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0	0	0		0	0		0	0	
Act Effct Green (s)		17.3		17.3		69.9	69.9		69.9	69.9	
Actuated g/C Ratio		0.17		0.17		0.70	0.70		0.70	0.70	
v/c Ratio		0.60		0.28		0.23	0.79		0.51	0.45	
Control Delay		46.3		36.3		10.9	13.4		39.7	7.6	
Queue Delay		0.0		0.0		0.0	0.0		0.0	0.0	
Total Delay		46.3		36.3		10.9	13.4		39.7	7.6	
LOS		D		D		В	В		D	Α	
Approach Delay		46.3		36.3			13.4			8.4	
Approach LOS		D		D			В			Α	
Intersection Summary	45 75 5	11 4 5 8 6	1 1 75	- HE IV	35.		10 10 1	-1 1 -			
Area Type:	Other	2000									
Cycle Length: 100											
Actuated Cycle Length: 10	10										
Offset: 0 (0%), Referenced		NBTI and	6:SBTL Start of	Green							
Natural Cycle: 100	0 p.1400 Z.		5.55 i E, Olait Ol	GI GOII							
Control Type: Actuated-Co	ordinated										
Maximum v/a Dation 0.70											

Splits and Phases: 3: Airport Road & Beverley Street/Victory Crescent

Maximum v/c Ratio: 0.79

Analysis Period (min) 15

Intersection Signal Delay: 13.0 Intersection Capacity Utilization 79.5%

, ↑ø₂ (R)	<b>→</b> Ø4
60 s	40 s
Ø6 (R)	<b>★</b> Ø8
50 s	40 s 11 11 11 11 11 11 11 11 11 11 11 11 1

Intersection LOS: B

ICU Level of Service D

Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SE	SBR
Lane Configurations 다 가 가 수수 가 가 수수	
Traffic Volume (vph) 15 15 23 207 13 140 14 1352 72 147 200	
Future Volume (vph) 15 15 23 207 13 140 14 1352 72 147 200	
Ideal Flow (vphpl) 1900 1900 1900 1900 1900 1900 1900 190	
Lane Width (m) 3.7 3.7 3.5 3.7 3.5 3.7 3.5 3.5 3.5 3	
Storage Length (m) 0.0 0.0 40.0 0.0 70.0 50.0 55.0	80.0
Storage Lanes 0 0 1 0 1 1 1	1
Taper Length (m) 7.5 7.5 7.5 7.5	10 -01
Lane Util. Factor 1.00 1.00 1.00 1.00 1.00 0.91 1.00 1.00	1.00
Ped Bike Factor 0.97 0.96 0.97 1.00 0.97 1.00	0.94
Frt 0.941 0.863 0.850	0.850
Fit Protected 0.986 0.950 0.950 0.950	0.000
Satd. Flow (prot) 0 1739 0 1785 1613 0 1785 4856 1507 1684 483	1597
Fit Permitted 0.900 0.722 0.109 0.117	1331
Satd. Flow (perm) 0 1581 0 1300 1613 0 205 4856 1466 207 483	7 1504
Right Turn on Red Yes Yes Yes	Yes
Satd. Flow (RTOR) 1 140 86	47
Link Speed (k/h) 50 50 50	
Link Distance (m) 74.5 126.6 98.7 221	
Travel Time (s) 5.4 9.1 7.1 16	
Confl. Peds. (#/hr) 26 65 65 26 21 4 4	21
Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	
Heavy Vehicles (%) 0% 0% 0% 0% 0% 0% 8% 6% 6% 8	
Bus Blockages (#/hr) 0 0 0 0 0 0 0 0 0	3 0
Adj. Flow (vph) 15 15 23 207 13 140 14 1352 72 147 200	2 32
Shared Lane Traffic (%)	
Lane Group Flow (vph) 0 53 0 207 153 0 14 1352 72 147 200	
Enter Blocked Intersection No	
Lane Alignment Left Left Right Left Right Left Right Left Rig	
Median Width(m) 3.5 3.5 3.5	
Link Offset(m) 0.0 0.0 0.0 0	
Crosswalk Width(m) 1.6 1.6 1.6 1	
Two way Left Turn Lane	
Headway Factor 0.99 0.99 0.99 1.01 0.99 1.01 0.99 1.01 0.99 1.01 0.99	
Turning Speed (k/h) 24 14 24 14 24 14 24	14
Number of Detectors 1 2 1 2 1 1	1
Detector Template Left Thru Left Thru Left Thru Right Left Th	_
Leading Detector (m) 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 0.0 0.	
Detector 1 Position(m) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	
Detector 1 Size(m) 6.1 1.8 6.1 1.8 6.1 1.8	
Detector 1 Type CI+Ex CI	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0
Detector 1 Queue (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	
Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0	0.0
Detector 2 Position(m) 28.7 28.7 28.7 28.7	
Detector 2 Size(m) 1.8 1.8 1.8	
Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex	(

	۶	-	<b>Y</b>	-	4	4	<b>†</b>	-	-	ļ	1
Lane Group	EBL	EBT	EBR WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Channel					3.0					2.0	1
Detector 2 Extend (s)		0.0		0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		8			2		1	6	
Permitted Phases	4		8			2		2	6		6
Detector Phase	4	4	8	8		2	2	2	1	6	6
Switch Phase											
Minimum Initial (s)	8.0	8.0	8.0	8.0		8.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7	43.7	43.7		29.2	29.2	29.2	8.0	29.2	29.2
Total Split (s)	43.7	43.7	43.7	43.7		33.3	33.3	33.3	8.0	41.3	41.3
Total Split (%)	51.4%	51.4%	51.4%	51.4%		39.2%	39.2%	39.2%	9.4%	48.6%	48.6%
Maximum Green (s)	37.0	37.0	37.0	37.0		27.1	27.1	27.1	5.0	35.1	35.1
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7	2.7	2.7		2.2	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7	6.7	6.7		6.2	6.2	6.2	3.0	6.2	6.2
Lead/Lag						Lag	Lag	Lag	Lead		
Lead-Lag Optimize?											
Vehicle Extension (s)	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None	None	None		C-Max	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0	14.0	14.0		9.0	9.0	9.0		9.0	9.0
Flash Dont Walk (s)	23.0	23.0	23.0	23.0		14.0	14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0	0	0		0	0	0		0	0
Act Effct Green (s)		21.5	21.5	21.5		36.7	36.7	36.7	53.8	50.6	50.6
Actuated g/C Ratio		0.25	0.25	0.25		0.43	0.43	0.43	0.63	0.60	0.60
v/c Ratio		0.13	0.63	0.30		0.16	0.65	0.11	0.46	0.70	0.04
Control Delay		22.1	35.8	6.4		25.4	22.7	4.3	14.0	14.8	2.3
Queue Delay		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		22.1	35.8	6.4		25.4	22.7	4.3	14.0	14.8	2.3
LOS		С	D	Α		С	C	Α	В	В	Α
Approach Delay		22.1		23.3			21.8			14.6	
Approach LOS		С		С			С			В	
Intersection Summary	No.	- 19	ENEWS DEL	15-3	THE S	100	0 100	65107	176	5 500	
Area Type:	Other										
Cycle Length: 85											
Actuated Cycle Length: 85											
Offset: 0 (0%), Referenced	to phase 2:	NBTL and	6:SBTL, Start o	Green							

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay: 18.0

Intersection Capacity Utilization 90.7%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service E

Splits and Phases: 6: Airport Road & 7280 Airport Road/Morning Star Drive

Ø1 Ø2 (R)	₩04
8 s 33.3 s	43.7 s
Ø6 (R)	<b>●</b> Ø8
41.3 s	43.7 \$

Int Delay, s/veh	0						
Movement	EBL	EBR	NB	NBT	SBT	SBR	
Lane Configurations	₩	H 40 / 1		ነ ተተተ	447-	0011	
Traffic Vol, veh/h	0	2		1438	2234	1-	
Future Vol, veh/h	0	2		1438	2234	1	
Conflicting Peds, #/hr	0	0		) 0	0	Ö	
Sign Control	Stop	Stop	Free		Free	Free	
RT Channelized	0.00	None		- None		None	
Storage Length	0	110110	600			-	
Veh in Median Storage, #	0			- 0	0	A 1.24	
Grade, %	0	-		- 0	0	;•c	
Peak Hour Factor	100	100	100		100	100	
Heavy Vehicles, %	0	0		7	8	0	
Mymt Flow	0	2		1438	2234	1	
INIALLIE I IOM	U	2		11400	2204		
Major/Miner	Minor2		Major	B 82 P	Major2	100	
Conflicting Flow All	2810	1118	223	0		0	
Stage 1	2235				21 T 14 1 10 10 10	100,00	
Stage 2	575					-	
Critical Hdwy	5.7	7.1	5.3		- which is a		
Critical Hdwy Stg 1	6.6					-	
Critical Hdwy Stg 2	6			400	that said to the day.		
Follow-up Hdwy	3.8	3.9	3.1				
Pot Cap-1 Maneuver	35	176	97				
Stage 1	41	- 170				-	
Stage 2	485					X	
Platoon blocked, %	700			•			
Mov Cap-1 Maneuver	35	176	97				
Mov Cap-2 Maneuver	35	170				747	
	41					7. <b>4</b> 7	
Stage 1					THE PARTY		
Stage 2	485	1 4-30	/				
Approach	EB		NE		SB	Sept.	
HCM Control Delay, s	25.7		(		0	- 101	in a new part of the part
HCM LOS	D						
Minor Lano/Major Mumi	NDI	NDT EDI at	CDT CDF		e- 10 11 Sharranger		ED BUT E
Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT SBF		A		NA THE
Capacity (veh/h)	97	- 176					
HCM Lane V/C Ratio		- 0.011	<b>•</b> .0				
ICM Control Delay (s)	0	- 25.7	_ *				
ICM Lane LOS	Α	- D					
HCM 95th %tile Q(veh)	0	- 0					

Intersection		1534	A COLUMN	1			wy White Its
Int Delay, s/veh	0.5						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	PURE HELDER
Lane Configurations	f)			4	W.		
Traffic Vol, veh/h	229		1	350	10	15	
Future Vol, veh/h	229	5	1	350	10	15	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized		None		127	5 2 3	None	
Storage Length		-	-	-	0		
Veh in Median Storage, #		H-11 E-		0	0		
Grade, %	0			0	0		
Peak Hour Factor	100		100	100	100	100	
Heavy Vehicles, %	2		2	2	2	2	
Mymt Flow	229		1	350	10	15	
INTERNITE I ION	223	J	- 10 m of	000	10	10	
Major/Minor	Major1	9777	Major2		Minor1	17 V 1 S S	- V-V-1-1-1
Conflicting Flow All	0		234	0	584	232	
Stage 1					232		
Stage 2			-	-	352		
Critical Hdwy			4.12		6.42	6.22	
Critical Hdwy Stg 1			7,12		5.42	0.22	
Critical Hdwy Stg 2					5.42		
Follow-up Hdwy			2.218	-	3.518	3.318	
Pot Cap-1 Maneuver			1333		474	807	
•				2	807		
Stage 1		1 5 3			712	-	
Stage 2	=1		- 11 a 12		/12		
Platoon blocked, %			1000		474	207	
Mov Cap-1 Maneuver			1333		474	807	
Mov Cap-2 Maneuver				*	474	(#)	
Stage 1			-	1.7 . 1/	806		
Stage 2			-		712		
Approach	EB	-	WB	A STATE OF THE PARTY OF THE PAR	NB		
HCM Control Delay, s	0		0		11		
HCM LOS	U		0		B		
			THE WORL				
Minor Lane/Major Mvmt	NBLn1 EBT	EBR	WBL WBT			D. Time	
Capacity (veh/h)	630 -		1333 -				
HCM Lane V/C Ratio	0.04 -	-	0.001 -				
HCM Control Delay (s)	11 -	50 Y	7.7 0				
HCM Lane LOS	В -	-	A A				
HCM 95th %tile Q(veh)	0.1		0 -				

Intersection	6	100	19.	ALES-I		100			7 3		T. J 184	10.70	50
Int Delay, s/veh	0.1												
Movement	EBL	EBT	EBR	11113	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4					7		414	7"		<b>*</b>	
Traffic Vol, veh/h	0	0	13		0	0	6	0	1432	16	0	2235	- 1
Future Vol, veh/h	0	0	13		0	0	6	0	1432	16	0	2235	1
Conflicting Peds, #/hr	0	0	0		0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized			None			1 6	None		m 12.	None			None
Storage Length	-	-	-			-	0		-	300	2	-	
Veh in Median Storage, #		0				- 0	1, = 1,000	2 - 1757-	0	-	-401-	0	100
Grade, %		0				0	v.=:		0		-	0	
Peak Hour Factor	100	100	100		100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	2	0		2	2	2	0	7	2	2	8	0
Mymt Flow	0	0	13		0	0	6	0	1432	16	0	2235	Ĭ
MANITLEOM	U	U	10		U	U	U	0	1702	10	•	2200	
Major/Minor	Minor2	00	1000	N	tinor1	-010	350	Major1	N. College	· ·	Major2	The same	= 0
Conflicting Flow All	2809	3684	1118	- 14			716	2236	0	0		-	0
Stage 1	2236	2236	1110			112	710	2200			The state of the		
Stage 2	573	1448	-				-				3	-1-15	
	6.4	6.54	7.1		HOV		7.14	5.3	2-				
Critical Hdwy						-	7.14	5.5		-			
Critical Hdwy Stg 1	7.3	5.54	*		•								
Critical Hdwy Stg 2	6.7	5.54	•	1000		•	0.00	0.4					Ch. Ing
Follow-up Hdwy	3.8	4.02	3.9		-	-	3.92	3.1					
Pot Cap-1 Maneuver	20	5	176		0	0	320	97	-		0		
Stage 1	27	78			0	0		-			0		
Stage 2	435	195			0	0		30 S		- 1	0		1 8
Platoon blocked, %										•		3	
Mov Cap-1 Maneuver	20	5	176			-	320	97				100	
Mov Cap-2 Maneuver	20	5			*	-				_ (*)		- 2	
Stage 1	27	78			-		-			-			
Stage 2	427	195	2		2	-	12		-	340			
Approach	EB	-	100	17.50	WB	-385F	66	NB		Page 1	SB	w.sl	
HCM Control Delay, s	27.1				16.5			0			0		
HCM LOS	D				С								
The first season											A III A HIS		
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1W		SBT	SBR	3 7 7	- 41		10000		
Capacity (veh/h)	97			176	320								
HCM Lane V/C Ratio	-	-		0.074	0.019								
HCM Control Delay (s)	0	= 0.2	3 .		16.5								
HCM Lane LOS	A	2	2	D	С	2	- 2						
HCM 95th %tile Q(veh)	0			0.2	0.1	10.2	- 1						
				712	J.,								

	٠	-	*	•	<b>←</b>	*	4	†	1	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	ተተ <sub>ጉ</sub>		ሻ	ተተኈ	
Traffic Volume (vph)	52	9	8	9	10	20	8	1374	3	10	2188	36
Future Volume (vph)	52	9	8	9	10	20	8	1374	3	10	2188	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.7
Storage Length (m)	0.0		0.0	0.0	100	0.0	15.0		0.0	50.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99	1710	عتنته	0.99			1.00		1.00	1.00	
Frt		0.984			0.931						0.998	
Flt Protected		0.964			0.989		0.950			0.950		
Satd. Flow (prot)	0	1700	0	0	1665	0	1733	4882	0	1785	4820	0
Flt Permitted		0.754			0.903	* 70°	0.070	211,515		0.176		
Satd. Flow (perm)	0	1325	0	0	1518	0	128	4882	0	330	4820	0
Right Turn on Red		1020	Yes		1010	Yes	ALC:		Yes			Yes
Satd. Flow (RTOR)		1	, 55		13						4	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		82.0			201.6			209.7			152.7	
Travel Time (s)		5.9			14.5			15.1			11.0	
Confl. Peds. (#/hr)	7	0.0	10	10		7	41		3	3		41
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	8%	0%	8%	4%	17%	0%	3%	7%	0%	0%	8%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	0	3	3
Adj. Flow (vph)	52	9	8	9	10	20	8	1374	3	10	2188	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	69	0	0	39	0	8	1377	0	10	2224	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2			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	CI+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	CI+Ex		CI+Ex	CI+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		CI+Ex			Cl+Ex			CI+Ex			Cl+Ex	

	•	-	•	•		*	1	<b>†</b>	-	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Channel		M OF I								N .		
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	39.8	39.8		39.8	39.8		27.0	27.0		27.0	27.0	
Total Split (s)	39.8	39.8		39.8	39.8		40.2	40.2		40.2	40.2	
Total Split (%)	49.8%	49.8%		49.8%	49.8%		50.3%	50.3%		50.3%	50.3%	
Maximum Green (s)	33.0	33.0		33.0	33.0		34.2	34.2		34.2	34.2	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.8	2.8		2.8	2.8		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	13.0	13.0		13.0	13.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		11.3			11.3		60.0	60.0		60.0	60.0	
Actuated g/C Ratio		0.14			0.14		0.75	0.75		0.75	0.75	
v/c Ratio		0.37			0.17		0.08	0.38		0.04	0.61	
Control Delay		35.5			23.2		7.2	5.2		5.2	7.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		35.5			23.2		7.2	5.2		5.2	7.4	
LOS		D			С		Α	Α		Α	Α	
Approach Delay		35.5			23.2			5.2			7.4	
Approach LOS		D			С			Α			Α	
Intersection Summary	100	/ Dye	- 11 117	18/8/			SI WILL	5177118	397	± 3 10		
Area Type:	Other											
Cycle Length: 80												

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61 Intersection Signal Delay: 7.2

Intersection LOS: A

Intersection Capacity Utilization 69.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Airport Road & Beverley Street/Victory Crescent Ø2 (R) Ø6 (R) Ø8

#### Intersection: 3: Airport Road & Beverley Street/Victory Crescent

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	THE SECOND
Directions Served	LTR	LTR	L	Т	T	TR	L	Т	Т	TR	
Maximum Queue (m)	36.6	26.0	11.7	101.1	94.7	62.4	45.2	140.2	141.6	137.0	
Average Queue (m)	15.1	7.3	1.8	54.1	39.1	19.9	4.9	67.5	73.0	74.6	
95th Queue (m)	29.2	18.6	7.9	92.3	79.1	49.7	24.0	130.7	137.6	137.3	
Link Distance (m)	64.0	183.8		200.7	200.7	200.7		138.3	138.3	138.3	
Upstream Blk Time (%)								1	1	0	
Queuing Penalty (veh)								4	5	3	
Storage Bay Dist (m)			15.0				50.0				
Storage Blk Time (%)			1	25				14			
Queuing Penalty (veh)			2	2				1			

#### Intersection: 6: Airport Road & 7280 Airport Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	T	T	R	L	Т	T	T
Maximum Queue (m)	17.9	45.0	71.2	49.3	90.0	92.6	90.8	57.5	62.4	199.9	178.3	137.9
Average Queue (m)	6.1	28.7	17.6	7.0	64.6	64.3	56.2	17.0	44.3	137.5	120.0	84.7
95th Queue (m)	14.3	45.7	46.5	24.9	97.4	98.3	93.4	48.5	79.3	196.4	175.9	128.9
Link Distance (m)	56.7		101.6		85.0	85.0	85.0			214.3	214.3	214.3
Upstream Blk Time (%)			0		3	2	1			0		
Queuing Penalty (veh)			0		12	9	4			0		
Storage Bay Dist (m)		40.0		70.0				50.0	55.0			
Storage Blk Time (%)		4	1		8		12	0	1	39		5
Queuing Penalty (veh)		7	1		1		9	0	6	58		2

# Intersection: 6: Airport Road & 7280 Airport Road/Morning Star Drive

Movement	SB	
Directions Served	R	
Maximum Queue (m)	66.6	
Average Queue (m)	6.5	
95th Queue (m)	31.8	
Link Distance (m)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)	80.0	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

#### Intersection: 9: Airport Road & 7256 Airport Road South Access/Site Access A

Movement	EB	WB	NB	SB	SB	SB	
Directions Served	LTR	R	T	T	T	TR	
Maximum Queue (m)	14.0	6.3	4.4	14.0	23.3	12.9	
Average Queue (m)	3.5	0.8	0.1	1.0	1.2	0.7	
95th Queue (m)	11.1	4.2	2.0	9.1	11.0	7.9	
Link Distance (m)	57.3	136.1	138.3	64.5	64.5	64.5	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (m)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

#### Intersection: 11: Airport Road & 7256 Airport Road North Access

Movement	EB	NB	NB	NB	SB	SB	SB	THE RESERVE OF THE PARTY OF THE
Directions Served	LR	Т	T	Т	T	T	TR	
Maximum Queue (m)	8.9	26.9	37.7	28.2	21.4	55.6	33.1	
Average Queue (m)	0.9	3.9	4.1	2.5	0.7	1.9	1.2	
95th Queue (m)	5.3	17.0	21.5	15.6	13.5	21.3	15.5	
Link Distance (m)	55.0	64.5	64.5	64.5	85.0	85.0	85.0	
Upstream Blk Time (%)			0		0	0		
Queuing Penalty (veh)			0		0	0		
Storage Bay Dist (m)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

# Intersection: 13: Site Access B & Morning Star Drive

Movement	WB	NB	
Directions Served	LT	LR	
Maximum Queue (m)	2.3	14.2	
Average Queue (m)	0.1	4.6	
95th Queue (m)	1.5	12.3	
Link Distance (m)	108.8	112.9	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### **Network Summary**

Network wide Queuing Penalty: 126

	۶	<b>→</b>	•	•	4-	•	1	1	~	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		ሻ	1>		75	ተተተ	7	ሻ	ተተተ	7
Traffic Volume (vph)	19	32	34	146	17	194	28	2575	190	313	1372	21
Future Volume (vph)	19	32	34	146	17	194	28	2575	190	313	1372	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.5	3.5	3.7	3.5
Storage Length (m)	0.0		0.0	40.0		0.0	70.0		50.0	55.0		80.0
Storage Lanes	0		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Ped Bike Factor		0.96		0.93	0.96		0.99	1000	0.97	4 1		0.92
Frt		0.946			0.862				0.850			0.850
Flt Protected		0.989		0.950			0.950			0.950		
Satd. Flow (prot)	0	1735	0	1785	1592	0	1785	4856	1507	1684	4837	1597
Flt Permitted		0.750		0.687			0.186			0.053	A FILE	
Satd. Flow (perm)	0	1310	0	1206	1592	0	346	4856	1458	94	4837	1462
Right Turn on Red	1. MH		Yes	7.00	I SO POR	Yes			Yes	نثس		Yes
Satd. Flow (RTOR)		22			194				82			28
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		74.5			85.7			98.7			221.6	
Travel Time (s)		5.4			6.2			7.1			16.0	
Confl. Peds. (#/hr)	26	0.,	65	65	0.2	26	21		4	4	10.0	21
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	8%	6%	6%	8%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	3	0
Adj. Flow (vph)	19	32	34	146	17	194	28	2575	190	313	1372	21
Shared Lane Traffic (%)				A 2750 F		, LILET	ENE.				10 2	
Lane Group Flow (vph)	0	85	0	146	211	0	28	2575	190	313	1372	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5	3.11		3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane								,,,,				
Headway Factor	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	1.01	1.01	0.99	1.01
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2		1-1	2		17	2	1		2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (m)	6.1	30.5		6.1	30.5		6.1	30.5	6.1	6.1	30.5	6.1
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	6.1	1.8		6.1	1.8		6.1	1.8	6.1	6.1	1.8	6.1
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	Cl+Ex	Cl+Ex	CI+Ex
Detector 1 Channel	OII EX	OHEX		OHEX	OHEX		OHEX	OHEX	OHEK	OHEX	OHEX	OHEX
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)	0.0	28.7		0.0	28.7		0.0	28.7	0.0	0.0	28.7	0.0
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			CI+Ex			Cl+Ex			Cl+Ex	
Doteotor 2 Type		OITEX			OITEX			OITEX			OITEX	

	•	-	*	•	4	*	1	<b>†</b>	-	-	1	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 2 Channel					381111			41.3	1 - 1			
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8			2		1	6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0	8.0	5.0	8.0	8.0
Minimum Split (s)	43.7	43.7		43.7	43.7		29.2	29.2	29.2	8.0	29.2	29.2
Total Split (s)	43.7	43.7		43.7	43.7		79.3	79.3	79.3	22.0	101.3	101.3
Total Split (%)	30.1%	30.1%		30.1%	30.1%		54.7%	54.7%	54.7%	15.2%	69.9%	69.9%
Maximum Green (s)	37.0	37.0		37.0	37.0		73.1	73.1	73.1	19.0	95.1	95.1
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.7	2.7		2.7	2.7		2.2	2.2	2.2	0.0	2.2	2.2
Lost Time Adjust (s)		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.7		6.7	6.7		6.2	6.2	6.2	3.0	6.2	6.2
Lead/Lag							Lag	Lag	Lag	Lead		
Lead-Lag Optimize?							•					
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)	14.0	14.0		14.0	14.0		9.0	9.0	9.0		9.0	9.0
Flash Dont Walk (s)	23.0	23.0		23.0	23.0		14.0	14.0	14.0		14.0	14.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0		0	0
Act Effct Green (s)		24.7		24.7	24.7		73.1	73.1	73.1	110.6	107.4	107.4
Actuated g/C Ratio		0.17		0.17	0.17		0.50	0.50	0.50	0.76	0.74	0.74
v/c Ratio		0.35		0.71	0.49		0.16	1.05	0.25	0.75	0.38	0.02
Control Delay		41.0		74.5	12.1		22.5	68.9	12.1	52.2	7.8	1.8
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		41.0		74.5	12.1		22.5	68.9	12.1	52.2	7.8	1.8
LOS		D		Ε	В		С	Е	В	D	Α	Α
Approach Delay		41.0			37.6			64.5			15.8	
Approach LOS		D			D			Ε			В	
Intersection Summary	1000	12 12	A 17 13		E-ul-		6 . 25	0.00	KALLIC	. 127	/ DE	5 5 - 1

#### Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 145

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

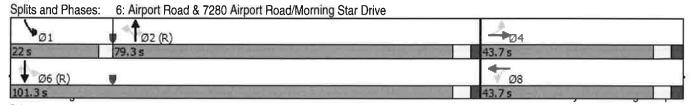
Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.05 Intersection Signal Delay: 45.4 Intersection Capacity Utilization 111.1%

Intersection LOS: D
ICU Level of Service H

Analysis Period (min) 15



Int Delay, s/veh	0.6								
Movement	N - 1976	EBT	EBR	rest and	WBL	WBT	NBL	NBR	CANADA TAKEN
Lane Configurations		1	-		11.00	4	Y	11001	
Traffic Vol, veh/h		528	7		2	352	5	36	
Future Vol, veh/h		528	7		2	352	5	36	
Conflicting Peds, #/hr		0	0		0	0	ŏ	0	
Sign Control		Free	Free		Free	Free	Stop	Stop	
RT Channelized		-	None		-	None	Оюр	None	
Storage Length			HONG			140110	0	TVOTE	
Veh in Median Storage, #		0				0	0		
Grade, %		0				0	0		
Peak Hour Factor		100	100		100	100	100	100	
Heavy Vehicles, %		2	2		2	2	2	2	
Mymt Flow		528	7		2	352	5	36	
WWW.		020	,		-	002	3	00	
Major/Minor		Aajor1		N	Najor2		Minor1	11000	
Conflicting Flow All		0	0		535	0	888	532	
Stage 1							532	6 1 S	
Stage 2					<del>.</del>	-	356	-	
Critical Hdwy					4.12	-76	6.42	6.22	
Critical Hdwy Stg 1			-		-	-	5.42	390	
Critical Hdwy Stg 2					100		5.42		
Follow-up Hdwy		2	- 2		2.218	-	3.518	3.318	
Pot Cap-1 Maneuver					1033		314	547	
Stage 1							589	*	
Stage 2			-			11	709	-	
Platoon blocked, %			-			; •:			
Mov Cap-1 Maneuver			- 1		1033		313	547	
Mov Cap-2 Maneuver						-	313	(#0	
Stage 1					-	7.00	588	-	
Stage 2			2		-	ne:	709	:20	
Approach		EB	J.S	100	WB		NB		
HCM Control Delay, s HCM LOS		0			0		12.8 B		
Minor Langiktoias Maret	MOLest	CDT	EDD	16403	WIDT				
Minor Lane/Major Mymt	NBLn1	EBT	EBR		WBT	HILLIA		10.00	
Capacity (veh/h)	501	*		1033					
HCM Lane V/C Ratio	0.082	*		0.002	-				
HCM Control Delay (s)	12.8	-		8.5	0				
HCM Lane LOS	В	2	-	A	Α				
HCM 95th %tile Q(veh)	0.3			0	-				

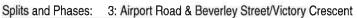
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- 1	- 1	12	4/	/		1/

Intersection	187 E 187		D 2 100 1		To state of the state of	The Late	16 -
Int Delay, s/veh	0.1						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	W		7		444		
Traffic Vol, veh/h	4	2	2	2788	1550		
Future Vol, veh/h	4	2	2	2788	1550		
Conflicting Peds, #/hr	0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free		
RT Channelized	-	None	1,00				
Storage Length	0	-	600	-		-	
Veh in Median Storage, #				0	0		
Grade, %	0	-	_	0	0		
Peak Hour Factor	100	100	100	100	100		
Heavy Vehicles, %	0	0	0	7	8		
Mvmt Flow	4	2	2		1550		
1017		_	_	2100	1000	-	
Major/Minor	Minor2	TA TOM S	Major1	7 - 1	Major2		81 310
Conflicting Flow All	2671	777	1554	0	-		
Stage 1	1552		20 E				
Stage 2	1119	-	-				
Critical Hdwy	5.7	7.1	5.3				
Critical Hdwy Stg 1	6.6		0.0	0=0			
Critical Hdwy Stg 2	6			(*)			
Follow-up Hdwy	3.8	3.9	3.1		•	-	
Pot Cap-1 Maneuver	41	295	214	-51 Vat			
Stage 1	112	-	217	(4)	-		
Stage 2	250						
Platoon blocked, %	200			9.0			
Mov Cap-1 Maneuver	41	295	214				
Mov Cap-2 Maneuver	85	200	217				
Stage 1	111					WES	
Stage 2	250			-			
Olugo Z	200	11 11 11		-			
Approach	EB	1111	NB	Self	SB	5-18	CA 19
HCM Control Delay, s	39.3		0		0		111
HCM LOS	E						
dinor Lane/Major Mvmt	NBL	NBT EBLn1	SBT SBR	100	ATTEMPTON	- 100	337
Capacity (veh/h)	214	- 111					
ICM Lane V/C Ratio	0.009	- 0.054	3 <b>4</b> 0 (40				
ICM Control Delay (s)	22	- 39.3					
HCM Lane LOS	С	- E					
-ICM 95th %tile Q(veh)	0	- 0.2					
TON YOUR W(ven)	U	- 0.2					

Intersection	Total Control	ie gji	300	8 L	11/			ALC:	7 TO	120		23.18	
Int Delay, s/veh	0.1												
Movement	EBL	EBT	EBR	11/25	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4					7		ተተኩ	7		444	
Traffic Vol, veh/h	3	- 0	5		0	0	9	4	2778	42	0	1544	7
Future Vol, veh/h	3	0	5		0	0	9	4	2778	42	0	1544	7
Conflicting Peds, #/hr	0	0	0		0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop		Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-		None				None	·		None	7 3.	- 11-	None
Storage Length		-	-		-	-	0	_	-	300			
Veh in Median Storage, #		1				0	5.		0			0	-
Grade, %		0	-		-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100		100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	2	0		2	2	2	0	7	2	2	8	0
Mvmt Flow	3	0	5		0	0	9	4	2778	42	0	1544	7
Major/Minor	Minor2	-1 /	Since.	3	Minort	III,	- 65 (1)	Major1			Major2	printer of	
Conflicting Flow All	2667	4376	776		-	_	1389	1551	0	0	Wilajorz		
Stage 1	1548	1548	770				1309	1001	-	0			0
Stage 2	1119	2828	-			y 8							-
Critical Hdwy	6.4	6.54	7.1				7.14	5.3	1,50	:#:		: <b>*</b> :	-
Critical Hdwy Stg 1	7.3	5.54	7.1				7.14			177	N. J. D. H.		-
Critical Hdwy Stg 2	6.7	5.54			-					390			_
Follow-up Hdwy	3.8	4.02	3.9				3.92	3.1	-	*			-
Pot Cap-1 Maneuver	25	4.02	295			_				(#)	-	:	
	83				0	0	113	215		- 4	0	•	
Stage 1		174	12		0	0	¥		- 1		0	<u></u>	
Stage 2	201	38			0	0	*		11.19	•	0		
Platoon blocked, %	00	_	005				140	045		3.00		:::::::::::::::::::::::::::::::::::::::	
Mov Cap-1 Maneuver	23	2	295				113	215	570		(*)		
Mov Cap-2 Maneuver	61	29				*		0*	:*:	(₩)	(€)		
Stage 1	83	174	-							~			
Stage 2	185	38			_					~		-	
Approach	EB	1 8/6	8/ E	200	WB	DEC		NB	700	8 9 3	SB		
HCM Control Delay, s	36.8		51.70		39.6		1100	0			0		
HCM LOS	Е				E								
Minor Lane/Major Mvmt	NBL	NBT	MARI	EBLn1V	VRI n1	SBT	SBR		and the last		100 200		
Capacity (veh/h)	215	1101	140(1)	121		001	0011						T PE PE
HCM Lane V/C Ratio					113	-	16						
	0.019	_		0.066	0.08								
HCM Control Delay (s)	22.1	0	•	36.8	39.6		-						
HCM Lane LOS	C	Α	-	E	E	-	98						
HCM 95th %tile Q(veh)	0.1			0.2	0.3		-						

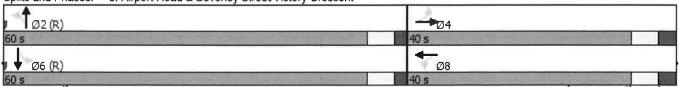
	۶	-	7	•	-	•	4	<b>†</b>	-	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44			4		ሻ	ተተጉ		ሻ	ተተ <sub>ጉ</sub>	
Traffic Volume (vph)	106	15	15	32	14	22	42	2696	13	38	1447	66
Future Volume (vph)	106	15	15	32	14	22	42	2696	13	38	1447	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.7	3.7	3.7	3.7	3.7	3.7	3.5	3.7	3.7	3.5	3.7	3.7
Storage Length (m)	0.0		0.0	0.0		0.0	15.0		0.0	50.0		0.0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor		0.99			0.99		0.99	1.00			0.99	
Frt		0.985			0.956			0.999			0.993	
Fit Protected		0.962			0.977		0.950			0.950		
Satd. Flow (prot)	0	1696	0	0	1693	0	1733	4878	0	1785	4781	0
Flt Permitted		0.728			0.822		0.143			0.057		
Satd. Flow (perm)	0	1277	0	0	1419	0	259	4878	0	107	4781	0
Right Turn on Red			Yes	- 1		Yes			Yes			Yes
Satd. Flow (RTOR)		7			1			1			11	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		82.0			201.6			209.7			152.7	
Travel Time (s)		5.9			14.5			15.1			11.0	
Confl. Peds. (#/hr)	7		10	10		7	41		3	3		41
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	8%	0%	8%	4%	17%	0%	3%	7%	0%	0%	8%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	3	3	0	3	3
Adj. Flow (vph)	106	15	15	32	14	22	42	2696	13	38	1447	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	136	0	0	68	0	42	2709	0	38	1513	0
Enter Blocked Intersection	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	EUL		3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	0.99	0.99	0.99	0.99	0.99	0.99	1.01	0.99	0.99	1.01	0.99	0.99
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	CI+Ex		Cl+Ex	CI+Ex		CI+Ex	CI+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)	0.0	28.7		0.0	28.7		0.0	28.7		0.0	28.7	
Detector 2 Size(m)		1.8			1.8			1.8			1.8	
Detector 2 Type		Cl+Ex			CI+Ex			CI+Ex			Cl+Ex	

	•	-	•	1	4	*		<b>†</b>	1	-	<b>↓</b>	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Detector 2 Channel								THE PERSON				
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	8.0	8.0		8.0	8.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	39.8	39.8		39.8	39.8		27.0	27.0		27.0	27.0	
Total Split (s)	40.0	40.0		40.0	40.0		60.0	60.0		60.0	60.0	
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	
Maximum Green (s)	33.2	33.2		33.2	33.2		54.0	54.0		54.0	54.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.8	2.8		2.8	2.8		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.8			6.8		6.0	6.0		6.0	6.0	
Lead/Lag								1,14				
Lead-Lag Optimize?												
Vehicle Extension (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Recall Mode	None	None		None	None		C-Max	C-Max		C-Max	C-Max	
Walk Time (s)	13.0	13.0		13.0	13.0		8.0	8.0		8.0	8.0	
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		17.3			17.3		69.9	69.9		69.9	69.9	
Actuated g/C Ratio		0.17			0.17		0.70	0.70		0.70	0.70	
v/c Ratio		0.60			0.28		0.23	0.79		0.51	0.45	
Control Delay		46.3			36.3		11.0	13.5		39.7	7.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		46.3			36.3		11.0	13.5		39.7	7.7	
LOS		D			D		В	В		D	Α.,	
Approach Delay		46.3			36.3			13.5			8.4	
Approach LOS		40.5 D			D D			В			Α.	
Intersection Summary	75.00	1.85	33 3	ues.		SHE!	150	8 Big 8		10 E-1	183	138
Area Type:	Other											
Cycle Length: 100												
Actuated Cycle Length: 10	0											
Offset: 0 (0%), Referenced		NBTL and	6:SBTL	Start of	Green							
Natural Cycle: 100												
Control Type: Actuated-Co	ordinated											
Maximum v/c Ratio: 0.79												
Intersection Signal Delay: 1	13.1			Ir	tersection	LOS: B						



Intersection Capacity Utilization 79.6%

Analysis Period (min) 15



ICU Level of Service D

## Intersection: 3: Airport Road & Beverley Street/Victory Crescent

Movement	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	LTR	LTR	L	T	Т	TR	L	Т	Т	TR	
Maximum Queue (m)	59.4	34.2	22.3	219.1	216.4	218.2	39.0	94.1	114.7	116.8	
Average Queue (m)	24.8	13.5	8.9	202.7	199.5	196.8	10.4	37.9	45.3	48.9	
95th Queue (m)	46.8	27.6	21.6	241.7	242.4	253.7	27.5	82.0	91.0	95.7	
Link Distance (m)	64.0	183.8		200.7	200.7	200.7		138.3	138.3	138.3	
Upstream Blk Time (%)	0			46	43	51				0	
Queuing Penalty (veh)	0			0	0	0				0	
Storage Bay Dist (m)			15.0				50.0				
Storage Blk Time (%)			3	47				3			
Queuing Penalty (veh)			23	20				1			

# Intersection: 6: Airport Road & 7280 Airport Road/Morning Star Drive

Movement	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	Т	Т	Т	R	L	Т	Т	T
Maximum Queue (m)	37.0	47.4	69.2	60.8	93.2	98.5	99.3	57.5	62.5	230.7	218.6	172.9
Average Queue (m)	15.5	36.5	43.0	8.3	86.8	87.9	87.8	32.8	62.0	195.1	170.1	62.2
95th Queue (m)	32.6	55.1	72.4	33.2	90.8	93.3	93.4	73.3	65.0	267.7	251.1	142.6
Link Distance (m)	56.7		60.8		85.0	85.0	85.0			214.2	214.2	214.2
Upstream Blk Time (%)			- 7		38	39	39			43	- 1	
Queuing Penalty (veh)			25		352	365	364			0	0	
Storage Bay Dist (m)		40.0		70.0				50.0	55.0			
Storage Blk Time (%)		17	10		45		47	0	79	2		1
Queuing Penalty (veh)		35	14		13		90	2	361	7		0

# Intersection: 6: Airport Road & 7280 Airport Road/Morning Star Drive

Movement	SB	
Directions Served	R	
Maximum Queue (m)	9.7	
Average Queue (m)	2.1	
95th Queue (m)	7.8	
Link Distance (m)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)	80.0	
Storage Blk Time (%)		
Queuing Penalty (veh)		

## Intersection: 9: Airport Road & 7256 Airport Road South Access/Site Access A

Movement	EB	WB	NB	NB	NB	NB	The pulling
Directions Served	LTR	R	LT	Т	Т	R	
Maximum Queue (m)	15.3	11.2	145.6	149.8	145.4	80.0	
Average Queue (m)	4.0	2.3	130.6	131.2	131.5	12.6	
95th Queue (m)	12.7	8.1	165.3	166.6	166.5	60.7	
Link Distance (m)	57.3	81.0	138.3	138.3	138.3		
Upstream Blk Time (%)			8	8	10		
Queuing Penalty (veh)			73	75	92		
Storage Bay Dist (m)						30.0	
Storage Blk Time (%)					37		
Queuing Penalty (veh)					16		

## Intersection: 11: Airport Road & 7256 Airport Road North Access

Movement	EB	NB	NB	NB	NB	
Directions Served	LR	L	T	Т	Т	
Maximum Queue (m)	13.5	6.7	74.5	78.6	75.0	
Average Queue (m)	2.9	0.2	67.4	68.1	68.0	
95th Queue (m)	10.3	2.5	71.5	73.5	72.6	
Link Distance (m)	55.0		65.0	65.0	65.0	
Upstream Blk Time (%)			31	33	33	
Queuing Penalty (veh)			289	306	310	
Storage Bay Dist (m)		60.0				
Storage Blk Time (%)			35			
Queuing Penalty (veh)			1			

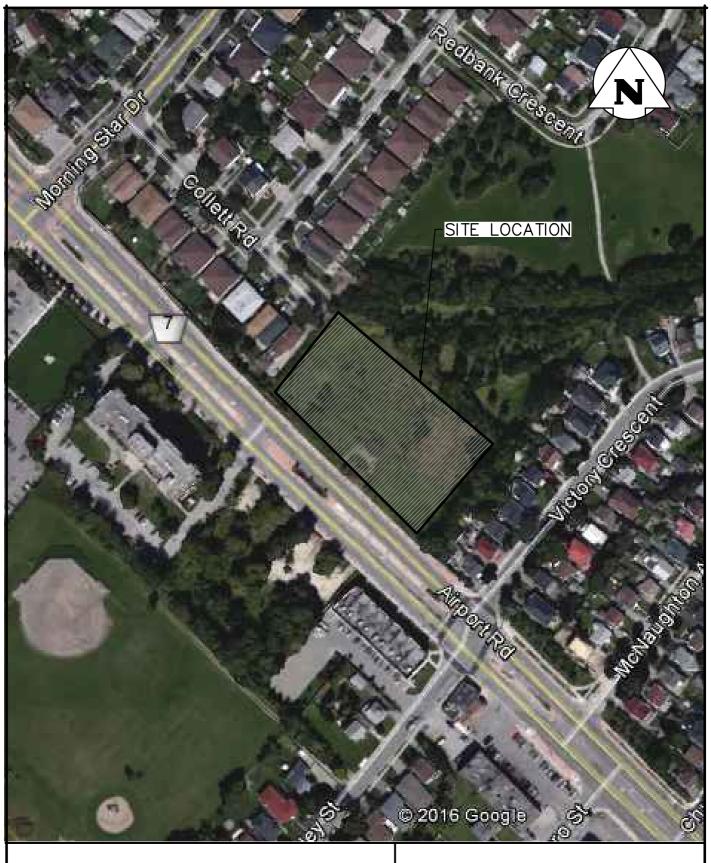
# Intersection: 14: Site Access B & Morning Star Drive

Movement	WB	NB	
Directions Served	LŤ	LR	
Maximum Queue (m)	74.4	18.0	
Average Queue (m)	8.2	7.1	
95th Queue (m)	42.8	14.8	
Link Distance (m)	149.4	93.0	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

#### **Network Summary**

Network wide Queuing Penalty: 2835

# **FIGURES**



AIRSTAR HOLDINGS INC. 7211 & 7233 AIRPORT ROAD CITY OF MISSISSAUGA

SITE LOCATION



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

Drawn	R.G.	Design	R.G.	Project No	o	1190	<del>)</del> – 42	86
Check	P.A.	Check	R.AW.	Scale	N.T.S	Dwg.	FIG.	01

