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SerenVita Site
2505 and 2707 Solandt Road, Ottawa

Transportation Impact Assessment

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Transportation Impact Assessment

Prepared By:

NOVATECH
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

January 2026

Novatech File: 124150A
Ref: R-2025-107

NOVATECH
Engineers, Planners & Landscape Architects

January 28, 2026

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

Attention: Ms. Becca Conrod
Transportation Project Manager, Infrastructure Approvals

Dear Ms. Conrod:

Reference: 2505 and 2707 Solandt Road
Transportation Impact Assessment
Novatech File No. 124150A

We are pleased to submit the following Transportation Impact Assessment (TIA), in support of Zoning By-Law Amendment and Site Plan Control applications at 2505 and 2707 Solandt Road, for your review and signoff. The structure and format of this report is in accordance with the City of Ottawa's *Revised Transportation Impact Assessment Guidelines* (June 2023).

If you have any questions or comments regarding this report, please feel free to contact Jennifer Luong, or the undersigned.

Yours truly,

NOVATECH

Joshua Audia, P.Eng.
Project Engineer | Transportation

Cc: Silk Development Group

Suite 200, 240 Michael Cowpland Drive, Ottawa ON K2M 1P6 Tel: 613.254.9643 Fax: 613.254.5867 www.novatech-eng.com

Certification Form for Transportation Impact Assessment (TIA) Study Program Manager

TIA Plan Reports

On April 14, 2022, the Province's Bill 109 received Royal Assent providing legislative direction to implement the More Homes for Everyone Act, 2022 aiming to increase the supply of a range of housing options to make housing more affordable. Revisions have been made to the TIA guidelines to comply with Bill 109 and streamline the process for applicants and staff.

Individuals submitting TIA reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Ottawa's Official Plan, the Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines.

By submitting the attached TIA report (and any associated documents) and signing this document, the individual acknowledges that they meet the four criteria listed below.

Certification

- ☑ I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines (Update Effective July 2023);
- ☑ I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;
- ☑ I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and

City of Ottawa
Transportation Engineering Services
Planning, Real Estate and Economic Development
110 Laurier Avenue West, 4th fl.
Ottawa, ON K1P 1J1
Tel. : 613-580-2424
Fax: 613-560-6006

☑ I am either a licensed or registered[1] professional in good standing, whose field of expertise [check ✓ appropriate field(s)]:

☑ is either transportation engineering

☐ or transportation planning.

Dated at Ottawa (City) this 28th day of January, 20 26.

Name: Jennifer Luong, P.Eng.

Professional Title: Senior Project Manager

Jennifer Luong

Signature of Individual certifier that they meet the above four criteria

Office Contact Information (Please Print)	
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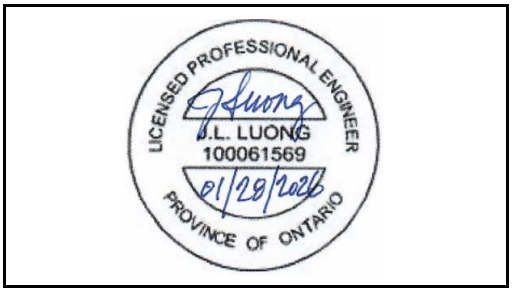
Stamp



[1] License of registration body that oversees the profession is required to have a code of conduct and ethics guidelines that will ensure appropriate conduct and representation for transportation planning and/or transportation engineering works.

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EXECUTIVE SUMMARY

This Transportation Impact Assessment (TIA) has been prepared in support of Zoning By-Law Amendment and Site Plan Control applications for the properties located at 2505 and 2707 Solandt Road. The subject site is approximately 4.10 hectares in area. The 2505 Solandt Road site is occupied by a surface parking lot and the 2707 Solandt Road is vacant.

The subject site is surrounded by the following:

- The Marshes Golf Club to the north and east,
- Solandt Road, followed by offices to the south, and
- Offices, followed by Legget Drive to the west.

The proposed development is a wellness centre, consisting of a three-storey primary building with a total gross floor area (GFA) of 47,275 ft^2, and several single-storey accessory buildings. A total of 218 at-grade parking spaces are proposed. Access to the proposed development will be provided via a single two-way driveway to Solandt Road. The development will be constructed in a single phase, with a buildout year of 2027.

The subject site is designated as 'Kanata North Economic District' on Schedule B5 of the City of Ottawa's *Official Plan*. The implemented zoning for the property is 'Business Park Industrial Zone (Kanata North Business Park)' (IP6), and the site is not within any community design plan or secondary plan areas.

The study area for this report includes the boundary roadway Solandt Road, as well as the intersections at Terry Fox Drive/Legget Drive, Legget Drive/Solandt Road, March Road/Solandt Road, and March Road/Carling Avenue/Station Road.

The selected time periods for this report are the weekday AM and PM peak hours, as they represent the 'worst case' combination of site generated traffic and adjacent street traffic. As the proposed development will also be a weekend traffic generator, a comparison of Saturday peak hour volumes and weekday peak hour volumes at March Road/Carling Avenue/Station Road was conducted. The weekday peak hours were selected as the only time periods for analysis, as the Saturday peak hour volumes are approximately 50% to 55% of the weekday peak hour volumes and the worst case combination of site traffic and adjacent street traffic is clearly during the weekday peak hours. The buildout year 2027 and horizon year 2032 have been considered.

The conclusions and recommendations of this TIA can be summarized as follows:

Access Intersections

- A single full-movement access to Solandt Road is proposed at the terminus of the roadway, in the same location as one of the two existing unused parking lot accesses. The proposed access generally meets the relevant provisions of the City's *Private Approach By-Law* (PABL) and the Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads*. A 6.0m-wide emergency access at the community pathway (i.e. at the western limit of the site) is also proposed, but will not provide access to any parking.

Site-Generated Traffic

- The proposed spa is projected to generate 150 person trips (including 68 vehicle trips) during the AM peak hour and 300 person trips (including 135 vehicle trips) during the PM peak hour.

Development Design and Parking

- A pedestrian walkway is proposed to connect the lower-floor spa entrance and accessible parking spaces to new concrete sidewalks on the north side of Solandt Road at the cul-de-sac. Three pedestrian walkway spines are also proposed within the primary parking lot to connect to the upper-floor spa entrance further north. Of these three spines, the southern and central walkways include stairs, and the north does not. Additionally, a community access pathway is proposed at the western limit of the subject site. The community access pathway will exit the subject site at the northwestern corner, for a possible future connection to existing pathways within 515 Legget Drive and 525 Legget Drive (Brookstreet Hotel). That connection is not a part of this development application. A new bus stop and shelter pad are proposed at the unused stop #7548, on the north side of Solandt Road.

- A total of 18 exterior bicycle parking spaces are proposed adjacent to the lower-floor spa entrance, which is also adjacent to the proposed access location at the Solandt Road cul-de-sac.

- Loading, delivery, garbage, and maintenance vehicles are proposed to enter and exit the facility by entering the Solandt Road access and driving through the parking area to the service area directly north of the main building. These vehicles will drive forward or reverse into the service area as required. The service area will include earth bins at the northwestern corner and designated loading spaces connected to the northern end of the proposed main building.

- The primary fire route for the proposed spa includes the proposed Solandt Road access, the perimeter surrounding the parking area, and drop-off aisle that runs in front of the upper-floor spa entrance. Fire trucks will be able to drive forward along the primary route, as the route forms a continuous loop. Additionally, an emergency access/fire route is proposed at the western limit of the site, part of which shares the proposed community access pathway discussed in the previous section. A hammerhead is proposed within the spa area for fire trucks to turn around on-site, as they would otherwise be required to drive forward in and reverse out.

- All parking/loading requirements will be met by the proposed development.

Boundary Streets

- Solandt Road does not achieve the target pedestrian level of service (PLOS) A or bicycle level of service (BLOS) B, and does achieve the target transit level of service (TLOS) E.

- The existing sidewalk on Solandt Road achieves a PLOS D, as it is approximately 1.5m. Widening the sidewalk to 2.0m and maintaining the boulevard along the subject site's frontage is proposed as part of the spa development.

- The target BLOS B can be achieved while maintaining on-street parking if 1.8m-wide bike lanes are implemented with a minimum buffer of 0.6m to mitigate dooring. Alternatively, the target BLOS B can be achieved while removing on-street parking if 2.0m-wide bike lanes are implemented with a minimum buffer of 0.3m. These options are identified for the City's consideration. Solandt Road has an existing width of 11.0m.

Transportation Demand Management

- The proponent will consider implementing the following TDM measures:
    - Display local area maps with walking/cycling access routes and key destinations at major entrances;
    - Display relevant transit schedules and route maps at entrances;
    - Provide online links to OC Transpo and STO information;
    - Provide on-site amenities/services to minimize mid-day or mid-commute errands.

Intersection MMLOS

- The results of the intersection MMLOS analysis can be summarized as follows:
    - No study area intersections meet the target PLOS A;
    - No study area intersections meet the target BLOS A or B;
    - Legget Drive/Solandt Road meets the target TLOS, while March Road/Solandt Road and March Road/Carling Avenue/Station Road do not meet the target TLOS A;
    - All study area intersections meet the target Auto LOS E.

- There is limited opportunity in improving any approach to the target PLOS A without restricting turning movements.

- A protected intersection design at each intersection would be required for all approaches to meet the target BLOS. This is identified for the City's consideration as part of the March Road BRT project.

- Future at-grade BRT within the median of March Road from Eagleson Station to Terry Fox Drive is anticipated to achieve the target TLOS A.

Existing Traffic Operations

- All movements meet the target Auto LOS E, except for the southbound through movement at March Road/Solandt Road during the AM peak hour.

Background Traffic Operations

- The following movements do not meet the target Auto LOS E by the 2032 horizon year:
    - March Road/Solandt Road
        - Northbound through (PM peak hour);
        - Southbound through (AM and PM peak hours).
    - March Road/Carling Avenue/Station Road
        - Northbound through (AM and PM peak hours);
        - Southbound through (PM peak hour).

- At March Road/Solandt Road, a reduction of approximately 640 southbound through vehicles during the AM peak hour, and approximately 170 northbound through vehicles during the PM peak hour would be required to achieve the target Auto LOS E.

- At March Road/Carling Avenue/Station Road, a reduction of approximately 190 northbound through vehicles during the AM peak hour, and approximately ten southbound through vehicles during the PM peak hour would be required.

Total Traffic Operations

- The site-generated traffic volumes are generally projected to have marginal impacts to operations within the study area.

- The proposed wellness centre is recommended from a transportation perspective.

1.0 SCREENING

1.1 Introduction

This Transportation Impact Assessment (TIA) has been prepared in support of Zoning By-Law Amendment and Site Plan Control applications for the properties located at 2505 and 2707 Solandt Road. The subject site is approximately 4.10 hectares in area. The 2505 Solandt Road site is occupied by a surface parking lot and the 2707 Solandt Road is vacant.

The subject site is surrounded by the following:

- The Marshes Golf Club to the north and east,
- Solandt Road, followed by offices to the south, and
- Offices, followed by Legget Drive to the west.

An aerial of the vicinity around the subject site is provided in **Figure 1**.

1.2 Proposed Development

The proposed development is a wellness centre, consisting of a three-storey primary building with a total gross floor area (GFA) of 47,275 ft^2, and several single-storey accessory buildings. A total of 218 at-grade parking spaces are proposed. Access to the proposed development will be provided via a single two-way driveway to Solandt Road. The development will be constructed in a single phase, with a buildout year of 2027.

The subject site is designated as 'Kanata North Economic District' on Schedule B5 of the City of Ottawa's *Official Plan*. The implemented zoning for the property is 'Business Park Industrial Zone (Kanata North Business Park)' (IP6), and the site is not within any community design plan or secondary plan areas.

A copy of the preliminary site plan is included in **Appendix A**.

1.3 Screening Form

The City's *Revised TIA Guidelines* identify three triggers for completing a TIA report, including trip generation, location, and safety. The criteria for each trigger are outlined in the City's TIA Screening Form, which is included in **Appendix B**. The trigger results are as follows:

- Trip Generation Trigger – The development is anticipated to generate over 60 peak hour person trips; further assessment is **required** based on this trigger.

- Location Triggers – The development is located in the Kanata North Economic District Design Priority Area (DPA); further assessment is **required** based on this trigger.

- Safety Triggers – The proposed development does not meet any safety triggers; further assessment is **not required** based on this trigger.

Figure 1: View of the Subject Site

2.0 SCOPING

2.1 Existing Conditions

2.1.1 Roadways

All roadways within the study area fall under the jurisdiction of the City of Ottawa.

March Road is an arterial road that generally runs on a north-south alignment from Highway 417 to Dunrobin Road, before transitioning to an east-west alignment from Dunrobin Road to Appleton Sideroad in Almonte. South of Highway 417, the roadway continues on a north-south alignment as Eagleson Road. Within the study area, March Road has a four-lane divided urban cross-section, continuous sidewalks on both sides of the roadway and on-street bike lanes. The posted speed limit is generally 80 km/h, except for a 60 km/h zone from 230m north of Carling Avenue to 410m south of Teron Road. March Road is classified as a truck route, allowing full loads. Street parking is not permitted.

Terry Fox Drive is a roadway that generally runs on an east-west alignment. It is classified as an arterial roadway from March Road west to Eagleson Road, and a major collector roadway from March Road east to Herzberg Road. Within the study area, Terry Fox Drive is a major collector roadway with a two-lane urban cross-section that is primarily divided, a continuous sidewalk on the south side, on-street bike lanes, and a posted speed limit of 50 km/h. Terry Fox Drive is a designated truck route, allowing full loads west of March Road and restricted loads east of March Road. Street parking is not permitted.

Carling Avenue is an arterial roadway that generally runs on an east-west alignment from March Road to Bronson Avenue. West of March Road, the roadway continues as Station Road. Within the study area, Carling Avenue has a two-lane undivided rural cross-section, bike lanes or paved shoulders, and a posted speed limit of 60 km/h. Carling Avenue is a designated truck route, allowing restricted loads. Street parking is not permitted except on the north side between the commercial accesses to 4055 and 4049 Carling Avenue.

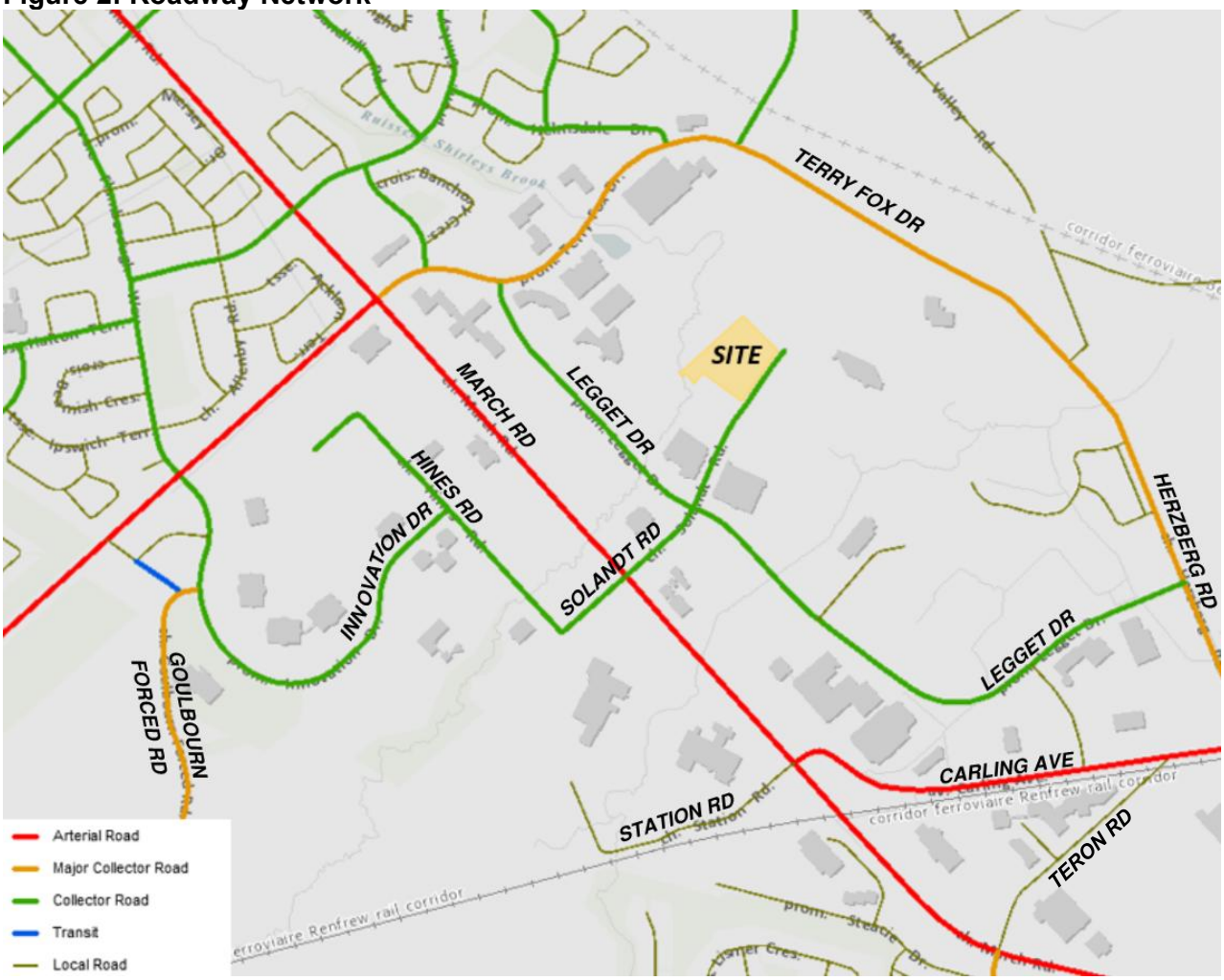
Legget Drive is a collector roadway that generally runs on a north-south alignment within the study area, from Terry Fox Drive to Herzberg Road. Within the study area, Legget Drive has a two-lane urban cross-section, on-street bike lanes north of Solandt Road, and a posted speed limit of 50 km/h. Sidewalks are provided along the east side for the entire distance of Legget Drive, as well as the west side between Solandt Road and Herzberg Road. Legget Drive is not classified as a truck route. Within the vicinity of the subject site, street parking is permitted on the east side of Legget Drive north of Solandt Road, and permitted on both sides of Legget Drive south of Solandt Road.

Solandt Road is a collector roadway that generally runs on an east-west alignment, starting at Hines Road and terminating approximately 450m east of Legget Drive. Within the study area, Solandt Road has a two-lane urban cross-section and an unposted regulatory speed limit of 50 km/h. Sidewalks are provided along the north side for the entire distance of Solandt Road, as well as the south side between March Road and Legget Drive. Solandt Road is not classified as a truck route. Street parking is generally permitted east of Legget Drive. The right-of-way (ROW) at the subject site is 26m. No widening is required, as a ROW protection of 26m is identified in Schedule C16 of the City's *Official Plan*.

Station Road is a dead-end local roadway that generally runs on an east-west alignment, starting at March Road and terminating approximately 500m west of March Road. East of March Road, the roadway continues as Carling Avenue. Within the study area, Station Road has a two-lane rural cross-section, no sidewalks, and an unposted regulatory speed limit of 50 km/h. Station Road is not classified as a truck route. Street parking is permitted.

The roadway network of the greater area surrounding the subject site is illustrated in **Figure 2**.

Figure 2: Roadway Network



2.1.2 Intersections

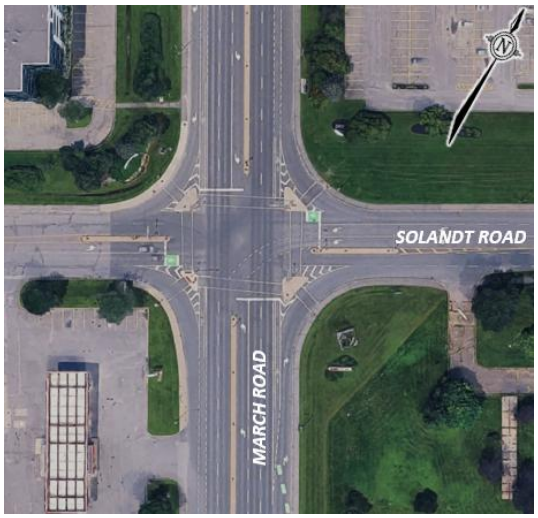
Terry Fox Drive/Legget Drive

- Unsignalized three-legged intersection
- Stop control on Legget Drive
- South Approach (Legget Drive):
  one shared left turn/right turn lane and one bike lane
- East Approach (Terry Fox Drive):
  one shared left turn/through lane and one bike lane
- West Approach (Terry Fox Drive):
  one shared through/right turn lane and one bike lane
- Standard crosswalks on south approach

Legget Drive/Solandt Road

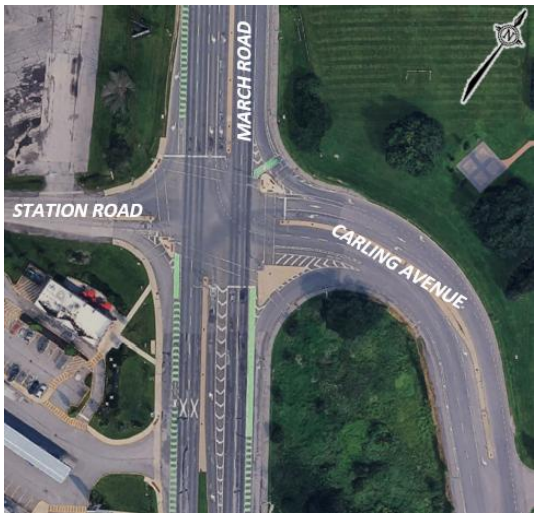
- Signalized four-legged intersection
- North Approach (Legget Drive):
  one left turn lane, one shared through/right turn lane, and one bike lane
- South Approach (Legget Drive):
  one left turn lane and one shared through/right turn lane
- East/West Approaches (Solandt Road):
  one left turn lane and one shared through/right turn lane
- Standard crosswalks on all approaches

March Road/Solandt Road



- Signalized four-legged intersection
- North/South Approaches (March Road):
  one left turn lane, two through lanes, one bike lane, and one channelized right turn lane
- East Approach (Solandt Road):
  two left turn lanes, one through lane, and one right turn channel
- West Approach (Solandt Road):
  one left turn lane, one through lane, and one channelized right turn lane
- Standard crosswalks on all approaches
- Two-stage, left-turn bike boxes for northbound and southbound cyclists

March Road/Carling Avenue/Station Road



- Signalized four-legged intersection
- North Approach (March Road):
  two left turn lanes, two through lanes, one bike lane, and one right turn lane
- South Approach (March Road):
  one left turn lane, two through lanes, one bike lane, and one channelized right turn lane
- East Approach (Carling Avenue):
  one left turn lane, one through lane, one bike lane, and one channelized right turn lane
- West Approach (Station Road):
  one shared left turn/through lane, one bike lane, and one channelized right turn lane
- Standard crosswalks on all approaches

2.1.3 Driveways

In accordance with the *TIA Guidelines*, the existing adjacent driveways along the boundary roads (i.e. within 200m of the subject site) is summarized as follows:

Solandt Road, north side

- Two driveways to offices at 425 Legget Drive.

Solandt Road, south side

- One driveway to offices at 415 Legget Drive;
- Two driveways to offices at 2500 Solandt Road.

2.1.4 Pedestrian and Cycling Facilities

Within the study area, concrete sidewalks are provided on the west side of March Road south of Carling Avenue, on the south side of Terry Fox Drive continuously, and on the west side of Legget Drive along the frontages of 490-500 March Road.

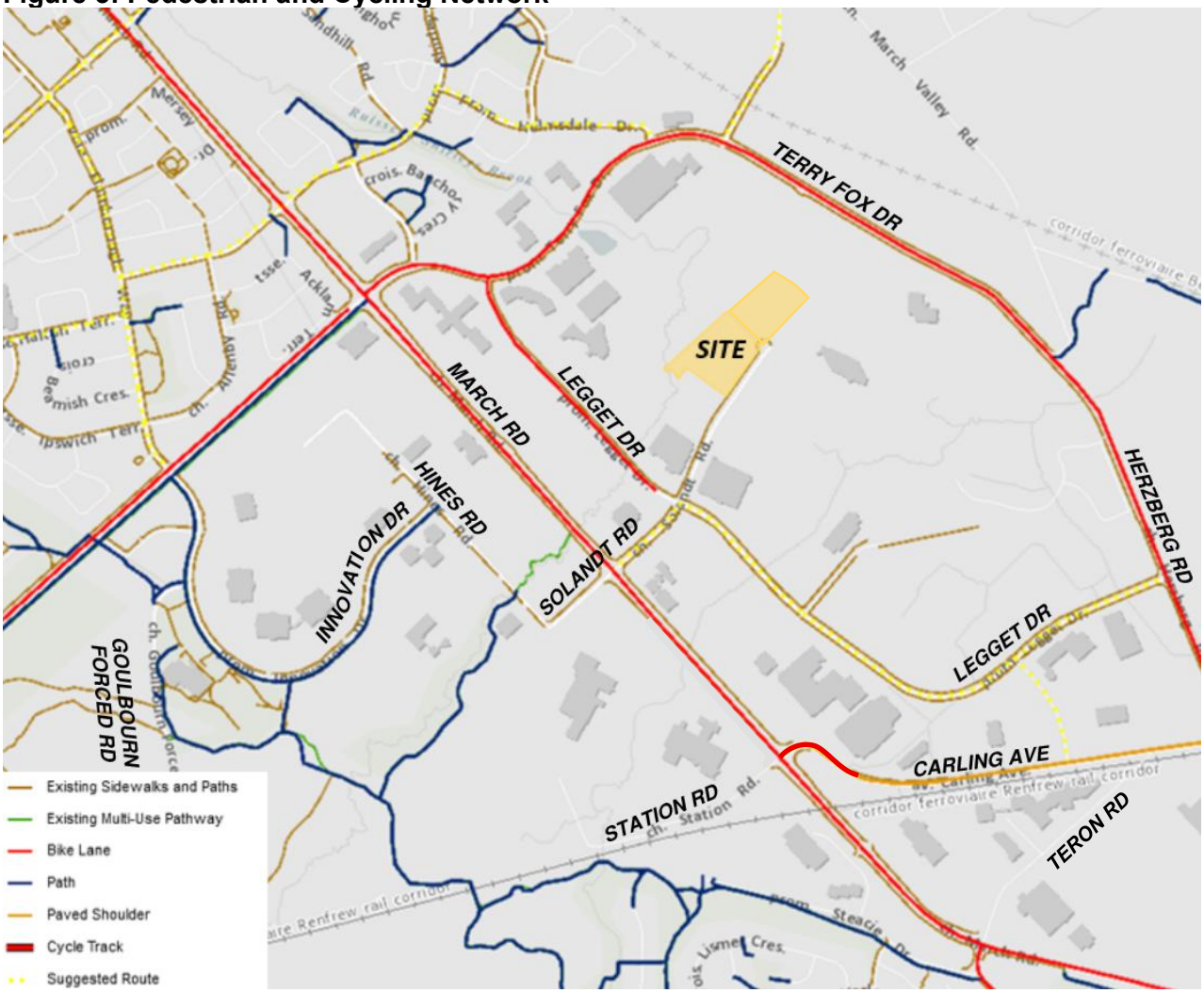
Asphalt sidewalks are provided on the east side of March Road continuously, on the west side of March Road north of 447 March Road, on both sides of Legget Drive south of Solandt Road, on the east side of Legget Drive north of Solandt Road, on both sides of Solandt Road between March Road and Legget Drive, and on the north side of Solandt Road east of Legget Drive.

Within the study area, March Road is identified in the City's Crosstown Bikeway Network. Terry Fox Drive, Legget Drive, Solandt Road, and Carling Avenue are all identified in the City's Primary Cycling Network, per the *2025 Transportation Master Plan (TMP)*.

On-road bike lanes are currently provided on March Road, Terry Fox Drive, Legget Drive north of Solandt Road, and Carling Avenue at March Road.

The pedestrian and cycling network of the greater area surrounding the subject site is illustrated in **Figure 3**.

Figure 3: Pedestrian and Cycling Network



2.1.5 Area Traffic Management

Within the study area, there are no Area Traffic Management (ATM) studies that are in progress.

2.1.6 Transit

The locations of OC Transpo bus stops relevant to the subject site are described in **Table 1**, and are shown in **Figure 4**. A summary of the various routes which serve the study area is included in **Table 2**. Detailed route information and an excerpt from the OC Transpo System Map are included in **Appendix C**.

Table 1: OC Transpo Transit Stops

Stop	Location	Routes
#6909	East side of Legget Drive, north of Solandt Road	63
#7548	North side of Solandt Road, west of cul-de-sac (not currently in use)	none
#7987	West side of Legget Drive, midblock between Solandt Road & Farrar Road	63, 110
#7991	East side of Legget Drive, midblock between Solandt Road & Farrar Road	63, 110

Figure 4: OC Transpo Bus Stop Locations

Table 2: OC Transpo Route Information

Route	From ↔ To	Frequency
63	Innovation / Briarbrook ↔ Tunney's Pasture	All day service, seven days a week; 15- to 30-min headways
110	Innovation / Briarbrook ↔ Limebank & Greenboro	All day service, seven days a week; 30-min headways

2.1.7 Existing Traffic Volumes

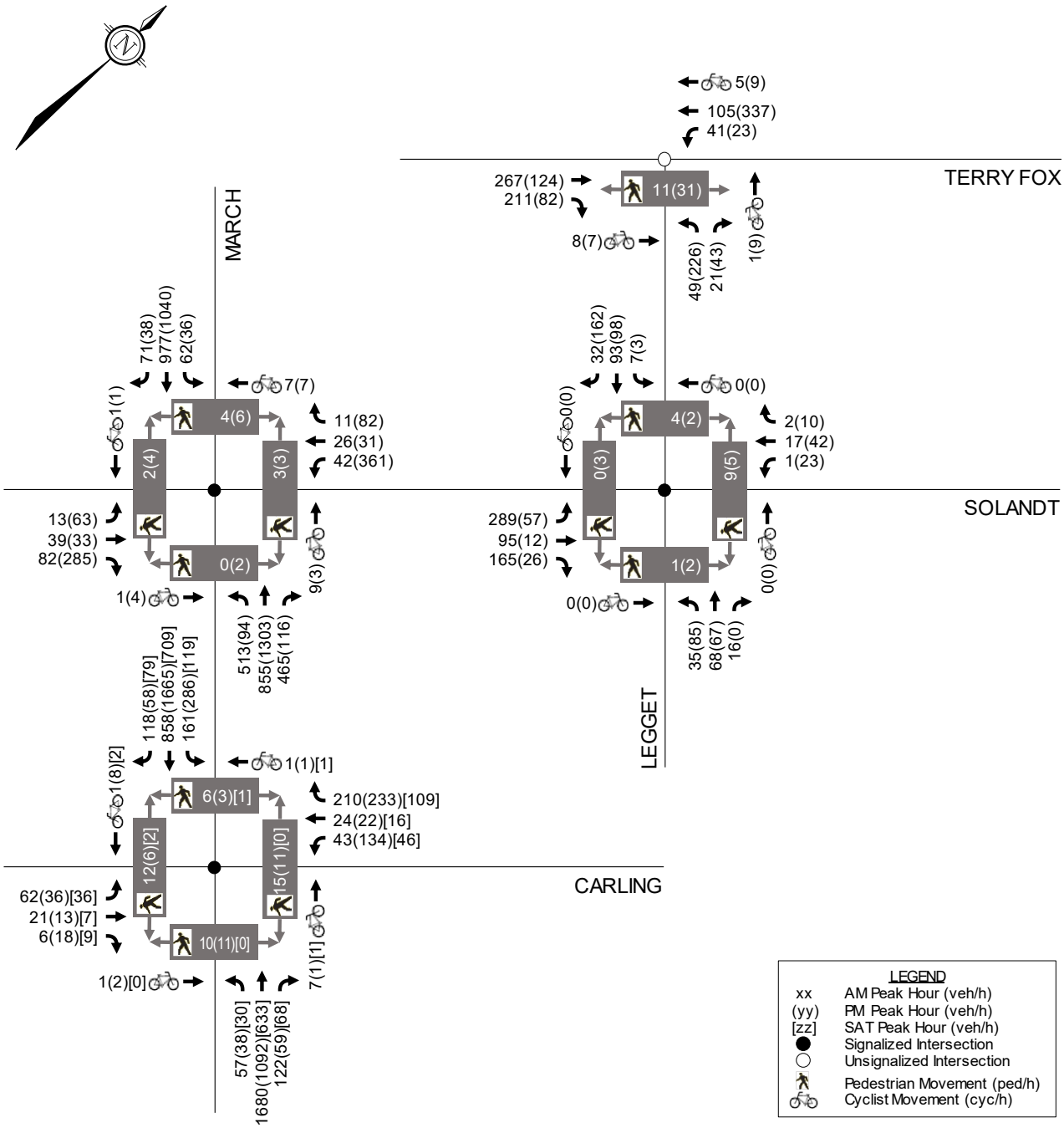
Traffic counts completed by the City of Ottawa were used to determine the existing pedestrian, cyclist, and vehicular traffic volumes at the study area intersections. These counts were completed on the dates listed below:

- Legget Drive/Terry Fox Drive — April 2, 2025 / July 26, 2022
- Legget Drive/Solandt Road — January 9, 2024
- March Road/Solandt Road — September 28, 2023
- March Road/Carling Avenue/Station Road — August 28, 2024 / August 31, 2024

It is noted that active transportation volumes observed at Legget Drive/Solandt Road may be lower than typical conditions, as that count was conducted outside of the warmest months. At Legget Drive/Terry Fox Drive, July 2022 pedestrian and cyclist volumes and April 2025 vehicular volumes have been considered. Based on the traffic count data, the average annual daily traffic (AADT) of Solandt Road east of Legget Drive is approximately 1,240 vehicles per day (vpd).

All traffic count data previously discussed are included in **Appendix D**. Traffic volumes within the study area are shown in **Figure 5**.

Figure 5: Existing Traffic Volumes



2.1.8 Collision Records

Historical collision data from the last five full years available was obtained from the City's Public Works and Service Department for the study area intersections and midblock segments. Copies of the collision summary reports are included in **Appendix E**. The collision data has been evaluated to determine if there are any identifiable collision patterns, which are defined in the *Revised TIA Guidelines* as 'more than six collisions in five years' for any one movement. The number of collisions at each intersection from January 1, 2019 to December 31, 2024 is summarized in **Table 3**.

Table 3: Reported Collisions

Intersection or Segment	Impact Types						Total
	Approach	Angle	Rear End	Sideswipe	Turning Movement	SMV[1]/ Other	
Terry Fox Drive/ Legget Drive	-	2	-	-	-	-	**2**
Legget Drive/ Solandt Road	-	-	-	-	-	-	**0**
March Road/ Solandt Road	-	1	10	7	13	-	**31**
March Road/ Carling Avenue/Station Road	1	3	18	4	5	2	**33**
Legget Drive btwn Terry Fox Dr & Solandt Rd	-	-	-	-	1	-	**1**
Solandt Road btwn March Rd & Legget Dr	-	-	-	-	-	-	**0**
Solandt Road btwn Legget Dr & End	-	1	-	-	-	-	**1**
March Road btwn Solandt Rd & Carling Ave	-	-	7	4	1	4	**16**

1. SMV = Single Motor Vehicle

Legget Drive/Terry Fox Drive
A total of two collisions were reported at this intersection over the last five years, both of which were angle impacts. Neither collision resulted in injury. Both collisions occurred in poor driving conditions. Neither collision involved cyclists or pedestrians.

Legget Drive/Solandt Road
No collisions were reported at this intersection over the last five years.

March Road/Solandt Road
A total of 31 collisions were reported at this intersection over the last five years, consisting of one angle impact, ten rear-end impacts, seven sideswipe impacts, and 13 turning movement impacts. Twelve collisions resulted in non-fatal injuries. Fourteen collisions (42%) occurred in poor driving conditions. No collisions involved cyclists or pedestrians.

Of the ten rear-end impacts, two involved northbound vehicles, five involved southbound vehicles, and three involved westbound vehicles. No approach meets the threshold of a collision pattern.

Of the seven sideswipe impacts, four involved northbound vehicles, two involved southbound vehicles, and one involved eastbound vehicles. No approach meets the threshold of a collision pattern.

Of the 13 turning movement impacts, four involved a northbound left turn, two involved a northbound U-turn, three involved a southbound left turn, three involved a southbound U-turn, and one involved a westbound left turn. No movement meets the threshold of a collision pattern.

March Road/Carling Avenue/Station Road
A total of 33 collisions were reported at this intersection over the last five years, consisting of one approaching impact, three angle impacts, 18 rear-end impacts, four sideswipe impacts, five turning movement impacts, and two single vehicle/other impacts. Four collisions resulted in non-fatal injuries. Three collisions (9%) occurred in poor driving conditions. One collision involved a cyclist. No collision involved pedestrians.

Of the 18 rear-end impacts, five involved northbound vehicles, seven involved southbound vehicles, and six involved westbound vehicles. The southbound approach meets the threshold of a collision pattern. High traffic volumes and a posted speed limit of 80 km/h are likely factors.

Legget Drive (Terry Fox Drive to Solandt Road)
One turning movement impact was reported along this segment over the last five years. This collision did not result in injury and occurred in fair driving conditions.

Solandt Road (March Road to Legget Drive)
No collisions were reported along this segment over the last five years.

Solandt Road (east of Legget Drive)
One angle impact was reported along this segment over the last five years. This collision did not result in injury and occurred in fair driving conditions.

March Road (Solandt Road to Carling Avenue)
A total of 16 collisions were reported at this intersection over the last five years, consisting of seven rear-end impacts, four sideswipe impacts, one turning movement impacts, and four single vehicle/ other impacts. Two collisions resulted in non-fatal injuries. Ten collisions (63%) occurred in poor driving conditions. No collisions involved cyclists or pedestrians.

Of the seven rear-end impacts, four involved northbound vehicles and three involved southbound vehicles. Neither direction meets the threshold of a collision pattern.

2.2 Planned Conditions

2.2.1 Planned Transportation Projects

Transit Projects
Within the study area, the City's *2025 Transportation Master Plan (TMP)* identifies the Kanata North Transitway in the Priority Transit Network. This project includes at-grade bus rapid transit (BRT) within the median of March Road from Eagleson Station to Terry Fox Drive. The Needs-Based Transit Network identifies March Road north of Terry Fox Drive as a future transit corridor. The preliminary preferred design of median BRT lanes on March Road is being developed by Parsons, as part of an ongoing Environmental Assessment (EA) Addendum. An excerpt of the preferred design through the study area is included in **Appendix F**. The priority network is planned to be implemented by 2046 and the needs-based network will be implemented post-2046.

Roadway Projects
Within the study area, the City's *2025 TMP* does not identify any roadway projects in its Needs-Based or Priority Road Networks. North of the study area, the City's *2025 TMP* identifies a widening of March Road between Maxwell Bridge Road and Buckbean Avenue, from two lanes to four. This widening is identified in both the Priority and Needs-Based Road Networks. It is a Phase 2 Priority project and not planned for implementation in the ten-year planning horizon (2026-2035).

Active Transportation Projects
The City's *2025 TMP* does not identify any pedestrian projects with prioritization within the study area or within proximity of the study area.

Related to prioritized cycling projects, the *2025 TMP* identifies multiple Phase 1 projects within the study area or within proximity of the study area. A pavement markings and signage project is identified to implement bike lanes where feasible on Legget Drive, Solandt Road, Hines Road, Flamborough Way, and Innovation Drive. This will provide cycling connectivity throughout the Kanata Research Park and neighbourhoods north of Terry Fox Drive. East of the study area, a project is identified to convert the Beachburg Rail Corridor to multi-use pathway from Celtic Ridge Crescent to the Capital Pathway east of March Valley Road. This will provide cycling connectivity between neighbourhoods north of the study area, the Kanata Research Park, and the Capital Pathway network.

2.2.2 Other Area Developments

The Kanata North Urban Expansion Area (KNUEA) is located north of the study area, but will generate notable traffic volumes that will be observed within the study area. In the *2016 KNUEA TMP*, it was estimated that the development of the Kanata North lands has the potential to consist of 960 single-detached homes, 950 street townhomes, 1,040 multi-unit residential dwellings, 400,000 ft^2 GFA of commercial space, three elementary schools, one high school, and a 500-space park and ride. The *KNUEA TMP* identified a buildout year of 2026, but this will not be achieved. Development applications have now been submitted for all KNUEA lands, including the following:

927 March Road
A TIA was prepared by Stantec in December 2023, in support of a subdivision with 19 single-detached homes, 32 townhomes, 1,857 apartment units, and 45,000 ft^2 of commercial space. The associated TIA identified a buildout year of 2034.

936 March Road
A TIA and subsequent technical memo was prepared by CGH in November 2020 and December 2024, respectively, in support of a subdivision with 353 single-detached homes and 575 townhomes. The associated TIA identified a buildout year of 2023, however construction is ongoing.

1020 & 1070 March Road
A TIA was prepared by Stantec in May 2020, in support of a subdivision with 297 single-detached homes, 315 townhomes, 116 apartment dwellings, 80,000 ft^2 GFA of commercial space, and an elementary school block. The associated TIA identified a buildout year of 2031.

1053, 1075 & 1145 March Road
A TIA was prepared by Novatech in October 2018, in support of a subdivision with 295 single-detached homes, 314 townhomes, and 216 multi-unit dwellings. The associated TIA identified a buildout year of 2026.

To the south of the KNUEA, several other developments are under construction, approved, or are in the approval process. The following development applications are significant enough to include site-generated traffic projections to the roadway network.

359 Terry Fox Drive and 525 Legget Drive
A TIA was prepared by Novatech in January 2022, in support of a development with 253 apartment dwellings and 3,877 ft^2 GFA of restaurant space. The associated TIA identified a buildout year of 2024, however buildout of the development has not yet been achieved.

457 Terry Fox Drive
A TIA was prepared by Parsons in January 2017, in support of a subdivision with 159 single-detached homes and 276 townhomes. The associated TIA identified a buildout year of 2021, however buildout of the subdivision has not yet been achieved.

555-603 March Road
A TIA was prepared by Novatech in December 2023, in support of a subdivision with 2,100 apartment dwellings, 154,178 ft^2 of office space, and 31,482 ft^2 of retail space. The associated TIA identified a buildout year of 2037.

570-600 March Road
A TIA was prepared by Stantec in July 2022, in support of a mixed-use development including 1,900 residential dwellings, approximately 46,000 m^2 of office space, and 11,350 m^2 of retail space. The associated TIA identified a buildout year of 2032. A subsequent TIA was prepared by Stantec in May 2025 in support of updates to the commercial portion (570 March Road), which includes approximately 31,948 m^2 of general light industrial space, 20,665 m^2 of office space, and 1,339 m^2 of retail space. The associated TIA identified a buildout year of 2027, and did not account for any residential development at 600 March Road.

788 March Road
A TIA addendum was prepared by Parsons in March 2020, in support of a residential development with 92 apartment dwellings. The associated TIA identified a buildout year of 2023. Buildout of the development has not yet been achieved, however it is under construction.

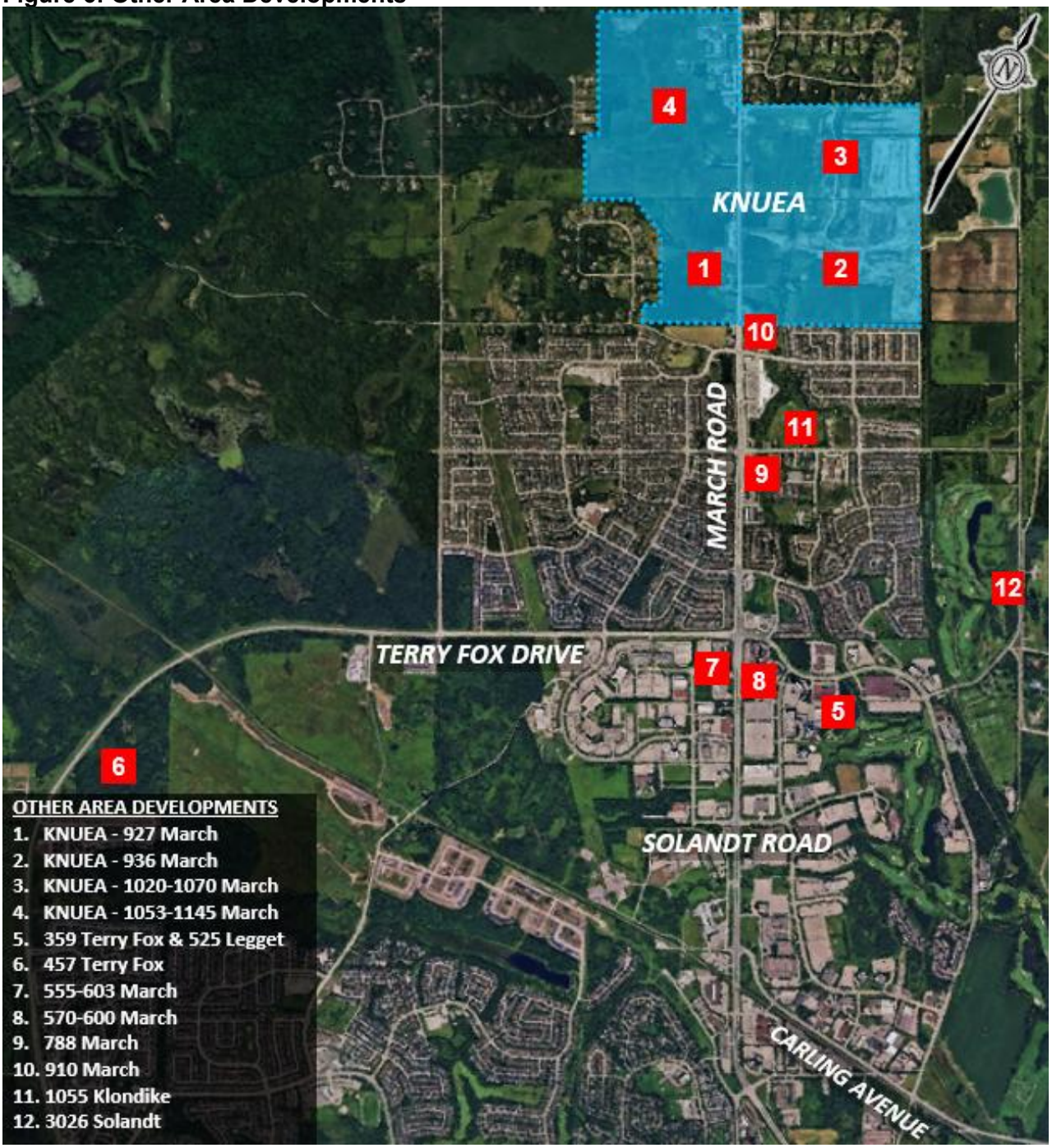
910 March Road
A TIA was prepared by CGH Transportation in January 2024, in support of a mixed-use development with 390 residential dwellings and 501 m^2 of ground-floor commercial space. The associated TIA identified a buildout year of 2028.

1055 Klondike Road
A TIA and technical memorandum were prepared by Novatech in April and June 2021, respectively. These were prepared in support of a residential development with 58 townhomes and 56 apartment dwellings. The associated TIA identified a buildout year of 2024. Buildout of the development has not yet been achieved, however it is under construction.

3026 Solandt Road
A TIA was prepared by CIMA+ in March 2020, in support of an office development with approximately 9,290 m^2 of office space. The associated TIA identified a buildout year of 2021, however buildout of the development has not yet been achieved.

A map indicating the approximate location of each development is included in **Figure 6**.

Figure 6: Other Area Developments



2.3 Study Area and Time Periods

The study area for this report includes the boundary roadway Solandt Road, as well as the intersections at Terry Fox Drive/Legget Drive, Legget Drive/Solandt Road, March Road/Solandt Road, and March Road/Carling Avenue/Station Road.

The selected time periods for this report are the weekday AM and PM peak hours, as they represent the 'worst case' combination of site generated traffic and adjacent street traffic. As the proposed development will also be a weekend traffic generator, a comparison of Saturday peak hour volumes and weekday peak hour volumes at March Road/Carling Avenue/Station Road was conducted. The weekday peak hours were selected as the only time periods for analysis, as the Saturday peak hour volumes are approximately 50% to 55% of the weekday peak hour volumes and the worst case combination of site traffic and adjacent street traffic is clearly during the weekday peak hours. The buildout year 2027 and horizon year 2032 have been considered.

2.4 Access Design

A single full-movement access to Solandt Road is proposed at the terminus of the roadway, in the same location as one of the two existing unused parking lot accesses. The proposed full-movement access has been evaluated using the relevant provisions of the City's *Private Approach By-Law* (PABL) and the Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads*. A 6.0m-wide emergency access at the community pathway (i.e. at the western limit of the site) is also proposed, but will not provide access to any parking.

Section 25(1)(c) of the PABL identifies a maximum width requirement of 9m for any two-way private approach. The proposed access meets this requirement, as a width of 7.2m is proposed at the street line.

Sections 25(1)(o) and 25(1)(p) of the PABL identifies that no private approach shall be within 1.5m of the point of tangency of a corner radius at an intersection, within 6m of the intersecting street line, or within 3m of a property line. The southern edge of the proposed access is located approximately 0.3m from the point where the ROW of the Solandt Road cul-de-sac meets the unopened roadway allowance. There are no concerns regarding the distance from an access to the adjacent property, sightline, or traffic hazards. It is understood that the General Manager can reduce the minimum offset to 0.3m.

Section 25(1)(u) of the PABL identifies a requirement that any private approach serving a parking area with more than 50 parking spaces shall not have a grade exceeding 2% for the first 9m inside the property line. The proposed access grading is approximately 1.0%, meeting this requirement.

TAC's *Geometric Design Guide* does not outline a minimum clear throat length for accesses serving personal service uses. Measuring from the edge of the existing curbline of Solandt Road, there is approximately 16m of vehicle storage provided prior to the first parking space, which is a distance sufficient to store two passenger vehicles within the access. It is anticipated that this will be sufficient.

2.5 Development-Generated Travel Demand

2.5.1 Trip Generation

Traffic generated by the proposed development has been estimated using first principles. The proponent has advised that the operating hours of the spa will be 9:00am to 10:00pm on Monday to Thursday and 8:30am to 12:00am on Friday to Sunday. Based on existing data from other area spas relating to attendance and peak times (included in **Appendix G**), the number of patrons from Monday to Thursday are approximately half of the number of patrons from Friday to Sunday, and the busiest hours for patrons are anticipated to be between 10:00am and 4:00pm (staggered arrivals) The capacity of the facility is estimated to be 300 people every four hours.

The following projections apply to the Friday operations, as they represent the heaviest weekday for site-generated traffic.

The proponent has confirmed that all food deliveries will occur on a nightly basis, and pool/cleaning supplies deliveries will occur outside of the peak hours, three to four times per month. The proponent has also confirmed that the employee schedule will be divided into two shifts. The first shift will arrive prior to the AM peak hour and depart prior to the PM peak hour. The second shift will arrive prior to the PM peak hour and depart after the PM peak hour.

The *TRANS Trip Generation Manual* present observed commercial peak hour mode shares for the different regions within Ottawa-Gatineau. For the Kanata-Stittsville district, the commercial mode shares during the peak hours can be summarized as follows:

- Auto Driver: 81% in AM peak hour, 73% in PM peak hour;
- Auto Passenger: 12% in AM peak hour, 22% in PM peak hour;
- Transit: 5% in AM peak hour, 1% in PM peak hour;
- Cyclist: 0% in AM peak hour, 0% in PM peak hour;
- Pedestrian: 2% in AM peak hour, 4% in PM peak hour.

A vehicle occupancy of 2.0 patrons per vehicle has been assumed, along with a 5% transit share and 5% pedestrian share. Therefore, the assumed peak hour mode shares for the proposed spa can be summarized as 45% driver, 45% passenger, 5% transit, 0% cyclist, and 5% pedestrian.

The peak number of arrivals or departures in an hour is assumed to equal 150 patrons (i.e. half of the facility's capacity of 300 people in any four-hour period). This results in peak arrival and departure volumes of 150 person trips per hour. For the purposes of this analysis, it has conservatively been assumed that an hour of peak arrivals will coincide with the AM peak hour, and hours of peak arrivals and peak departures will coincide with the PM peak hour. The person trip generation estimates for the proposed development are shown in **Table 4**.

Table 4: Person Trip Generation

Travel Mode	Mode Share	AM Peak Hour			PM Peak Hour		
		IN	OUT	TOT	IN	OUT	TOT
Total Person Trips		**150**	**-**	***150***	**150**	**150**	***300***
Auto Driver	45%	68	-	*68*	68	67	*135*
Auto Passenger	45%	68	-	*68*	67	68	*135*
Transit	5%	7	-	*7*	8	7	*15*
Cyclist	0%	-	-	*0*	-	-	*0*
Pedestrian	5%	7	-	*7*	7	8	*15*

From the previous table, the proposed spa is projected to generate 150 person trips (including 68 vehicle trips) during the AM peak hour and 300 person trips (including 135 vehicle trips) during the PM peak hour.

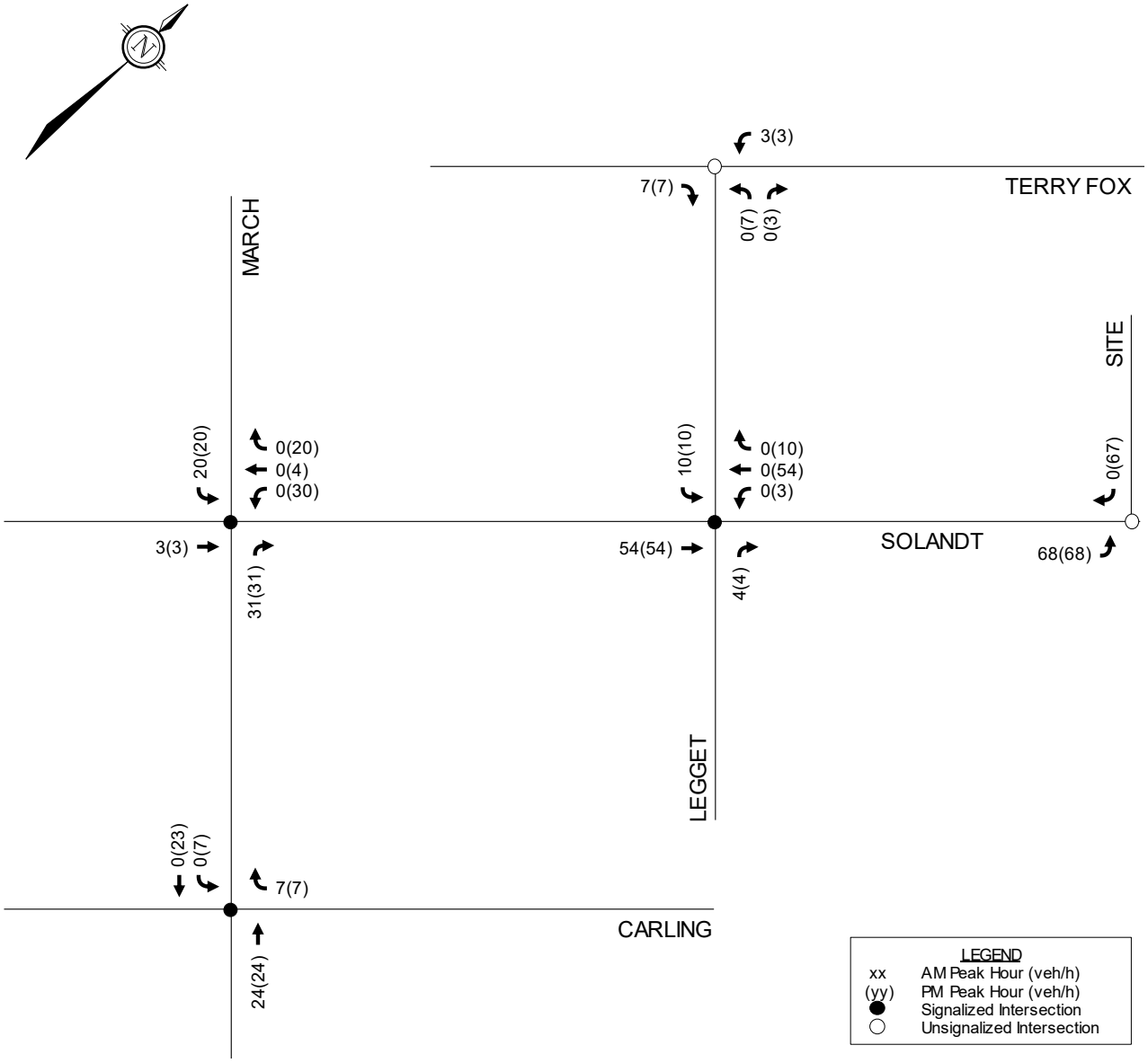
2.5.2 Trip Distribution and Assignment

The assumed distribution of trips has been derived from the existing two-way traffic patterns during the midday peak hour. The assumed trip distribution for the proposed development can be summarized as follows.

- 30% to/from the north via March Road;
- 35% to/from the south via March Road;
- 5% to/from the south via Legget Drive;
- 5% to/from the east via Terry Fox Drive;
- 10% to/from the east via Carling Avenue;
- 10% to/from the west via Terry Fox Drive;
- 5% to/from the west via Solandt Road.

All trips generated by the proposed development are assigned to the Solandt Road access. Based on the above, the distribution of site-generated traffic volumes to the study area intersections are shown in **Figure 7**.

Figure 7: Site-Generated Traffic Volumes



2.6 Exemptions Review

This module reviews possible exemptions from the final TIA, as outlined in the *Revised TIA Guidelines*. The applicable exemptions for this site are shown in **Table 5**.

Table 5: TIA Exemptions

Module	Element	Exemption Criteria	Status
4.1 Development Design	*4.1.2* Circulation and Access	• Required for site plan control and zoning by-law amendment applications	Not Exempt
	4.1.3 New Street Networks	• Required for draft plan of subdivision applications	Exempt
4.2 Parking	*All elements*	• Required for site plan control and zoning by-law amendment applications	Not Exempt
4.6 Neighbourhood Traffic Calming	*All elements*	• If all of the following criteria are met: 1. Access is provided to a collector or local roadway 2. Application is for zoning by-law amendment or draft plan of subdivision 3. Development generates more than 75 vehicle trips 4. Site trip infiltration is expected, and site-generated traffic will increase peak volumes by 50% or more along the route between the site and an arterial 5. The subject street segment is adjacent to two or more of the following significant sensitive land uses: ○ School (within 250m walking distance) ○ Park ○ Retirement/older adult facility ○ Licensed child care centre ○ Community centre ○ 50+% of adjacent properties along the route(s) are occupied by residential lands and at least ten dwellings are occupied	Exempt
4.7 Transit	*4.7.1* Transit Route Capacity	• Required when proposed development generates more than 75 transit trips	Exempt
	4.7.2 Transit Priority Requirements	• Required when proposed development generates more than 75 vehicle trips	Not Exempt
4.8 Network Concept	*All elements*	• Required when proposed development generates more than 200 peak hour person trips in excess of the equivalent volume permitted by the established zoning	Exempt
4.9 Intersection Design	*All elements*	• Required when proposed development generates more than 75 vehicle trips	Not Exempt

Based on the foregoing, the following modules will be included in the TIA report:

- Module 4.1: Development Design
- Module 4.2: Parking
- Module 4.3: Boundary Streets
- Module 4.4: Access Design
- Module 4.5: Transportation Demand Management
- Module 4.7: Transit
- Module 4.9: Intersection Design

3.0 BACKGROUND NETWORK TRAVEL DEMAND

3.1 Other Area Developments

The following other area developments have been considered in projecting the future background volumes. Relevant excerpts of the TIAs prepared in support of each development below are included in **Appendix H**.

Kanata North Urban Expansion Area (KNUEA)
The *KNUEA TMP* (prepared by Novatech in June 2016) estimated that the development of the Kanata North lands has the potential to consist of 960 single-detached homes, 950 street townhomes, 1,040 multi-unit residential dwellings, 400,000 ft^2 GFA of commercial space, three elementary schools, one high school, and a 500-space park and ride. The *KNUEA TMP* identified a buildout year of 2026, but this will not be achieved. As the traffic projections in the *KNUEA TMP* are more conservative than the subsequent traffic studies prepared in support of the lands at 927, 936, 1020-1070, and 1053-1145 March Road, the *KNUEA TMP* projections have been considered. For the purposes of this TIA, 50% of the total traffic generated by the Cavanagh (1020-1070 March Road), Claridge Uniform (1053-1145 March Road), and Minto (936 March Road) developments and 0% of the total traffic generated by the Brigil (927 March Road) development have been added to the 2027 background volumes, and 100% of the total traffic generated by the KNUEA has been added to the 2032 background volumes.

359 Terry Fox Drive and 525 Legget Drive
This proposed development includes 253 apartment dwellings and 3,877 ft^2 GFA of restaurant space. The associated TIA identified a buildout year of 2024, however buildout of the development has not yet been achieved. Traffic generated by this development has been added to the 2032 background volumes.

457 Terry Fox Drive
This proposed subdivision includes 159 single-detached homes and 276 townhomes. The associated TIA identified a buildout year of 2021, however buildout of the subdivision has not yet been achieved. Traffic generated by this development has been added to the 2032 background volumes.

555-603 March Road
This proposed subdivision includes 2,100 apartment dwellings, 154,178 ft^2 of office space, and 31,482 ft^2 of retail space. The associated TIA identified a buildout year of 2037. For the purposes of this TIA, 50% of the traffic generated by this development has been added to the 2032 background volumes.

570-600 March Road
The proposed development includes 1,900 residential dwellings, approximately 46,000 m^2 of office space, and 11,350 m^2 of retail space. The associated TIA identified a buildout year of 2032. A subsequent TIA was prepared by Stantec in May 2025 in support of updates to the commercial portion (570 March Road), which includes approximately 31,948 m^2 of general light industrial space, 20,665 m^2 of office space, and 1,339 m^2 of retail space. The associated TIA identified a buildout year of 2027, and did not account for any residential development at 600 March Road. For the purposes of this TIA, all traffic generated by the commercial portion of the development has been added to the 2027 background volumes, the estimated traffic generated by the existing development has been subtracted from the 2027 background volumes, and all traffic generated by the residential portion has been added to the 2032 background volumes.

788 March Road
The proposed development includes 92 apartment dwellings. The associated TIA identified a buildout year of 2023. Buildout of the development has not yet been achieved, however it is under construction. Traffic generated by this development has been added to the 2027 and 2032 background volumes.

910 March Road
The proposed mixed-use development includes 390 residential dwellings and 501 m^2 of ground-floor commercial space. The associated TIA identified a buildout year of 2028. Traffic generated by this development has been added to the 2032 background volumes.

1055 Klondike Road
The proposed development includes 58 townhomes and 56 apartment dwellings. The associated TIA identified a buildout year of 2024, and construction is ongoing. Traffic generated by this development has been added to the 2027 and 2032 background volumes.

3026 Solandt Road
The proposed development includes approximately 9,290 m^2 of office space. The associated TIA identified a buildout year of 2021, however buildout of the development has not yet been achieved. Traffic generated by this development has been added to the 2032 background volumes.

3.2 General Background Growth Rate

A review of the City's *Strategic Long-Range Model* has been conducted, comparing snapshots of the 2022 and 2046 AM peak hour traffic volumes. The long-range snapshots are included in **Appendix I**.

A review of the snapshots identify average annual growth rates of approximately 0% to 1% on March Road, Legget Drive, Solandt Road, and Carling Avenue, and rates of approximately 2% on Terry Fox Drive. Since background volumes from all of the other area developments listed above have been added to the study area volumes, no annual background growth rate has been applied to the study area roadways.

3.3 Future Traffic Conditions

The figures below present the following future traffic conditions:

- Other area development-generated volumes in 2027 are shown in **Figure 8**;
- Other area development-generated volumes in 2032 are shown in **Figure 9**;
- Background traffic volumes in 2027 are shown in **Figure 10**;
- Background traffic volumes in 2032 are shown in **Figure 11**;
- Total traffic volumes in 2027 are shown in **Figure 12**;
- Total traffic volumes in 2032 are shown in **Figure 13**.

Figure 8: 2027 Other Area Development-Generated Traffic Volumes

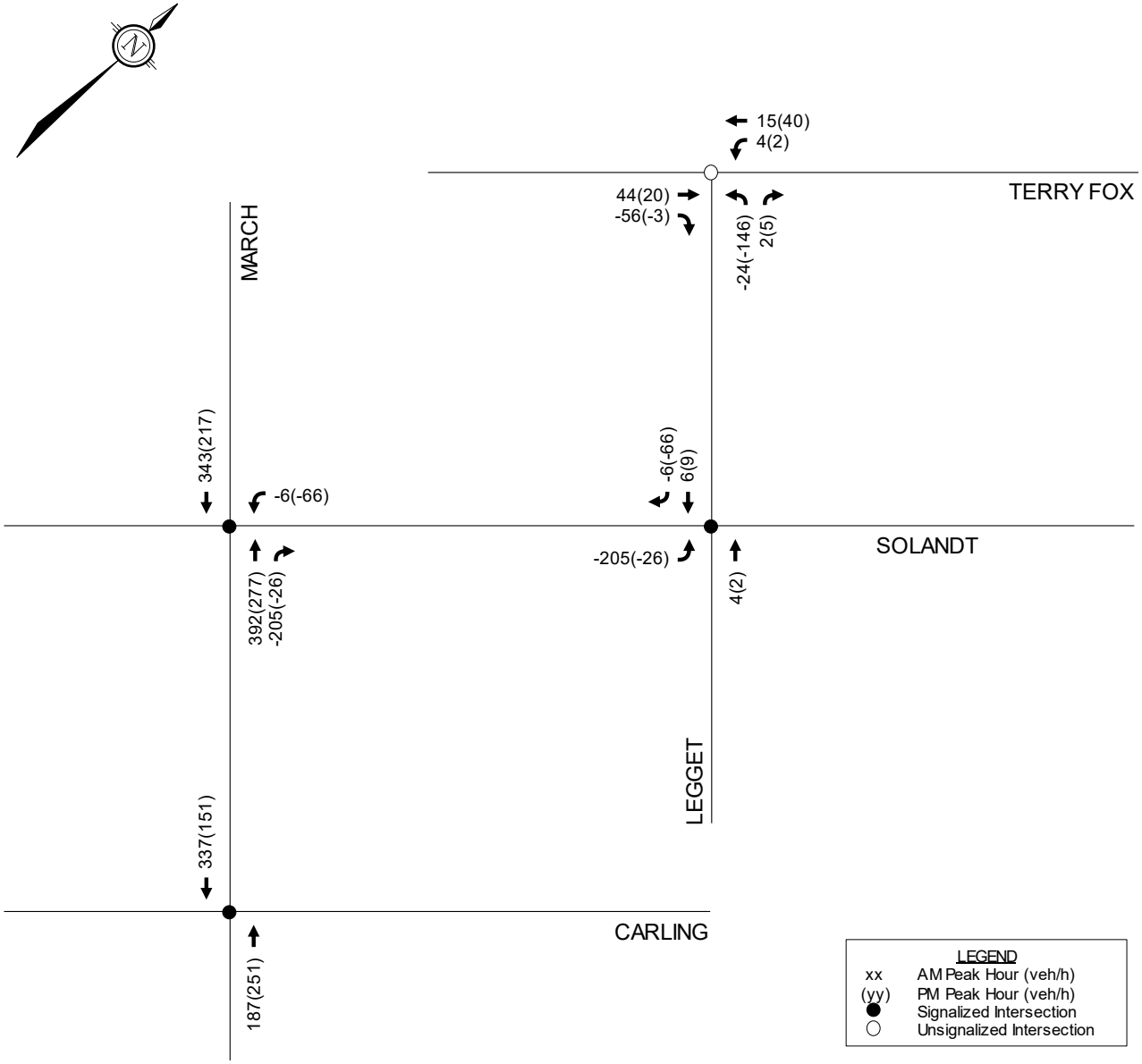


Figure 9: 2032 Other Area Development-Generated Traffic Volumes

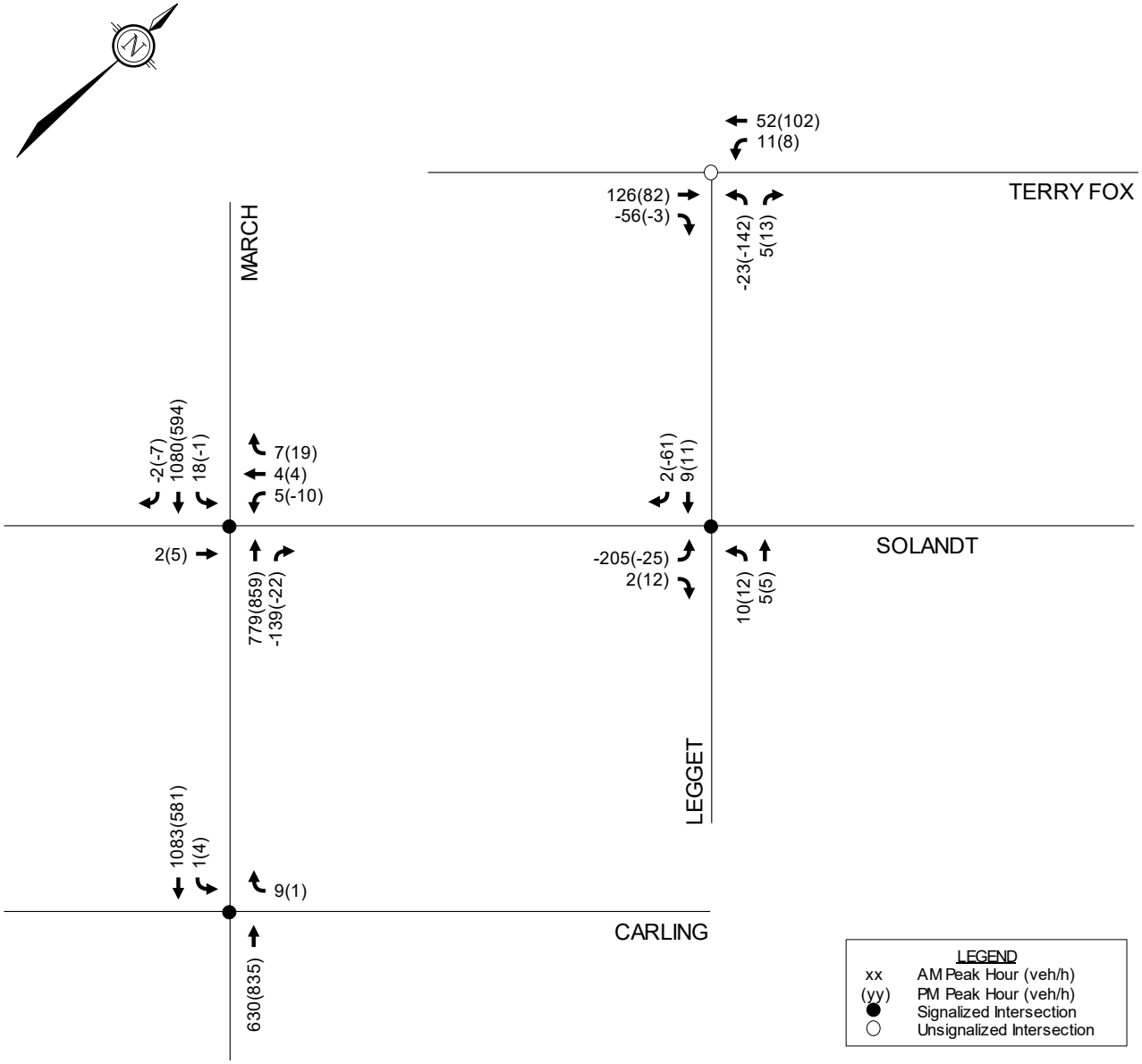


Figure 10: 2027 Background Traffic Volumes

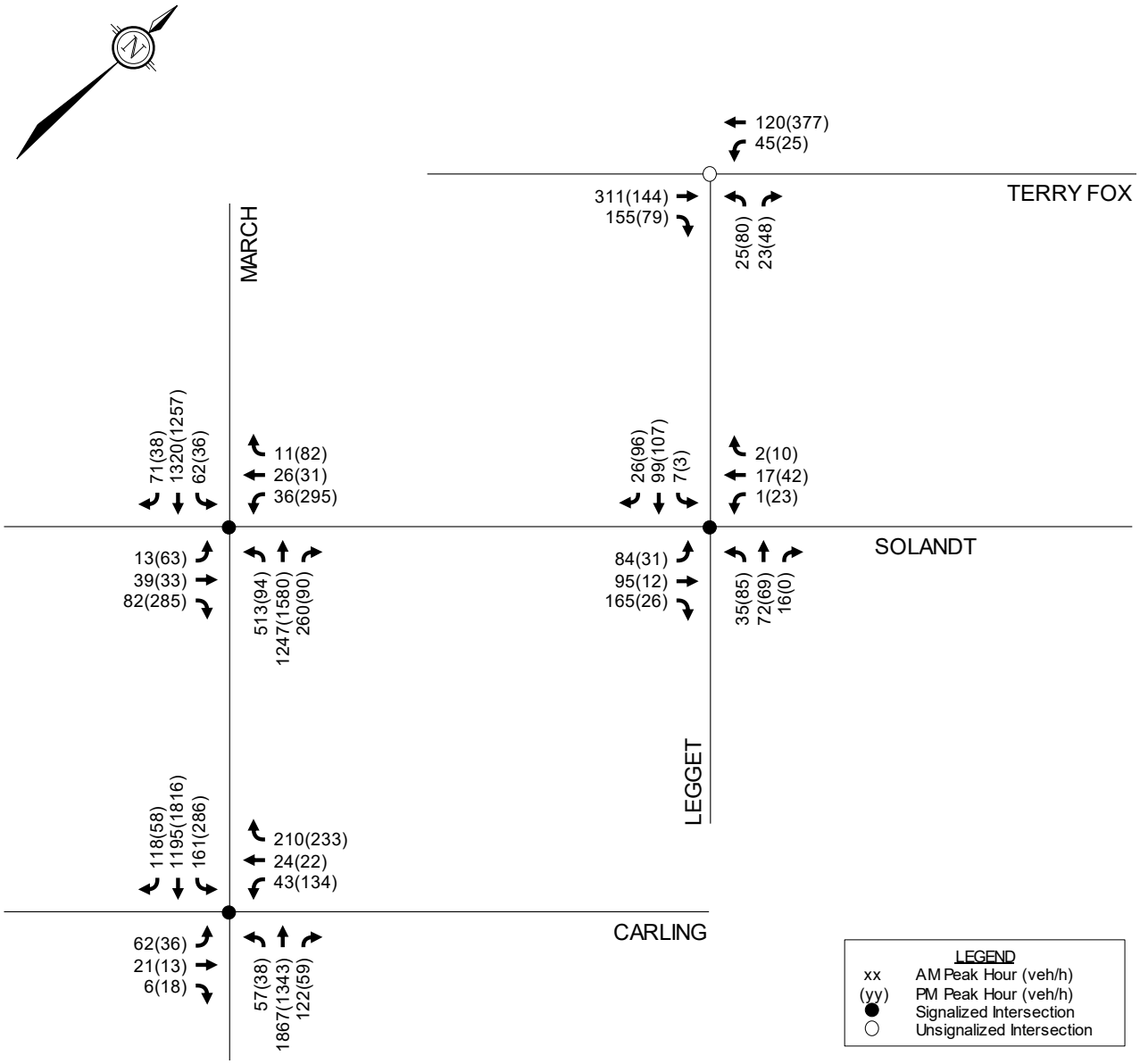


Figure 11: 2032 Background Traffic Volumes

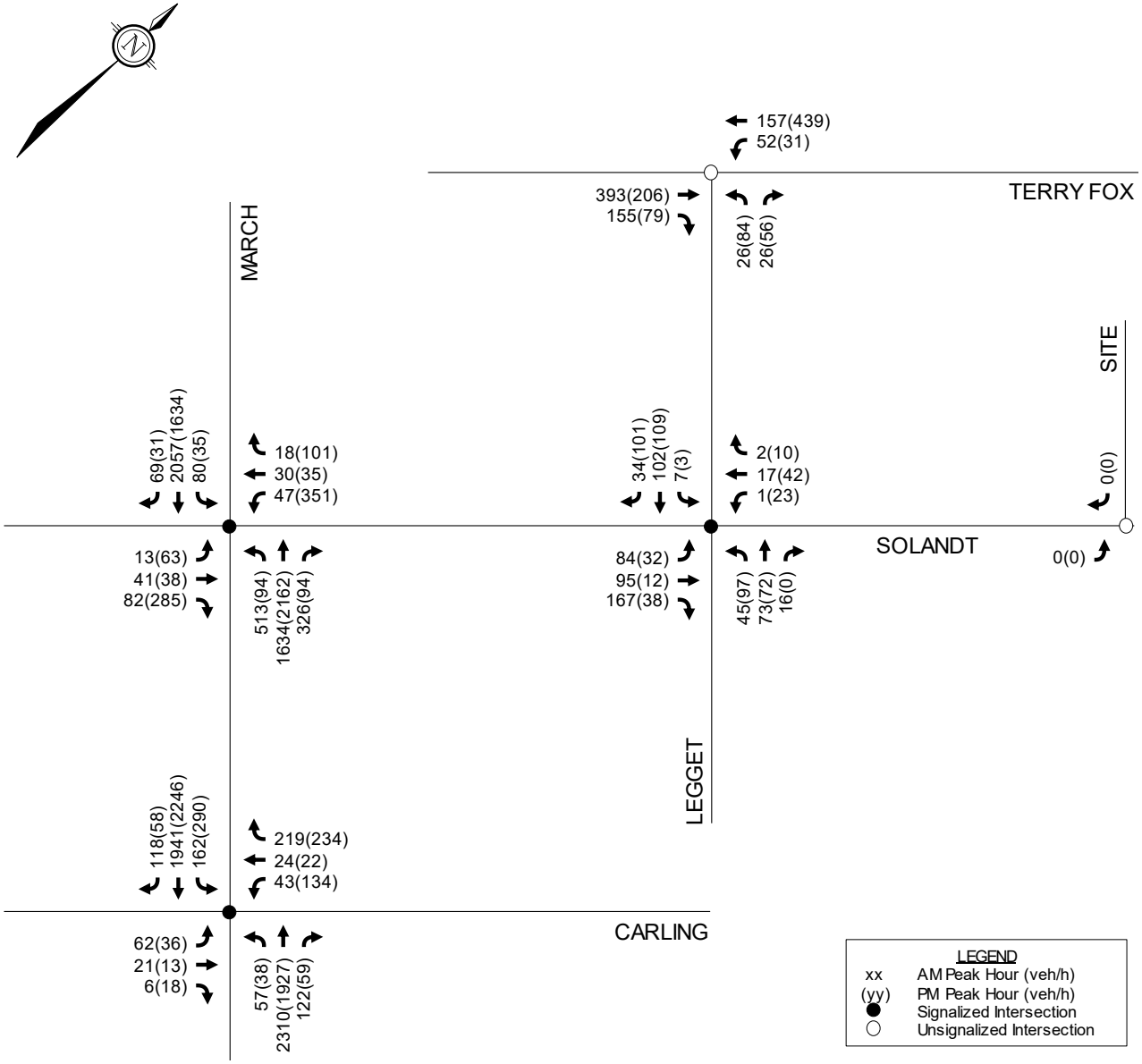


Figure 12: 2027 Total Traffic Volumes

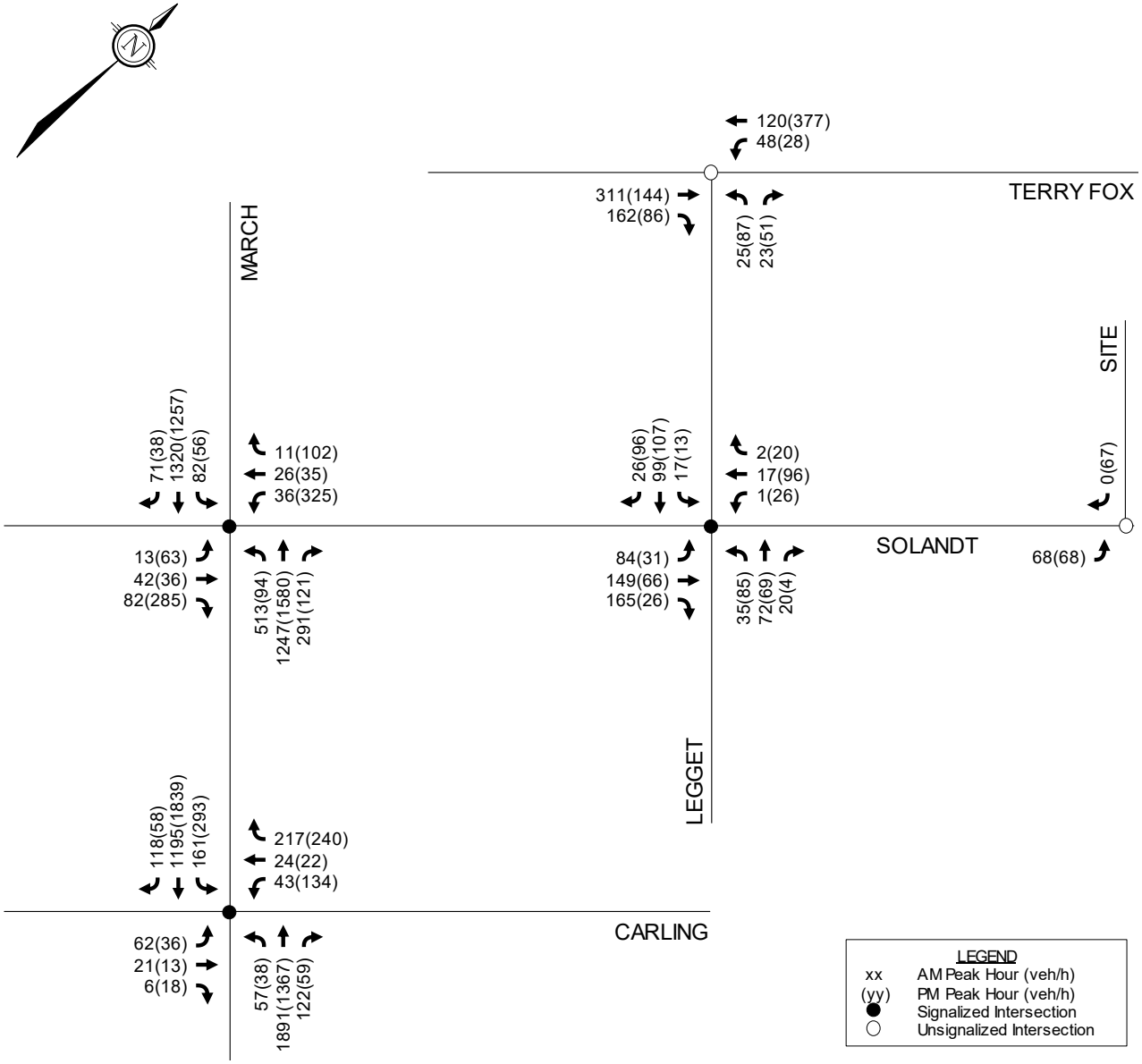
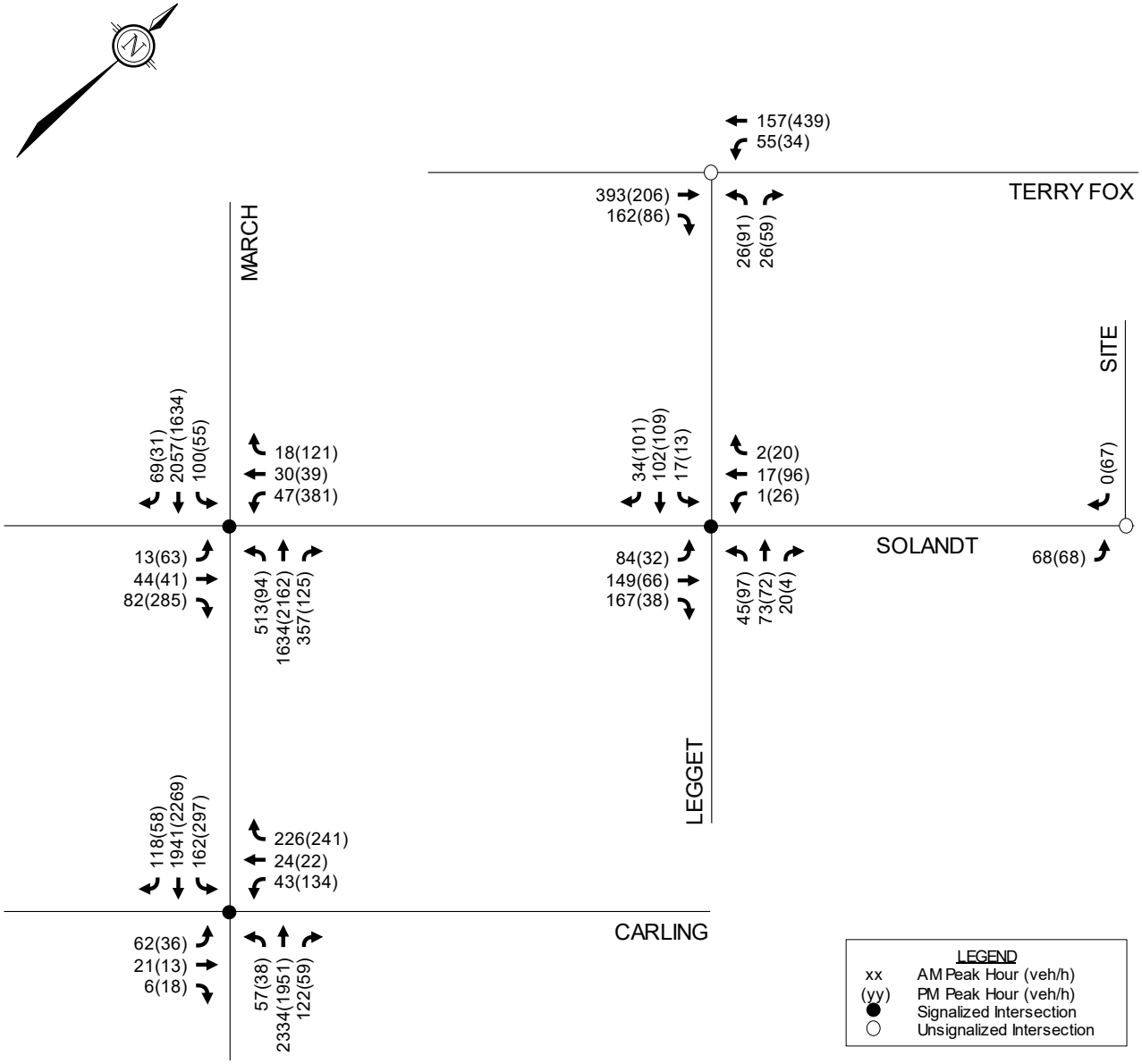


Figure 13: 2032 Total Traffic Volumes



3.4 Demand Rationalization

A review of the existing and background intersection operations has been conducted to determine if and when traffic volumes exceed capacity within the study area, using Synchro 11 software. The intersection parameters used in the analysis are consistent with the *TIA Guidelines* (Saturated Flow Rate: 1,800 vphpl, Peak Hour Factor: 0.9 in existing conditions and 1.0 in future conditions). Per Exhibit 2 of the *2025 Multimodal Level of Service (MMLOS) Guidelines Update*, the target vehicular level of service (Auto LOS) is an Auto LOS E for all intersections.

Signal timing plans for the study area intersections are included in **Appendix J**.

3.4.1 Existing Traffic Operations

Intersection capacity analysis has been conducted for the existing traffic conditions. The results of the analysis are summarized in **Table 6** and **Table 7** for the AM and PM peak hours. Detailed reports are included in **Appendix K**.

Table 6: Existing Intersection Analysis

Intersection	AM Peak Hour			PM Peak Hour		
	Max v/c or Delay	LOS	Mvmt	Max v/c or Delay	LOS	Mvmt
Terry Fox Drive/ Legget Drive(1)	15 sec	B	NBL/R	26 sec	D	NBL/R
Legget Drive/ Solandt Road(2)	0.42	A	EBL	0.61	B	SBT/R
March Road/ Solandt Road(2)	**1.08**	**F**	**SBT**	0.87	D	SBT
March Road/ Carling Avenue/Station Road(2)	0.95	E	NBT	0.89	D	SBT

1. Unsignalized intersection
2. Signalized intersection

Table 7: Existing Critical Queues

Intersection	Mvmt	Storage/ Spacing(1)	AM Peak			PM Peak		
			v/c [LOS]	50th % Queue (m)	95th % Queue (m)	v/c [LOS]	50th % Queue (m)	95th % Queue (m)
March Road/ Solandt Road	NBL	160m	0.84 [D]	81	**m#164**	0.66 [B]	10	m#36
	NBT	600m	0.40 [A]	35	m27	0.85 [D]	180	#224
	SBL	150m	0.43 [A]	13	27	0.67 [B]	8	#29
	SBT	880m	**1.08 [F]**	**~151**	**#189**	0.87 [D]	142	#186
	EBR	60m	0.36 [A]	0	5	0.86 [D]	44	**#82**
	WBL	135m	0.30 [A]	6	11	0.76 [C]	47	60
March Road/ Carling Avenue	NBT	150m	0.95 [E]	**178**	**#319**	0.67 [B]	107	150
	SBT	600m	0.46 [A]	4	m117	0.89 [D]	225	#304

1: Indicates the storage length for auxiliary lanes or the spacing to the nearest upstream intersection/rail crossing for through lanes
#: Volume for the 95th percentile cycle exceeds capacity
m: Queue is metered by an upstream signal
~: Approach is above capacity

From the previous table, all movements meet the target Auto LOS except for the southbound through movement at March Road/Solandt Road during the AM peak hour.

The following movements have 50th-percentile (i.e. average) or 95th-percentile (i.e. maximum) queue lengths that exceed the storage length provided or extend into an upstream intersection/rail crossing:

AM Peak Hour

- March Road/Solandt Road
  - Northbound left turn: 164m max (exceeds 160m storage length).
- March Road/Carling Avenue/Station Road
  - Northbound through: 178m average/319m max (extends through Renfrew Rail Corridor).

PM Peak Hour

- March Road/Solandt Road
  - Eastbound right turn: 82m max (exceeds 60m storage length).

To address the over-capacity movement at March Road/Solandt Road, an alternate AM peak hour timing scenario was developed in Synchro. Two seconds of green time was reallocated from the eastbound/westbound left turn phase to the northbound/southbound through phase, and seven seconds of green time was reallocated from the northbound left turn phase to the southbound through movement. This allows all movements to achieve the target Auto LOS E or better. Detailed Synchro reports with the alternate timing are included in **Appendix K**.

3.4.2 2027 Background Traffic Operations

Intersection capacity analysis has been conducted for the 2027 background traffic conditions. The results of the analysis are summarized in **Table 8** and **Table 9** for the AM and PM peak hours. Detailed reports are included in **Appendix L**.

Table 8: 2027 Background Intersection Analysis

Intersection	AM Peak Hour			PM Peak Hour		
	Max v/c or Delay	LOS	Mvmt	Max v/c or Delay	LOS	Mvmt
Terry Fox Drive/ Legget Drive(1)	13 sec	B	NBL/R	14 sec	B	NBL/R
Legget Drive/ Solandt Road(2)	0.30	A	EBT/R	0.50	A	SBT/R
March Road/ Solandt Road(2)	**1.16**	**F**	**SBT**	0.85	D	SBT
March Road/ Carling Avenue/Station Road(2)	0.94	E	NBT	0.85	D	SBT

1. Unsignalized intersection
2. Signalized intersection

Table 9: 2027 Background Critical Queues

Intersection	Mvmt	Storage/ Spacing(1)	AM Peak			PM Peak		
			v/c [LOS]	50th % Queue (m)	95th % Queue (m)	v/c [LOS]	50th % Queue (m)	95th % Queue (m)
March Road/ Solandt Road	NBL	160m	0.80 [C]	70	m#141	0.56 [A]	6	m#25
	NBT	600m	0.52 [A]	73	m73	0.85 [D]	186	#259
	SBL	150m	0.46 [A]	12	27	0.59 [A]	6	#27
	SBT	880m	**1.16 [F]**	**~207**	**#250**	0.85 [D]	140	#213
	EBR	60m	0.32 [A]	0	3	0.82 [D]	37	**61**
	WBL	135m	0.23 [A]	4	9	0.69 [B]	35	47
March Road/ Carling Avenue	NBT	150m	0.94 [E]	**171**	**#316**	0.72 [C]	119	**176**
	SBT	600m	0.57 [A]	9	m136	0.85 [D]	215	#292

1: Indicates the storage length for auxiliary lanes or the spacing to the nearest upstream intersection/rail crossing for through lanes
#: Volume for the 95th percentile cycle exceeds capacity
m: Queue is metered by an upstream signal
~: Approach is above capacity

From the previous table, all movements meet the target Auto LOS during the peak hours, except for the southbound through movement at March Road/Solandt Road during the AM peak hour. Some movements appear to improve due to differences in the Peak Hour Factor (0.9 for existing conditions versus 1.0 for future conditions).

The following movements have average or maximum queue lengths that exceed the storage length provided or extend into an upstream intersection/rail crossing:

AM Peak Hour

- March Road/Carling Avenue/Station Road
  - Northbound through: 171m average/316m max (average and maximum queues extend through Renfrew Rail Corridor, with the maximum queue also extending through signalized access to Gateway Plaza Shopping Centre).

PM Peak Hour

- March Road/Solandt Road
  - Eastbound right turn: 61m max (marginally exceeds 60m storage length).
- March Road/Carling Avenue/Station Road
  - Northbound through: 176m max (extends through Renfrew Rail Corridor).

To address the over-capacity movement, alternate timing scenarios were developed in Synchro. The cycle length at March Road/Solandt Road was increased to 150 seconds. The City's maximum cycle length for analysis is 120 seconds. It is acknowledged that 150-second cycle lengths are not preferred, however they do exist at select major intersections in the City. A summary of the results are provided below. Detailed Synchro reports with the alternate timings are included in **Appendix L**.

March Road/Solandt Road

During the AM peak hour, the northbound left turn phase was shortened by three seconds, the northbound through phase was lengthened by 22 seconds, the southbound through phase was lengthened by 25 seconds, the eastbound/westbound left turn phase was shortened by two seconds, and the eastbound/westbound through phase was unchanged. With this alternate timing, the v/c ratio of the southbound through movement improves from 1.16 to 0.93, while all other movements operate at the target Auto LOS E or better.

3.4.3 2032 Background Traffic Operations

Intersection capacity analysis has been conducted for the 2032 background traffic conditions. The results of the analysis are summarized in **Table 10** and **Table 11** for the AM and PM peak hours. Detailed reports are included in **Appendix L**.

Table 10: 2032 Background Intersection Analysis

Intersection	AM Peak Hour			PM Peak Hour		
	Max v/c or Delay	LOS	Mvmt	Max v/c or Delay	LOS	Mvmt
Terry Fox Drive/ Legget Drive(1)	14 sec	B	NBL/R	17 sec	C	NBL/R
Legget Drive/ Solandt Road(2)	0.30	A	EBT/R	0.51	C	SBT/R
March Road/ Solandt Road(2)	**1.93**	**F**	**SBT**	**1.19**	**F**	**NBT**
				1.14	**F**	**SBT**
March Road/ Carling Avenue/Station Road(2)	**1.16**	**F**	**NBT**	**1.05**	**F**	**SBT**
				1.04	**F**	**NBT**

1. Unsignalized intersection
2. Signalized intersection

Table 11: 2032 Background Critical Queues

Intersection	Mvmt	Storage/ Spacing(1)	AM Peak			PM Peak		
			v/c [LOS]	50th % Queue (m)	95th % Queue (m)	v/c [LOS]	50th % Queue (m)	95th % Queue (m)
March Road/ Solandt Road	NBL	160m	0.80 [C]	71	m76	0.59 [A]	7	m12
	NBT	600m	0.70 [B]	114	m115	**1.19 [F]**	**~334**	**m#364**
	SBL	150m	0.93 [E]	19	#49	0.65 [B]	7	#27
	SBT	880m	**1.93 [F]**	**~398**	**#440**	**1.14 [F]**	**~243**	**#310**
	EBR	60m	0.32 [A]	0	3	0.83 [D]	37	**63**
	WBL	135m	0.30 [A]	6	11	0.73 [C]	41	54
March Road/ Carling Avenue	NBT	150m	**1.16 [F]**	**~317**	**#429**	**1.04 [F]**	**~260**	**#336**
	SBT	600m	0.93 [E]	117	m142	**1.05 [F]**	**~319**	**m#335**

1: Indicates the storage length for auxiliary lanes or the spacing to the nearest upstream intersection/rail crossing for through lanes
#: Volume for the 95th percentile cycle exceeds capacity
m: Queue is metered by an upstream signal
~: Approach is above capacity

From the previous table, the following movements do not meet the target Auto LOS E:

- March Road/Solandt Road
  - Northbound through (PM peak hour);
  - Southbound through (AM and PM peak hours).
- March Road/Carling Avenue/Station Road
  - Northbound through (AM and PM peak hours);
  - Southbound through (PM peak hour).

The following movements have average or maximum queue lengths that exceed the storage length provided or extend into an upstream intersection/rail crossing.

AM Peak Hour

- March Road/Carling Avenue/Station Road
  - Northbound through: 317m average/429m max (extends through Renfrew Rail Corridor and upstream signalized access to Gateway Plaza Shopping Centre).

PM Peak Hour

- March Road/Solandt Road
  - Eastbound right turn: 63m max (exceeds 60m storage length).
- March Road/Carling Avenue/Station Road
  - Northbound through: 260m average/336m max (average and maximum queues extend through Renfrew Rail Corridor, with the maximum queue also extending through signalized access to Gateway Plaza Shopping Centre).

Alternate timing scenarios were developed in Synchro during both peak hours. The cycle length at both March Road/Solandt Road and March Road/Carling Avenue/Station Road was increased to 150 seconds. In cases where critical movements remain over-capacity, the required demand rationalization is also included in accordance with the City's *TIA Guidelines*. The purpose of demand rationalization is to adjust projected travel demands that cannot physically be accommodated by the road network. Traffic throughout the study area could be displaced or alleviated through a combination of increased use of non-auto modes of transportation, alternate time to travel for drivers using the study area roadways to make use of off-peak capacity, and alternate routes for travel. A summary of the results are provided below.

March Road/Solandt Road

During the AM peak hour, the northbound left turn phase was shortened by three seconds, the northbound through phase was lengthened by 22 seconds, the southbound through phase was lengthened by 25 seconds, the eastbound/westbound left turn phase was shortened by two seconds, and the eastbound/westbound through phase was unchanged. With this alternate timing, the v/c ratio of the southbound through movement improves from 1.93 to 1.45, while all other movements operate at the target Auto LOS E or better. To achieve the target Auto LOS E, a reduction of approximately 640 southbound through vehicles would be required.

During the PM peak hour, the northbound left turn phase was unchanged, the northbound and southbound through phases were lengthened by 22 seconds, the eastbound left turn phase was shortened by 16 seconds, the westbound left turn phase was shortened by two seconds, the eastbound through phase was unchanged, and the westbound through phase was lengthened by 14 seconds. With this alternate timing, the v/c ratio of the northbound through movement improves from 1.19 to 1.09 and the v/c ratio of the southbound through movement improves from 1.14 to 0.99 (meeting the target), while all other movements operate at better than the target Auto LOS E. To achieve the target Auto LOS E, a reduction of approximately 170 northbound through vehicles would be required.

March Road/Carling Avenue/Station Road

During the AM peak hour, the northbound/southbound left turn phase was shortened by five seconds, the northbound and southbound through phases were lengthened by 25 seconds, and the eastbound/westbound phases were unchanged. With this alternate timing, the v/c ratio of the northbound through movement improves from 1.16 to 1.09, while all other movements operate at better than the target Auto LOS E. To achieve the target Auto LOS E, a reduction of approximately 190 northbound through vehicles would be required.

During the PM peak hour, the northbound/southbound left turn phase was shortened by five seconds, the northbound and southbound through phases were lengthened by 25 seconds, and the eastbound/westbound phases were unchanged. With this alternate timing, the v/c ratio of the northbound through movement improves from 1.04 to 1.00 (meeting the target) and the v/c ratio of the southbound through movement improves from 1.05 to 1.01, while all other movements operate at better than the target Auto LOS E. To achieve the target Auto LOS E, a reduction of approximately ten southbound through vehicles would be required.

Detailed Synchro reports with the alternate timings and rationalized demands described above are included in **Appendix L**.

4.0 ANALYSIS

4.1 Development Design

4.1.1 Design for Sustainable Modes

A pedestrian walkway is proposed to connect the lower-floor spa entrance and accessible parking spaces to new concrete sidewalks on the north side of Solandt Road at the cul-de-sac. Three pedestrian walkway spines are also proposed within the primary parking lot to connect to the upper-floor spa entrance further north. Of these three spines, the southern and central walkways include stairs, and the north does not. Additionally, a community access pathway is proposed at the western limit of the subject site. The community access pathway will exit the subject site at the northwestern corner, for a possible future connection to existing pathways within 515 Legget Drive and 525 Legget Drive (Brookstreet Hotel). That connection is not a part of this development application. A new bus stop and shelter pad are proposed at the unused stop #7548, on the north side of Solandt Road.

A total of 18 exterior bicycle parking spaces are proposed adjacent to the lower-floor spa entrance, which is also adjacent to the proposed access location at the Solandt Road cul-de-sac. A review of the bicycle parking requirements is included in Section 4.2.

A review of the City's *Transportation Demand Management (TDM)-Supportive Development Design and Infrastructure Checklist* has been conducted. A copy of the non-residential TDM checklist is included in **Appendix M**. All applicable required TDM-supportive design and infrastructure measures in the TDM checklist are met. In addition to the required measures, the following 'basic' or 'better' measures are proposed.

- Locate building close to the street, and do not locate parking areas between the street and building entrances;
- Provide safe, direct, and attractive walking routes from building entrances to nearby transit stops;
- Provide on-site amenities to minimize midday or mid-commute errands.

4.1.2 Circulation and Access

Loading, delivery, garbage, and maintenance vehicles are proposed to enter and exit the facility by entering the Solandt Road access and driving through the parking area to the service area directly north of the main building. These vehicles will drive forward or reverse into the service area as required. The service area will include earth bins at the northwestern corner and designated loading spaces connected to the northern end of the proposed main building. Turning movements for Wb-12 and Medium Single Unit (MSU) design vehicles travelling in and out of the loading area are included in **Appendix N**.

The primary fire route for the proposed spa includes the proposed Solandt Road access, the perimeter surrounding the parking area, and drop-off aisle that runs in front of the upper-floor spa entrance. Fire trucks will be able to drive forward along the primary route, as the route forms a continuous loop.

Additionally, an emergency access/fire route is proposed at the western limit of the site, part of which shares the proposed community access pathway discussed in the previous section. A hammerhead is proposed within the spa area for fire trucks to turn around on-site, as they would otherwise be required to drive forward in and reverse out. Turning movements for a fire truck along the proposed fire routes are included in **Appendix N**.

4.2 Parking

The subject site is located within Area C on Schedules 1 and 1A of the City's *Zoning By-Law* (ZBL). Minimum vehicle parking, bicycle parking, and loading space rates for the proposed development are identified in Sections 101, 111, and 113 of the ZBL, and minimum accessible parking rates are identified in Section 3.1 of the City's *Accessibility Design Standards*.

A rezoning of the subject site to Mixed-Use Centre (MC) with site-specific requirements with no minimum parking rates is being sought as part of this application. While the proposed development includes multiple land uses (i.e. wellness centre, restaurant, etc.), it will function as one site offering multiple services (for example, patrons are arriving to use some or all of the spa services in one visit, versus only arriving to eat at the restaurant). The proposed parking supply will meet the requirements of the current zoning and the anticipated parking demand. A review of the minimum parking requirements and the proposed parking supply is summarized in **Table 12**.

Table 12: Required and Proposed Parking

Land Use	Rate	GFA/Unit	Required	Provided
Minimum Vehicle Parking				
Personal Service Business	3.4 spaces per 100 m^2 GFA	4,392 m^2	149	218
Minimum Bicycle Parking				
Personal Service Business	1 space per 500 m^2 GFA	4,392 m^2	9	18
Minimum Loading Space				
Other Non-Residential	2 required when GFA exceeds 2,000 m^2	4,392 m^2	2	2
Minimum Accessible Parking				
-	7 required when total parking supply is 167-250 spaces	218 spaces	7	8

From the previous table, all parking/loading requirements will be met by the proposed development.

4.3 Boundary Streets

This section provides a review of the boundary street Solandt Road. The *2025 MMLOS Guidelines Update* has been used to evaluate the pedestrian level of service (PLOS), bicycle level of service (BLOS), transit level of service (TLOS), and public realm level of service (PRLOS), based on the targets for Special District. Solandt Road has been evaluated based on existing conditions.

A detailed segment MMLOS review of Solandt Road is **Appendix O**. A summary of the results is provided in **Table 13**.

Table 13: Segment MMLOS Summary

Segment	PLOS		BLOS		TLOS		PRLOS
	Actual	Target	Actual	Target	Actual	Target	Score
Solandt Road	**F**	A	**D**	B	C	E	C

From the previous table, Solandt Road does not achieve the target PLOS A or BLOS B, and does achieve the target TLOS E. Solandt Road achieves a PRLOS C.

The existing sidewalk on Solandt Road achieves a PLOS D, as it is approximately 1.5m. The *2025 MMLOS Guidelines Update* identifies that widening the sidewalk to 1.8m while maintaining a minimum boulevard width of 1.5m will achieve the target PLOS A. Widening the sidewalk to 2.0m and maintaining the boulevard along the subject site's frontage is proposed as part of the spa development.

The *OTM – Book 18* includes a desirable cycling facility pre-selection nomograph, which identifies the desirable facility based on speed limit and AADT. Based on the unposted speed limit of 50 km/h and AADT of approximately 1,240 vpd, the nomograph identifies that a 'designated operation space' is appropriate, which could include bike lanes (as shown in **Figure 14**). The *2025 MMLOS Guidelines Update* identifies that the target BLOS B can be achieved while maintaining on-street parking if 1.8m-wide bike lanes are implemented with a minimum buffer of 0.6m to mitigate dooring. Alternatively, the target BLOS B can be achieved while removing on-street parking if 2.0m-wide bike lanes are implemented with a minimum buffer of 0.3m. These options are identified for the City's consideration. Solandt Road has an existing width of 11.0m.

4.4 Transportation Demand Management

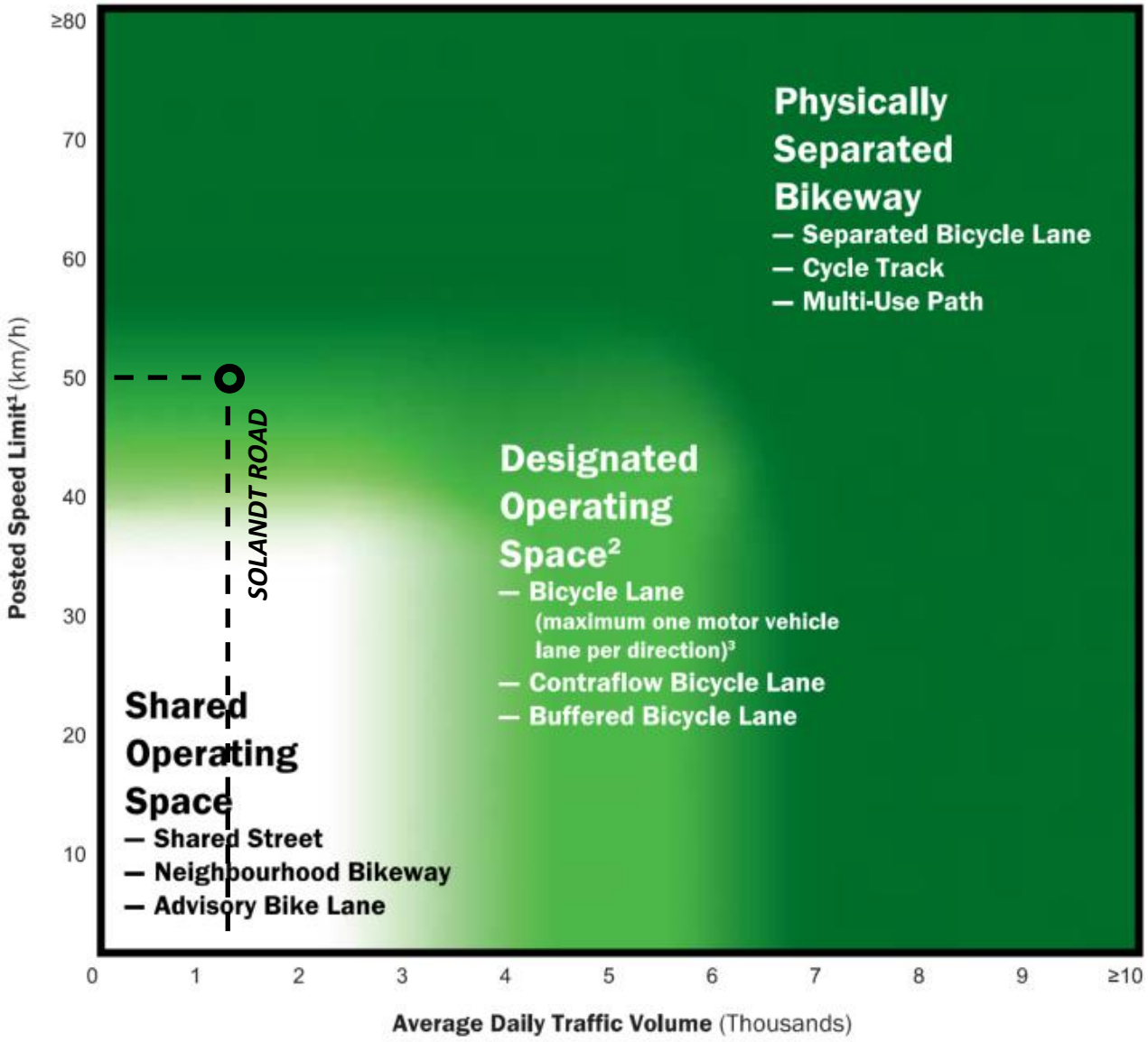
4.4.1 Context for TDM

The proposed spa facility includes a primary building where patrons will check in, change, and shower, along with outdoor pools and landscaped spa areas, and a series of small accessory buildings that will include amenities for patrons (such as washrooms, a bar/kitchen, saunas, steam rooms, yoga rooms, treatment rooms, relaxation chambers, and a greenhouse).

4.4.2 Need and Opportunity

The subject site is designated as 'Kanata North Economic District' on Schedule B5 of the City of Ottawa's *Official Plan*. The implemented zoning for the property is 'Business Park Industrial Zone (Kanata North Business Park)' (IP6), and the site is not within any community design plan or secondary plan areas.

Figure 14: Desirable Cycling Facility Pre-Selection Nomograph



1 Operating speeds are assumed to be similar to posted speeds. If evidence suggests this is not the case, practitioners may consider using 85th percentile speeds or implementing measures to reduce operating speeds.

2 Physically separated bikeways may always be considered in the designated operating space area of the nomograph.

3 On roadways with two or more lanes per direction (including multi-lane one-way roadways), a buffered bicycle lane should be considered the minimum with a typical facility being a physically separated bikeway.

As first discussed in Section 2.5, the assumed mode shares are 45% driver, 45% passenger, 5% transit, and 5% pedestrian. If the assumed driver share was 10% higher than projected (i.e. 55% instead of 45%), this would result in an additional 15 to 30 vehicle trips during the peak hours.

4.4.3 TDM Program

A review of the *TDM Measures Checklist* has been conducted and is included in **Appendix M**. The proponent will consider implementing the following TDM measures:

- Display local area maps with walking/cycling access routes and key destinations at major entrances;
- Display relevant transit schedules and route maps at entrances;
- Provide online links to OC Transpo and STO information;
- Provide on-site amenities/services to minimize mid-day or mid-commute errands.

4.5 Transit

4.5.1 Transit Route Capacity

Per the Exemptions Review included in Section 2.6, this element is exempt from the TIA, as the proposed development is projected to generate fewer than 75 peak hour transit trips. The nearest transit service is provided at Legget Drive/Solandt Road.

4.5.2 Transit Priority Requirements

The proposed development includes an access at the terminus of Solandt Road. Stop #7548 (Solandt Loop), which is located along the subject site's frontage to Solandt Road, is not currently served by any transit routes. The addition of site-generated transit traffic is anticipated to have marginal impacts to transit delays, and the location of the proposed access is not anticipated to contribute to transit delays, should stop #7548 be served by future transit routes.

Within the study area, the City's *2025 Transportation Master Plan (TMP)* identifies at-grade BRT within the median of March Road from Eagleson Station to Terry Fox Drive in the Transit Priority Network, extending north of Terry Fox Drive in the Needs-Based Network. The priority network is planned to be implemented by 2046 and the needs-based network will be implemented post-2046.

4.6 Intersection Design

4.6.1 Intersection MMLOS

This section provides a review of the signalized study area intersections, using complete streets principles. The intersections have been evaluated for PLOS, BLOS, TLOS, and Auto LOS. The MMLOS targets associated for intersections within Special Districts has been used in this review. The full intersection MMLOS analysis is included in **Appendix O**. A summary of the results is shown in **Table 14**.

Table 14: Intersection MMLOS Summary

Intersection	PLOS		BLOS		TLOS		Auto LOS	
	Actual	Target	Actual	Target	Actual	Target	Actual	Target
Legget Drive/Solandt Road	**B**	A	**D**	B	B	E	A	E
March Road/Solandt Road	**D**		**F**	A	**D**	A	C	
March Road/Carling Avenue/Station Road	**D**		**E**		**C**		C	

The results of the intersection MMLOS analysis can be summarized as follows:

- No study area intersections meet the target PLOS A;
- No study area intersections meet the target BLOS A or B;
- Legget Drive/Solandt Road meets the target TLOS E, while March Road/Solandt Road and March Road/Carling Avenue/Station Road do not meet the target TLOS A;
- All study area intersections meet the target Auto LOS E.

Legget Drive/Solandt Road
The intersection does not meet the target PLOS A or BLOS B.

All approaches achieve a PLOS B. The highest-weighted metric in scoring PLOS is the number of lanes crossed, and all approaches achieve the best-possible score in this metric. There is limited opportunity in improving any approach to the target PLOS A without restricting turning movements. No approaches meet the City's vehicle/pedestrian conflict threshold for zebra-striped crosswalks (greater than 400,000 vehicle/pedestrian conflicts over an eight-hour period).

The Legget Drive approaches achieve a BLOS D and the Solandt Road approaches achieve a BLOS E or F. A protected intersection design would be required for all approaches to meet the target BLOS B. This is identified for the City's consideration.

March Road/Solandt Road
The intersection does not meet the target PLOS A, BLOS A, or TLOS A.

All approaches achieve a PLOS D or E. There is limited opportunity in improving any approach without reducing the number of travel lanes or restricting turning movements. The north approach meets the City's vehicle/pedestrian conflict threshold for zebra-striped crosswalks.

The Solandt Road approaches achieve a BLOS F and the March Road approaches achieve a BLOS E. A protected intersection design with fully protected left turn phases would be required for all approaches to meet the target BLOS A. This is identified for the City's consideration as part of the March Road BRT project.

Each approach achieves a TLOS C to F. Future at-grade BRT within the median of March Road from Eagleson Station to Terry Fox Drive is anticipated to achieve the target TLOS A.

March Road/Carling Avenue/Station Road
The intersection does not meet the target PLOS A, BLOS A, or TLOS A.

All approaches achieve a PLOS B, D, or E. There is limited opportunity in improving any approach without reducing the number of travel lanes or restricting turning movements. The north approach meets the City's vehicle/pedestrian conflict threshold for zebra-striped crosswalks.

The Carling Avenue approach achieves a BLOS D, the March Road and Station Road approaches achieve a BLOS E. A protected intersection design with fully protected left turn phases would be required for all approaches to meet the target BLOS A. This is identified for the City's consideration as part of the March Road BRT project.

Each approach achieves a TLOS C or D. Future at-grade BRT within the median of March Road from Eagleson Station to Terry Fox Drive is anticipated to achieve the target TLOS A.

4.6.2 2027 Total Traffic Operations

Intersection capacity analysis has been conducted for the 2027 total traffic conditions. The results of the analysis are summarized in **Table 15** and **Table 16** for the weekday AM and PM peak hours. Detailed reports are included in **Appendix P**.

Table 15: 2027 Total Intersection Analysis

Intersection	AM Peak Hour			PM Peak Hour		
	Max v/c or Delay	LOS	Mvmt	Max v/c or Delay	LOS	Mvmt
Terry Fox Drive/ Legget Drive(1)	13 sec	B	NBL/R	15 sec	B	NBL/R
Legget Drive/ Solandt Road(2)	0.36	A	EBT/R	0.49	A	SBT/R
March Road/ Solandt Road(2)	**1.16**	**F**	**SBT**	1.00	E	SBL
March Road/ Carling Avenue/Station Road(2)	0.95	E	NBT	0.86	D	SBT
Site Access to Solandt Road(1)	7 sec	A	EBL	9 sec	A	SBR

1. Unsignalized intersection
2. Signalized intersection

Table 16: 2027 Total Critical Queues

Intersection	Mvmt	Storage/ Spacing(1)	AM Peak			PM Peak		
			v/c [LOS]	50th % Queue (m)	95th % Queue (m)	v/c [LOS]	50th % Queue (m)	95th % Queue (m)
March Road/ Solandt Road	NBL	160m	0.80 [C]	69	m#137	0.58 [A]	6	m#26
	NBT	600m	0.52 [A]	71	m69	0.86 [D]	190	#260
	SBL	150m	0.60 [A]	17	#41	1.00 [E]	~14	#42
	SBT	880m	**1.16 [F]**	**~207**	**#250**	0.86 [D]	142	#213
	EBR	60m	0.32 [A]	0	3	0.82 [D]	37	**62**
	WBL	135m	0.23 [A]	4	9	0.71 [C]	38	51
March Road/ Carling Avenue	NBT	150m	0.95 [E]	**176**	**#322**	0.74 [C]	124	**182**
	SBT	600m	0.57 [A]	10	m136	0.86 [D]	219	#297

1: Indicates the storage length for auxiliary lanes or the spacing to the nearest upstream intersection/rail crossing for through lanes
#: Volume for the 95th percentile cycle exceeds capacity
m: Queue is metered by an upstream signal
~: Approach is above capacity

From the previous table, the impact of site-generated traffic is marginal and all movements meet the target Auto LOS during the peak hours, except for the southbound through movement at March Road/Solandt Road during the AM peak hour.

The following movements have average or maximum queue lengths that exceed the storage length provided or extend into an upstream intersection/rail crossing:

AM Peak Hour

- March Road/Carling Avenue/Station Road
  - Northbound through: 176m average/322m max (average and maximum queues extend through Renfrew Rail Corridor, with the maximum queue also extending through signalized access to Gateway Plaza Shopping Centre).

PM Peak Hour

- March Road/Solandt Road
  - Eastbound right turn: 62m max (exceeds 60m storage length).
- March Road/Carling Avenue/Station Road
  - Northbound through: 182m max (extends through Renfrew Rail Corridor).

To address the over-capacity movement, the alternate timing scenario described in Section 3.4.2 was applied. A summary of the results are provided below.

March Road/Solandt Road
With the alternate AM peak hour timing, the v/c ratio of the southbound through movement improves from 1.16 to 0.93, while all other movements operate at the target Auto LOS E or better.

Detailed Synchro reports with the alternate timing are included in **Appendix P**.

4.6.3 2032 Total Traffic Operations

Intersection capacity analysis has been conducted for the 2032 total traffic conditions. The results of the analysis are summarized in **Table 17** and **Table 18** for the weekday AM and PM peak hours. Detailed reports are included in **Appendix P**.

Table 17: 2032 Total Intersection Analysis

Intersection	AM Peak Hour			PM Peak Hour		
	Max v/c or Delay	LOS	Mvmt	Max v/c or Delay	LOS	Mvmt
Terry Fox Drive/ Legget Drive(1)	15 sec	B	NBL/R	19 sec	C	NBL/R
Legget Drive/ Solandt Road(2)	0.36	A	EBT/R	0.51	A	SBT/R
March Road/ Solandt Road(2)	**1.93**	**F**	**SBT**	**1.21**	**F**	**NBT**
	1.16	**F**	**SBL**	**1.15**	**F**	**SBT**
				1.02	**F**	**SBL**
March Road/ Carling Avenue/Station Road(2)	**1.17**	**F**	**NBT**	**1.06**	**F**	**SBT**
				1.05	**F**	**NBT**
Site Access to Solandt Road(1)	7 sec	A	EBL	9 sec	A	SBR

1. Unsignalized intersection
2. Signalized intersection

Table 18: 2032 Total Critical Queues

Intersection	Mvmt	Storage/ Spacing(1)	AM Peak			PM Peak		
			v/c [LOS]	50th % Queue (m)	95th % Queue (m)	v/c [LOS]	50th % Queue (m)	95th % Queue (m)
March Road/ Solandt Road	NBL	160m	0.80 [C]	71	m75	0.60 [A]	7	m11
	NBT	600m	0.70 [B]	113	m107	**1.21 [F]**	**~338**	**m#357**
	SBL	150m	**1.16 [F]**	**~29**	**#63**	**1.02 [F]**	**~14**	**#42**
	SBT	880m	**1.93 [F]**	**~398**	**#440**	**1.15 [F]**	**~247**	**#310**
	EBR	60m	0.32 [A]	0	3	0.84 [D]	37	**63**
	WBL	135m	0.30 [A]	6	11	0.75 [C]	45	58
March Road/ Carling Avenue	NBT	150m	**1.17 [F]**	**~324**	**#435**	**1.05 [F]**	**~267**	**#342**
	SBT	600m	0.93 [E]	117	m142	**1.06 [F]**	**~324**	**m#337**

1: Indicates the storage length for auxiliary lanes or the spacing to the nearest upstream intersection/rail crossing for through lanes
#: Volume for the 95th percentile cycle exceeds capacity
m: Queue is metered by an upstream signal
~: Approach is above capacity

From the previous table, the following movements do not meet the target Auto LOS E:

- March Road/Solandt Road
  - Northbound through (PM peak hour);
  - Southbound left turn (AM and PM peak hours);
  - Southbound through (AM and PM peak hours).
- March Road/Carling Avenue/Station Road
  - Northbound through (AM and PM peak hours);
  - Southbound through (PM peak hour).

The following movements have average or maximum queue lengths that exceed the storage length provided or extend into an upstream intersection/rail crossing:

AM Peak Hour

- March Road/Carling Avenue/Station Road
  - Northbound through: 324m average/435m max (extends through Renfrew Rail Corridor and upstream signalized access to Gateway Plaza Shopping Centre).

PM Peak Hour

- March Road/Solandt Road
  - Eastbound right turn: 63m max (exceeds 60m storage length).
- March Road/Carling Avenue/Station Road
  - Northbound through: 267m average/342m max (average and maximum queues extend through Renfrew Rail Corridor, with the maximum queue also extending through signalized access to Gateway Plaza Shopping Centre).

To address the over-capacity movements, the alternate timing scenarios described in Section 3.4.3 were applied. In cases where critical movements remain over-capacity, the required demand rationalization is also included in accordance with the City's *TIA Guidelines*. A summary of the results are provided as follows.

March Road/Solandt Road
With the alternate AM peak hour timing, the v/c ratio of the southbound through movement improves from 1.93 to 1.45 and the v/c ratio of the southbound left turn movement improves from 1.16 to 0.88 (meeting the target), while all other movements operate at the target Auto LOS E or better. To achieve the target Auto LOS E, a reduction of approximately 640 southbound through vehicles would be required.

With the alternate PM peak hour timing, the v/c ratio of the northbound through movement improves from 1.21 to 1.10 and the v/c ratio of the southbound through movement improves from 1.15 to 1.00 (meeting the target). The v/c ratio of the southbound left turn movement downgrades from 1.02 to 1.20. To achieve the target Auto LOS E for all movements, a reduction of approximately 190 northbound through vehicles and ten southbound left turning vehicles would be required.

March Road/Carling Avenue/Station Road
With the alternate AM peak hour timing, the v/c ratio of the northbound through movement improves from 1.17 to 1.11, while all other movements operate better than the target Auto LOS E. To achieve the target Auto LOS E, a reduction of approximately 230 northbound through vehicles would be required.

With the alternate PM peak hour timing, the v/c ratio of the northbound through movement improves from 1.05 to 1.02 and the v/c ratio of the southbound through movement improves from 1.06 to 1.02, while all other movements operate at better than the target Auto LOS E. To achieve the target Auto LOS E, a reduction of approximately 30 northbound through vehicles and 30 southbound through vehicles would be required.

Detailed Synchro reports with the alternate timings and rationalized demands described above are included in **Appendix P**. Overall, the site-generated traffic volumes are generally projected to have marginal impacts to operations within the study area.

5.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the foregoing, the conclusions and recommendations of this TIA can be summarized as follows:

Access Intersections
- A single full-movement access to Solandt Road is proposed at the terminus of the roadway, in the same location as one of the two existing unused parking lot accesses. The proposed access generally meets the relevant provisions of the City's *Private Approach By-Law* (PABL) and the Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads*. A 6.0m-wide emergency access at the community pathway (i.e. at the western limit of the site) is also proposed, but will not provide access to any parking.

Site-Generated Traffic
- The proposed spa is projected to generate 150 person trips (including 68 vehicle trips) during the AM peak hour and 300 person trips (including 135 vehicle trips) during the PM peak hour.

Development Design and Parking

- A pedestrian walkway is proposed to connect the lower-floor spa entrance and accessible parking spaces to new concrete sidewalks on the north side of Solandt Road at the cul-de-sac. Three pedestrian walkway spines are also proposed within the primary parking lot to connect to the upper-floor spa entrance further north. Of these three spines, the southern and central walkways include stairs, and the north does not. Additionally, a community access pathway is proposed at the western limit of the subject site. The community access pathway will exit the subject site at the northwestern corner, for a possible future connection to existing pathways within 515 Legget Drive and 525 Legget Drive (Brookstreet Hotel). That connection is not a part of this development application. A new bus stop and shelter pad are proposed at the unused stop #7548, on the north side of Solandt Road.

- A total of 18 exterior bicycle parking spaces are proposed adjacent to the lower-floor spa entrance, which is also adjacent to the proposed access location at the Solandt Road cul-de-sac.

- Loading, delivery, garbage, and maintenance vehicles are proposed to enter and exit the facility by entering the Solandt Road access and driving through the parking area to the service area directly north of the main building. These vehicles will drive forward or reverse into the service area as required. The service area will include earth bins at the northwestern corner and designated loading spaces connected to the northern end of the proposed main building.

- The primary fire route for the proposed spa includes the proposed Solandt Road access, the perimeter surrounding the parking area, and drop-off aisle that runs in front of the upper-floor spa entrance. Fire trucks will be able to drive forward along the primary route, as the route forms a continuous loop. Additionally, an emergency access/fire route is proposed at the western limit of the site, part of which shares the proposed community access pathway discussed in the previous section. A hammerhead is proposed within the spa area for fire trucks to turn around on-site, as they would otherwise be required to drive forward in and reverse out.

- All parking/loading requirements will be met by the proposed development.

Boundary Streets

- Solandt Road does not achieve the target pedestrian level of service (PLOS) A or bicycle level of service (BLOS) B, and does achieve the target transit level of service (TLOS) E.

- The existing sidewalk on Solandt Road achieves a PLOS D, as it is approximately 1.5m. Widening the sidewalk to 2.0m and maintaining the boulevard along the subject site's frontage is proposed as part of the spa development.

- The target BLOS B can be achieved while maintaining on-street parking if 1.8m-wide bike lanes are implemented with a minimum buffer of 0.6m to mitigate dooring. Alternatively, the target BLOS B can be achieved while removing on-street parking if 2.0m-wide bike lanes are implemented with a minimum buffer of 0.3m. These options are identified for the City's consideration. Solandt Road has an existing width of 11.0m.

Transportation Demand Management

- The proponent will consider implementing the following TDM measures:
    - Display local area maps with walking/cycling access routes and key destinations at major entrances;
    - Display relevant transit schedules and route maps at entrances;
    - Provide online links to OC Transpo and STO information;
    - Provide on-site amenities/services to minimize mid-day or mid-commute errands.

Intersection MMLOS

- The results of the intersection MMLOS analysis can be summarized as follows:
    - No study area intersections meet the target PLOS A;
    - No study area intersections meet the target BLOS A or B;
    - Legget Drive/Solandt Road meets the target TLOS, while March Road/Solandt Road and March Road/Carling Avenue/Station Road do not meet the target TLOS A;
    - All study area intersections meet the target Auto LOS E.

- There is limited opportunity in improving any approach to the target PLOS A without restricting turning movements.

- A protected intersection design at each intersection would be required for all approaches to meet the target BLOS. This is identified for the City's consideration as part of the March Road BRT project.

- Future at-grade BRT within the median of March Road from Eagleson Station to Terry Fox Drive is anticipated to achieve the target TLOS A.

Existing Traffic Operations

- All movements meet the target Auto LOS E, except for the southbound through movement at March Road/Solandt Road during the AM peak hour.

Background Traffic Operations

- The following movements do not meet the target Auto LOS E by the 2032 horizon year:
    - March Road/Solandt Road
        - Northbound through (PM peak hour);
        - Southbound through (AM and PM peak hours).
    - March Road/Carling Avenue/Station Road
        - Northbound through (AM and PM peak hours);
        - Southbound through (PM peak hour).

- At March Road/Solandt Road, a reduction of approximately 640 southbound through vehicles during the AM peak hour, and approximately 170 northbound through vehicles during the PM peak hour would be required to achieve the target Auto LOS E.

- At March Road/Carling Avenue/Station Road, a reduction of approximately 190 northbound through vehicles during the AM peak hour, and approximately ten southbound through vehicles during the PM peak hour would be required.

Total Traffic Operations

- The site-generated traffic volumes are generally projected to have marginal impacts to operations within the study area.

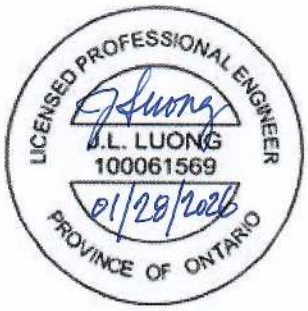
Based on the foregoing, the proposed wellness centre is recommended from a transportation perspective.

NOVATECH

Prepared by:

Joshua Audia, P.Eng.
Project Engineer | Transportation

Reviewed by:



Jennifer Luong, P.Eng.
Senior Project Manager | Transportation

APPENDIX A

Preliminary Site Plan

LAYOUT: A004 OVER-ALL SITE PLAN AND SITE STATISTICS

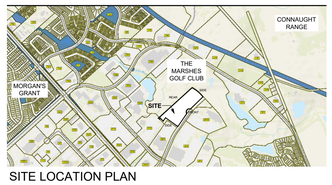
PLOT DATE: 2026-01-27

S:\CSA Jobs\2024 Projects\878-24 SerenVita Wellness\03 Working Drawings\SHEETS\878-24 A00.00-SITE PLAN-SOLANDT.dwg

1 A004 OVER-ALL SITE PLAN AND SITE STATISTICS 1 : 500

SCALE = 1:500

0m 5m 10m 20m 50m



SITE LOCATION PLAN

PARKING SPACE LEGEND

ST	STANDARD PARKING SPACE (2.6m X 5.2m)
SM	SMALL CAR PARKING SPACE (2.4m X 4.6m)
EV	ELECTRIC VEHICLE SPACE (2.6m X 5.2m)
HC.a	ACCESSIBLE SPACE TYPE A (3.4m X 5.2m)
HC.b	ACCESSIBLE SPACE TYPE B (2.4m X 5.2m)
BP	HORIZONTAL BIKE PARKING (1.8m X 0.6m)
PLZ	PASSENGER LOADING ZONE (2.4m X 7.4m)

SITE PLAN LEGEND

PROPERTY LINE
SETBACK
NEW BUILDING FOOTPRINT
CANOPY ABOVE
CHAIN LINK FENCE
SPECIALTY FENCE (NON OPAQUE)
DESIGNATED FIRE ROUTE
OUTLINE OF NEW ROAD/PARKING
OUTLINE OF EXISTING ROAD
CONCRETE RETAINING WALL
MODULAR BLOCK RETAINING WALL
LANDSCAPE STONE RETAINING WALL
HEAVY DUTY ASPHALT
LANDSCAPE BUFFER
EXTERIOR POOL
WATER FEATURE

SYMBOL LEGEND

	ACCESSIBLE PARKING SPOT
BF	ACCESSIBLE PARKING DESIGNATION SIGN
ST	STOP SIGN
EV	ELECTRIC VEHICLE DESIGNATION SIGN
FR	FIRE ROUTE SIGN
DC	DEPRESSED CURB
	BIKE RACK w/ 1830 x 878 TRANSFER SPACE
FH	FIRE HYDRANT
SF	SIAMESE FIRE HOSE CONNECTION
G W	GAS / WATER METERS
LS	LIGHT STANDARD SEE ELEC. FOR TYPE, QUANTITY AND LOCATION
BL	BOLLARD LUMINAIRE SEE ELEC. FOR TYPE, QUANTITY AND LOCATION
WL	WALL SCONCE LUMINAIRE SEE ELEC. FOR TYPE, QUANTITY AND LOCATION
℄	CENTER LINE
	ENTRANCE / EXIT MARKER
	EXIT MARKER
	PAINTED LINE FOR CROSSWALK PARKING
HP	EXISTING HYDRO POLE
	TACTILE WALKING SURFACE INDICATOR (TWSI)
BFC	BOARD FORMED CONCRETE FINISH
HB	HOSE BIB
	BOLLARD 1200 HIGH (SEE STRUC.)

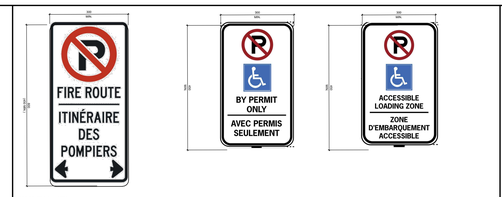
SITE STATISTICS

AREA CALCULATIONS ROUNDED TO THE NEAREST m2.

LEGAL DESCRIPTION
PLAN OF SURVEY OF PART OF BLOCK 29 REGISTERED PLAN M-280 CITY OF KANATA, REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
PLAN OF SURVEY PART OF BLOCK 29 REGISTERED PLAN 4M-280 CITY OF OTTAWA

NOTE:

	REQUIRED BY-LAW REF. # 2008-250	PROPOSED
ZONING:	MIXED USE CENTRE. EXCEPTION XXXX (MC[XXXX])	
LOT AREA :	NO MINIMUM (TABLE 191(a))	40,754 m² (4.08 ha)
LOT WIDTH:	NO MINIMUM (TABLE 191(a))	308m
BUILDING HEIGHT:	44 m MAX. PER HEIGHT SUFFIX	12.305 m
LOT COVERAGE:	n/a	11.1%
LOT COVERAGE (TOTAL)		4530.9 m²
LOT COV. PROPOSED MAIN BLDG		2855.5 m²
LOT COVERAGE PROP. ACCESS BLDG		1675.4 m²
TOTAL GROSS FLOOR AREA:		5,925 m² (63777 ft²)
GROSS FLOOR AREA (MAIN BLDG):		4,392 m² (47275 ft²)
GFA PROP. ACCESS. BLDGS (TOTAL)		1,533 m² (16502 ft²)
RELAXATION ROOM 'A' (B1)		76.4 m² (822.0 ft²)
RELAXATION ROOM 'B' (B3)		168.3 m² (1811.8 ft²)
RELAXATION ROOM 'C' (B8)		111.6 m² (1200.7 ft²)
KITCHEN/BAR/WASHROOM (B2)		362.7 m² (3904.0 ft²)
YOGA PAVILION (B5)		67.2 m² (722.9 ft²)
SAUNA 'A' (B4)		22.1 m² (237.6 ft²)
SAUNA 'B' (B6)		81.7 m² (879.2 ft²)
GREENHOUSE (B7)		124.4 m² (1339.0 ft²)
STEAM ROOM (B9)		22.9 m² (246.8 ft²)
ENCLOSED FLOATING POOL(B10)		220.8 m² (2377.1 ft²)
TREATMENT (B11)		252.0 m² (2712.1 ft²)
STEAM ROOM (B12)		22.9 m² (246.8 ft²)
PARKING REQUIREMENTS (TOTAL) :		
PERSONAL SERVICES (5,925 m²)	NO MIN. (EXCEPTION XXXX (MC[XXXX]))	218 SPACES
TOTAL	NO MINIMUM	218 SPACES
BARRIER FREE SPOTS	8 SPOTS CITY OF OTTAWA A.D.S.(3.1.2)	8 (4 TYPE A + 4 TYPE B)
SMALL TYPE	< 50% SECTION 106	100 SPACES(45.9%)
STANDARD TYPE	> 50% SECTION 106	118 SPACES (54.1%)
LOADING SPACES	2 STANDARD SPACES	2 STANDARD SPACES
BICYCLE PARKING:	18-1 per 250m2 GFA (4,392m2/250m2)	18 SPACES
PARKING LOT LANDSCAPING:	n/a	n/a
LANDSCAPE BUFFER:	n/a [SEC. 191 (TABLE 191 (i)]	5-12 m
REQUIRED SETBACKS		
FRONT YARD:	NO MIN. [SEC. 191(TABLE 191(c)(ii))]	5 m (12 m)
EAST INT. SIDE YARD:	NO MIN. [SEC. 191(TABLE 191(c)(iii))]	101.7 m
WEST INT. SIDE YARD:	NO MIN. [SEC. 191(TABLE 191(c)(iii))]	15.19 m
REAR YARD:	NO MIN. [SEC. 191(TABLE 191(e)(iii))]	7.5 m

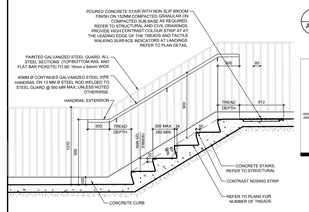


FIRE ROUTE SIGN NOTES:
1. MOUNTED ON LIFLANGE POST AT HEIGHT OF 2000mm (CENTRE) FROM GRADE
2. ENSURE HIGH TONAL CONTRAST IS PROVIDED BETWEEN SIGN AND BACKGROUND ENVIRONMENT
3. PLACE ONE SIGN AT EACH LOCATION DENOTED ON PLANS.

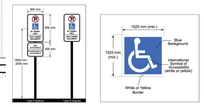
ACCESSIBLE PARKING SIGN NOTES:
1. MOUNTED ON LIFLANGE POST AT HEIGHT OF 2000mm (CENTRE) FROM GRADE
2. ENSURE HIGH TONAL CONTRAST IS PROVIDED BETWEEN SIGN AND BACKGROUND ENVIRONMENT
3. PLACE ONE SIGN AT EACH ACCESSIBLE PARKING SPOT IN LOCATIONS DENOTED ON PLANS.

PASSENGER LOADING ZONE SIGN NOTES:
1. MOUNTED ON LIFLANGE POST AT HEIGHT OF 2000mm (CENTRE) FROM GRADE
2. ENSURE HIGH TONAL CONTRAST IS PROVIDED BETWEEN SIGN AND BACKGROUND ENVIRONMENT
3. PLACE ONE SIGN AT EACH LOCATION DENOTED WITH 'PLZ'

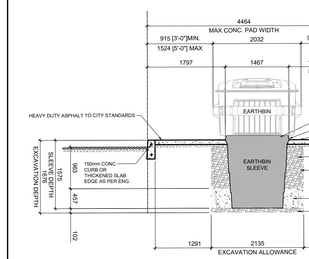
2 A004 PARKING SIGNS NTS



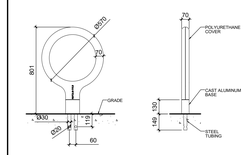
3 A004 1 : 30 TYPICAL EXTERIOR STAIR



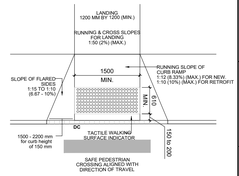
4 A004 NTS ACCESSIBLE SIGNS



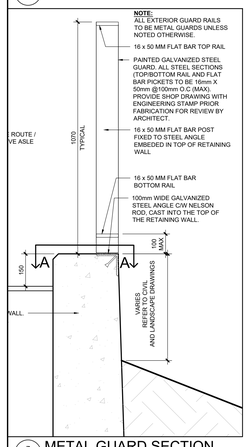
5 A004 1 : 30 EARTH BIN SECTION



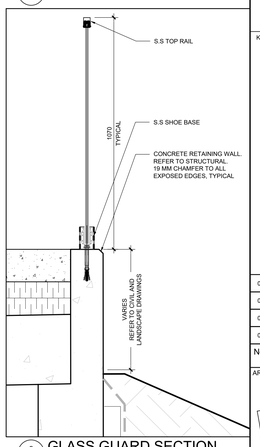
6 A004 1 : 20 BICYCLE PARKING BOLLARD



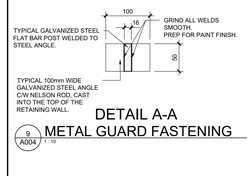
7 A004 1 : 20 CURB RAMP



8 A004 1 : 10 METAL GUARD SECTION



9 A004 1 : 10 GLASS GUARD SECTION



DETAIL A-A
9 A004 METAL GUARD FASTENING 1 : 10

GENERAL NOTES

A THE CONTRACTOR SHALL CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ALL DISCREPANCIES TO THE ARCHITECT.

B DO NOT SCALE DRAWINGS.

C ALL WORK SHALL COMPLY WITH THE ONTARIO BUILDING CODE AND THE REQUIREMENTS OF ALL AUTHORITIES HAVING JURISDICTION.

D THIS DRAWING IS THE EXCLUSIVE PROPERTY OF SIMMONDS ARCHITECTURE AND ARCHITECT INC. COPYRIGHT RESERVED.

serenvita

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GEMTEC
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14 CONCOURSE GATE, SUITE 500
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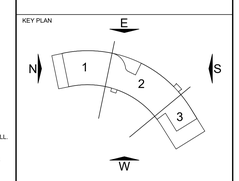
5610 MCADAM ROAD
MISSISSAUGA, ONTARIO
L4Z 1P1
PHONE: 905.890.1220

KEY PLAN

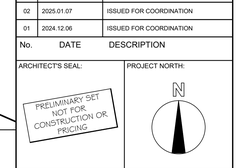


No.	DATE	DESCRIPTION
04	2026.01.28	ISSUED FOR ZBA AND SPC
03	2025.12.12	ISSUED FOR COORDINATION
02	2025.01.07	ISSUED FOR COORDINATION
01	2024.12.06	ISSUED FOR COORDINATION

ARCHITECT'S SEAL:

PRELIMINARY SET NOT FOR CONSTRUCTION OR PRICING

PROJECT NORTH:



simmonds ARCHITECTURE
340 Catherine Street
Ottawa, ON K1R 1C4
613.567.7888
simmondsarch.com

PROJECT:
SERENVITA WELLNESS SPA
2505 & 2707 SOLANDT ROAD
OTTAWA, ON

DRAWING TITLE:
OVER-ALL SITE PLAN AND SITE STATISTICS

DATE:	2026.01.28	DRAWING No:	
SCALE:	AS NOTED		
DRAWN BY:	CA		
JOB No:	878-24		A004

SITE PLAN APPLICATION # PC2025-0256

APPENDIX B

TIA Screening Form

City of Ottawa 2017 TIA Guidelines TIA Screening

1. Description of Proposed Development

Municipal Address	2505-2707 Solandt Road
Description of Location	N side of Solandt at terminus (E of Legget)
Land Use Classification	Wellness Centre
Development Size (units)	-
Development Size square metre (m^2)	4,392 m2 (47,275 ft2)
Number of Accesses and Locations	1 to Solandt (at cul-de-sac)
Phase of Development	1
Buildout Year	2027

If available, please attach a sketch of the development or site plan to this form.

2. Trip Generation Trigger

Considering the Development's Land Use type and Size (as filled out in the previous section), please refer to the Trip Generation Trigger checks below.

Table notes:

1. Table 2, Table 3 & Table 4 TRANS Trip Generation Manual
2. Institute of Transportation Engineers (ITE) Trip Generation Manual 11.1 Ed.

Land Use Type	Minimum Development Size
Single-family homes	**60 units**
Multi-Use Family (Low-Rise)[1]	**90 units**
Multi-Use Family (High-Rise)[1]	**150 units**
Office[2]	**1,400 m^2**
Industrial[2]	**7,000 m^2**
Fast-food restaurant or coffee shop[2]	**110 m^2**
Destination retail[2]	**1,800 m^2**
Gas station or convenience market[2]	**90 m^2**

If the proposed development size is equal to or greater than the sizes identified above, the Trip Generation Trigger is satisfied.

3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the Transit Priority Network, Rapid Transit network or Cross-Town Bikeways?	☐	☑
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)?[2]	☑	☐

If any of the above questions were answered with 'Yes,' the Location Trigger is satisfied.

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 kilometers per hour (km/h) or greater?	☐	☑
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	☐	☑
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 metre [m] of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?	☐	☑
Is the proposed driveway within auxiliary lanes of an intersection?	☐	☑
Does the proposed driveway make use of an existing median break that serves an existing site?	☐	☑

[2] Hubs are identified in Schedules B1 to B8 of the City of Ottawa Official Plan. PMTSAs are identified in Schedule C1 of the Official Plan. DPAs are identified in Schedule C7A and C7B of the Official. See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA.

	Yes	No
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	☐	☑
Does the development include a drive-thru facility?	☐	☑

If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

5. Summary

Results of Screening	Yes	No
Does the development satisfy the Trip Generation Trigger?	☑	☐
Does the development satisfy the Location Trigger?	☑	☐
Does the development satisfy the Safety Trigger?	☐	☑

If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).

APPENDIX C

OC Transpo Route Maps

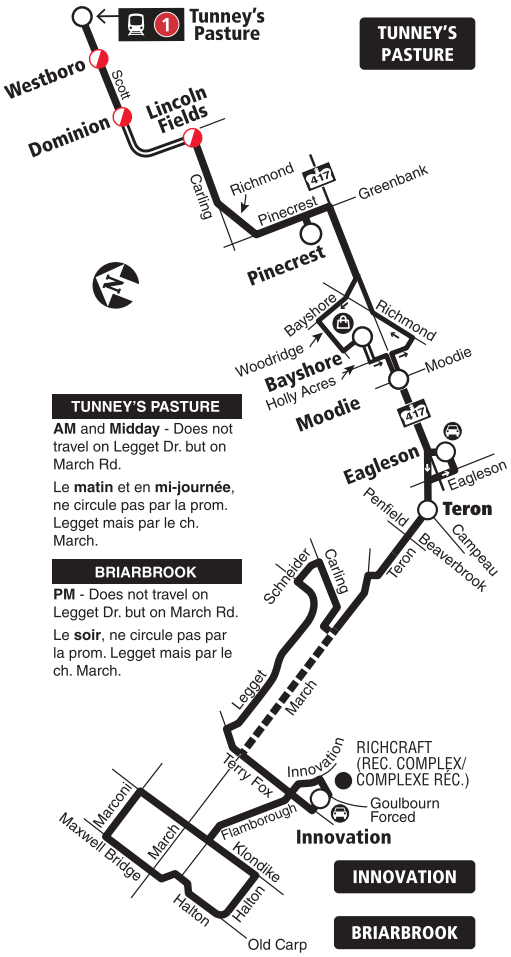
63 Fréquent

BRIARBROOK INNOVATION
TUNNEY'S PASTURE

7 days a week / 7 jours par semaine

All day and limited overnight service

Service toute la journée et limité la nuit



TUNNEY'S PASTURE

AM and **Midday** - Does not travel on Legget Dr. but on March Rd.

Le **matin** et en **mi-journée**, ne circule pas par la prom. Legget mais par le ch. March.

BRIARBROOK

PM - Does not travel on Legget Dr. but on March Rd.

Le **soir**, ne circule pas par la prom. Legget mais par le ch. March.

2024

- Transitway & Station
- Eastbound: AM Off only - Westbound: Full Service
  Vers l'est AM: Débarquement seulement
  Vers l'ouest: Service complet
- Some trips / Certains trajets
- Shopping Centre / Centre commercial
- Park & Ride / Parc relais

2025.04

This route starts on April 27, 2025 when the New Ways to Bus network comes into effect.

Ce circuit sera mis en service le 27 avril 2025, lorsque le réseau L'autobus réinventé entrera en vigueur.

Customer Service / Service à la clientèle **613-560-5000**

Security / Sécurité **613-741-2478**

OC Transpo **octranspo.com**

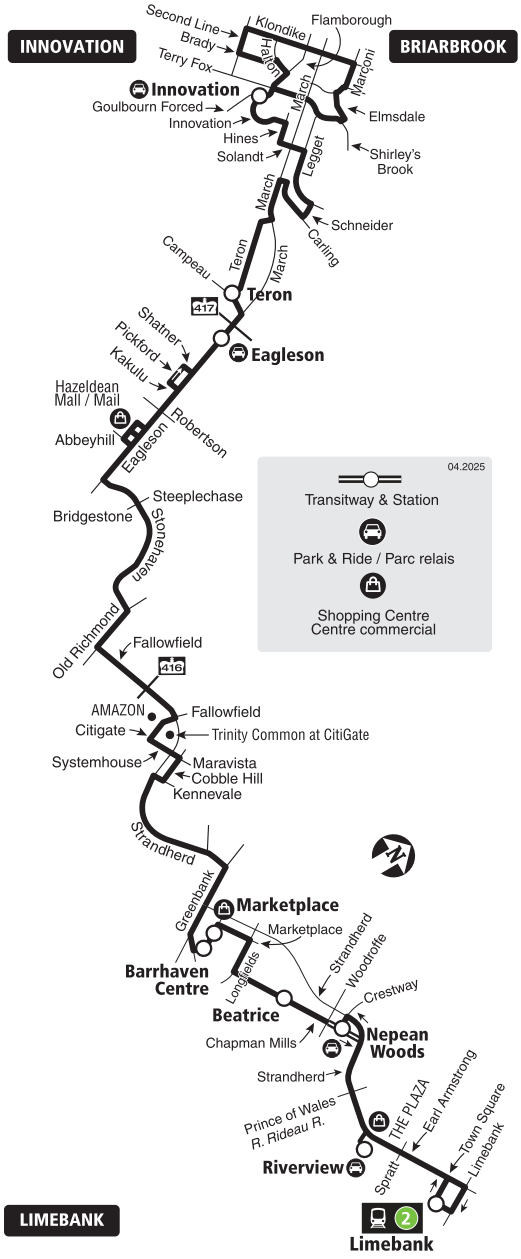
110 LIMEBANK / INNOVATION BRIARBROOK

Local

7 days a week / 7 jours par semaine

All day service

Service toute la journée



2025.05

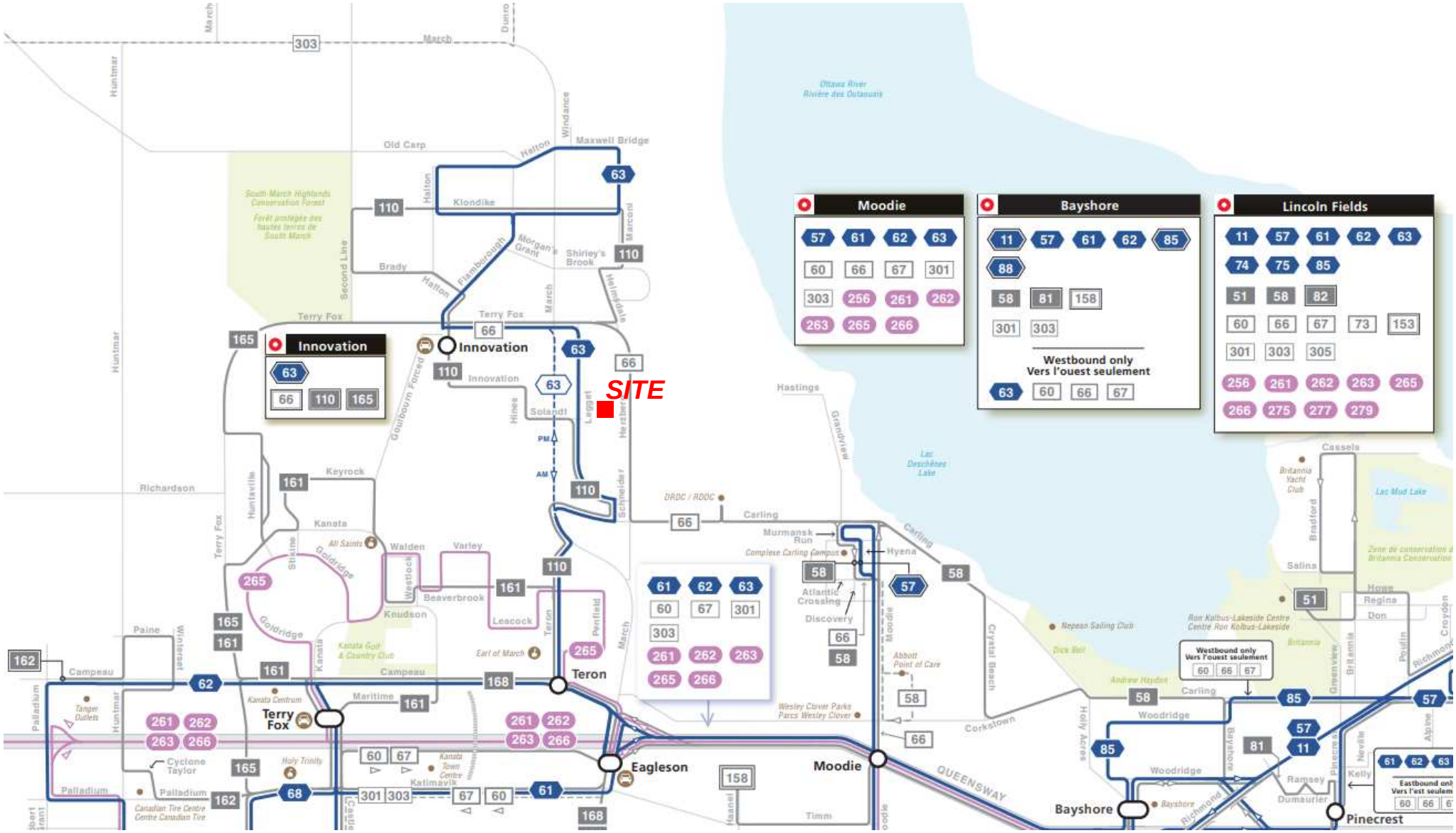
This route starts on April 27, 2025 when the New Ways to Bus network comes into effect.

Ce circuit sera mis en service le 27 avril 2025, lorsque le réseau L'autobus réinventé entrera en vigueur.

Customer Service / Service à la clientèle **613-560-5000**

Security / Sécurité **613-741-2478**

OC Transpo **octranspo.com**


SITE
Moodie
57 61 62 63
60 66 67 301
303 256 261 262
263 265 266
Bayshore
11 57 61 62 85
88
58 81 158
301 303
Westbound only
Vers l'ouest seulement
63 60 66 67
Lincoln Fields
11 57 61 62 63
74 75 85
51 58 82
60 66 67 73 153
301 303 305
256 261 262 263 265
266 275 277 279
Innovation
63
66 110 165
Innovation
Terry Fox
Teron
Eagleson
Moodie
Bayshore
Pinecrest
Carling
Richmond
Woodridge
QUEENSWAY
Ottawa River
Rivière des Outaouais
Lac Deschênes Lake
Lac Mud Lake
Hastings
Cassels
Bradford
Salina
Regina
Don
Croydon
Poulin
Britannia
Greenview
Nevale
Kelly
Alpine
Pinecrest
Ramsey
Dumaurier
Bayshore
Richmond
Woodridge
Carling
Corkstown
Holy Acres
Crystal Beach
Moodie
Hyena
Murmansk Run
Complexe Carling Campus
Atlantic Crossing
Discovery
Abbott Point of Care
Wesley Clover Parks
Parcs Wesley Clover
Nepean Sailing Club
Dick Bell
Andrew Haydon
Ron Kolbus-Lakeside Centre
Centre Ron Kolbus-Lakeside
Westbound only
Vers l'ouest seulement
60 66 67
Eastbound only
Vers l'est seulement
60 66 67
Grandview
Hanna
Timm
Maxwell Bridge
Old Carp
Klondike
Shirley's Brook
Morgan's Grant
Flamborough
Brady
Halton
Terry Fox
Innovation
Solandt
Hines
Legget
Herzberg
Schneider
Goulbourn Forced
Keyrock
Kanata
All Saints
Walden
Varley
Beaverbrook
Knudson
Leacock
Teron
Penfield
Earl of March
Kanata Golf & Country Club
Campeau
Maritime
Kanata Centrum
Kanata Town Centre
Katimavik
Holy Trinity
Cyclone Taylor
Palladium
Canadian Tire Centre
Centre Canadian Tire
Tanger Outlets
Paine
Winterset
Huntmar
Huntville
Stiline
Goldridge
Kanata
Second Line
Richardson
Terry Fox
Halton
Windance
Marconi
Hollingsbie
March
Dunrobin
Carling
DRDC / RDDC
Hanna
Castle
Robert Grant
Moodie
Holy Acres
Bayshore
Woodridge
Ramsey
Dumaurier
Pinecrest
Kelly
Alpine
Nevale
Greenview
Britannia
Poulin
Croydon
Richmond
Don
Regina
Bradford
Cassels
Salina
Britannia Yacht Club
Britannia
Andrew Haydon
Dick Bell
Nepean Sailing Club
Wesley Clover Parks
Parcs Wesley Clover
Abbott Point of Care
Atlantic Crossing
Discovery
Hyena
Murmansk Run
Complexe Carling Campus
Grandview
Hastings
Carling
Corkstown
Crystal Beach
Holy Acres
Moodie
Timm
Hanna
Castle
Robert Grant
Palladium
Huntmar
Winterset
Paine
Campeau
Terry Fox
Richardson
Huntville
Stiline
Goldridge
Kanata
Second Line
Halton
Brady
Flamborough
Morgan's Grant
Shirley's Brook
Klondike
Old Carp
Maxwell Bridge
Windance
Marconi
Hollingsbie
March
Dunrobin

APPENDIX D

Traffic Count Data

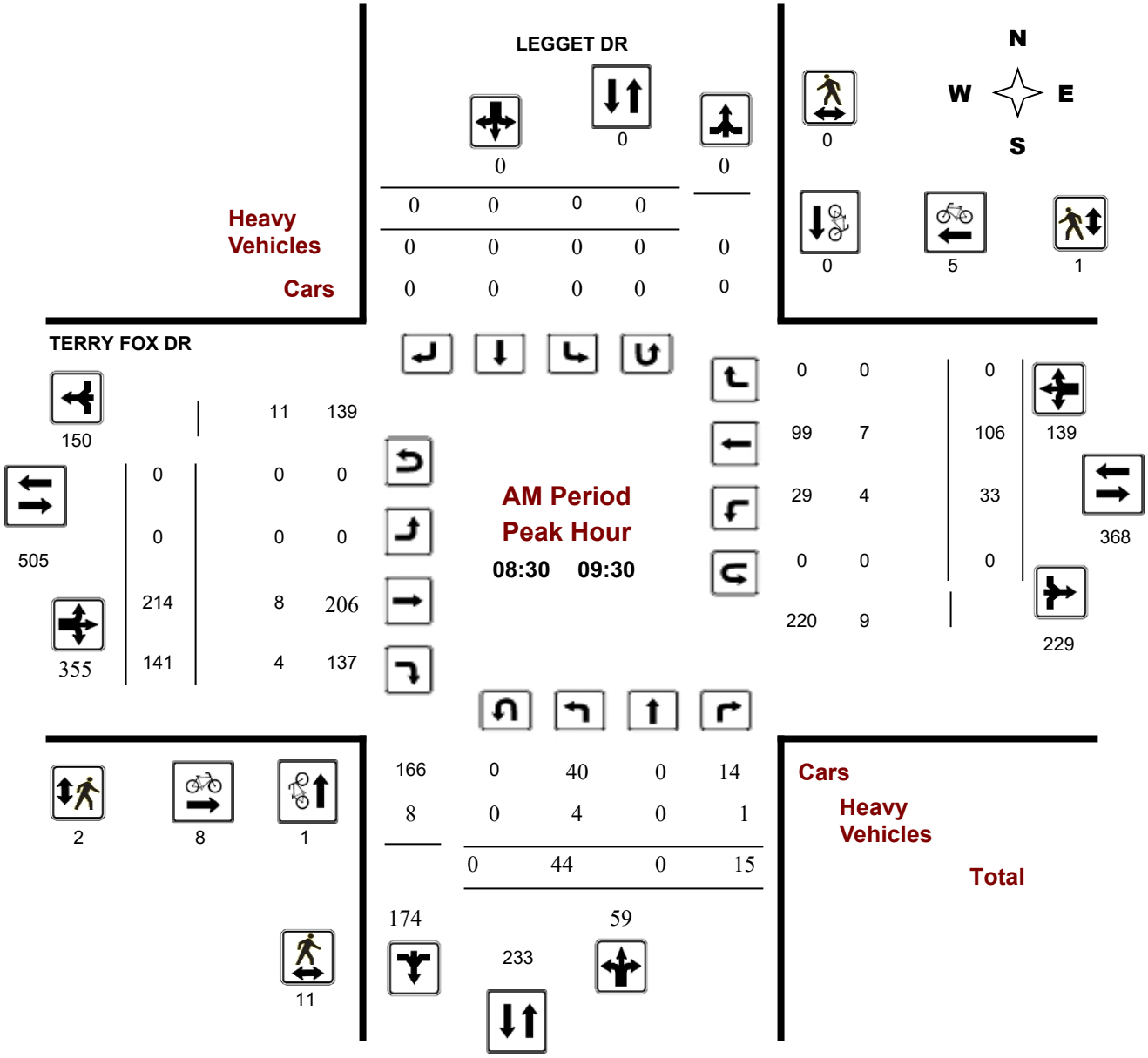
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

LEGGET DR @ TERRY FOX DR

Survey Date: Tuesday, July 26, 2022 **WO No:** 40369

Start Time: 07:00 **Device:** Miovision



Comments

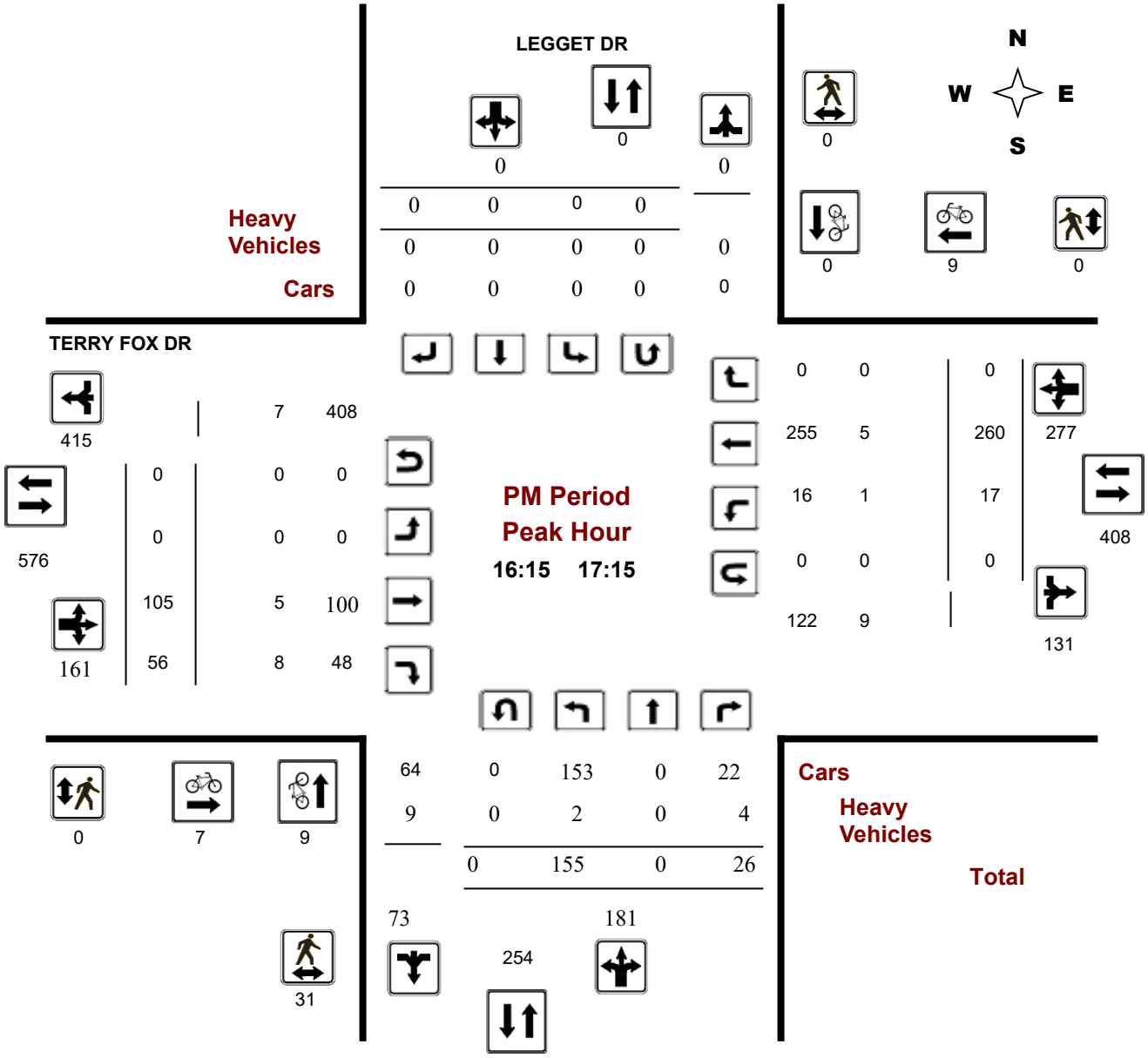
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

LEGGET DR @ TERRY FOX DR

Survey Date: Tuesday, July 26, 2022 **WO No:** 40369

Start Time: 07:00 **Device:** Miovision



Comments

Transportation Services - Traffic Services

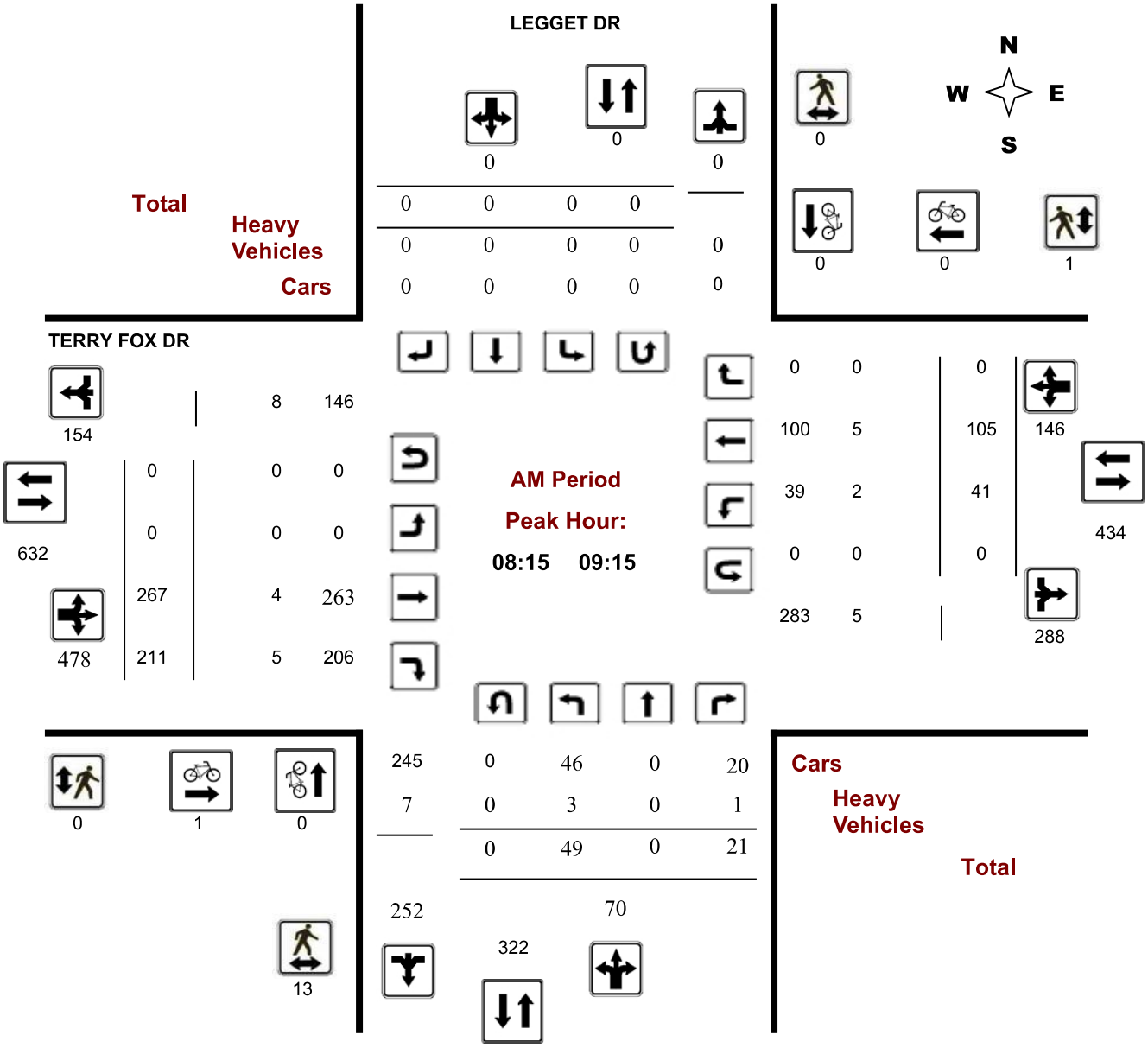
Turning Movement Count - Study Results

LEGGET DR @ TERRY FOX DR

Survey Date: Wednesday, April 02, 2025 **WO No:** 42647

Start Time: 07:00 **Device:** Miovision

AM Period Peak Hour Diagram


LEGGET DR
TERRY FOX DR
N
W
E
S
Total
Heavy Vehicles
Cars
AM Period
Peak Hour:
08:15 09:15
0
0
0

Transportation Services - Traffic Services

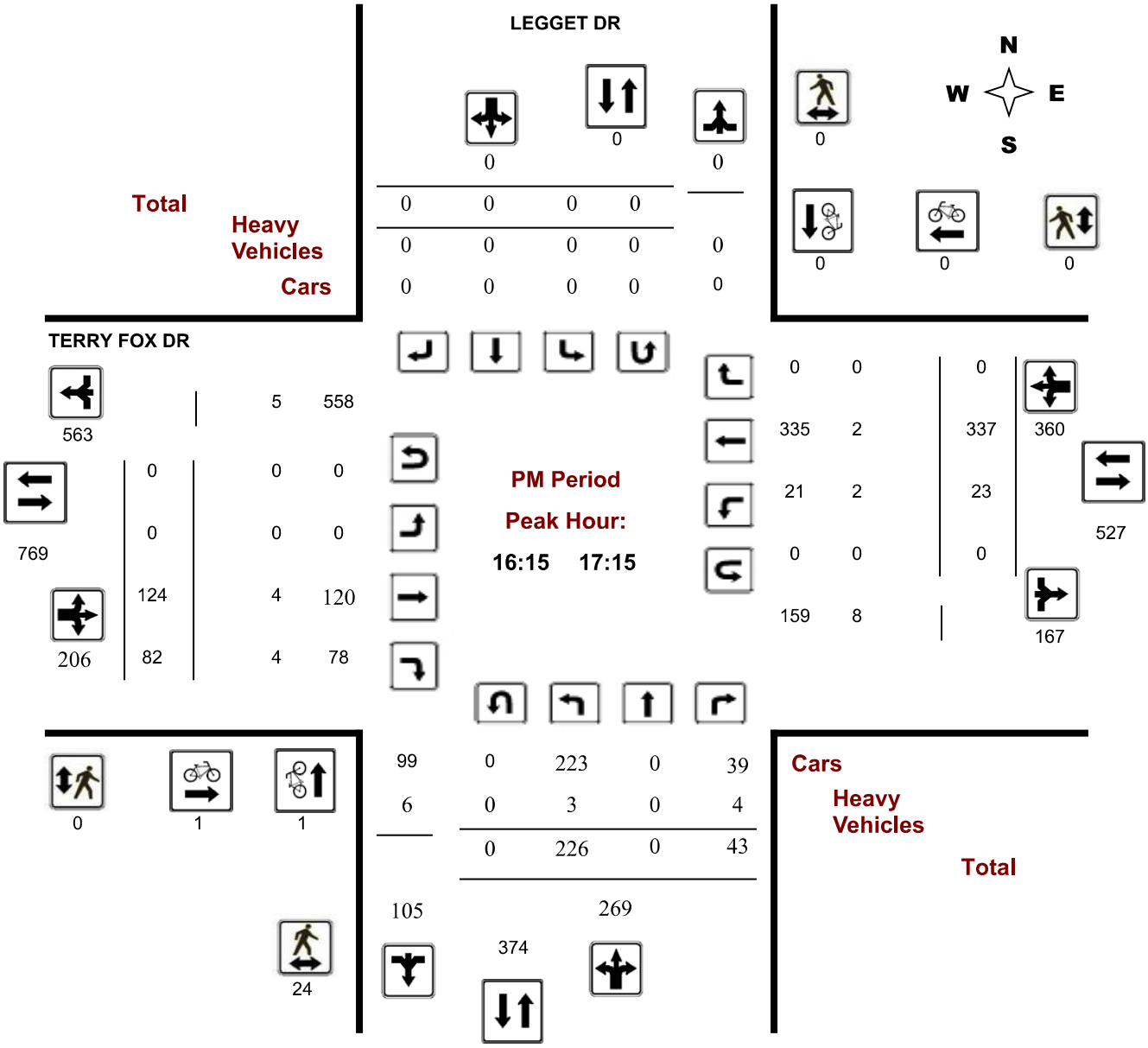
Turning Movement Count - Study Results

LEGGET DR @ TERRY FOX DR

Survey Date: Wednesday, April 02, 2025 **WO No:** 42647

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram


LEGGET DR
TERRY FOX DR
N
W
E
S
Total
Heavy Vehicles
Cars
PM Period
Peak Hour:
16:15 17:15
0
0
0

Transportation Services - Traffic Services

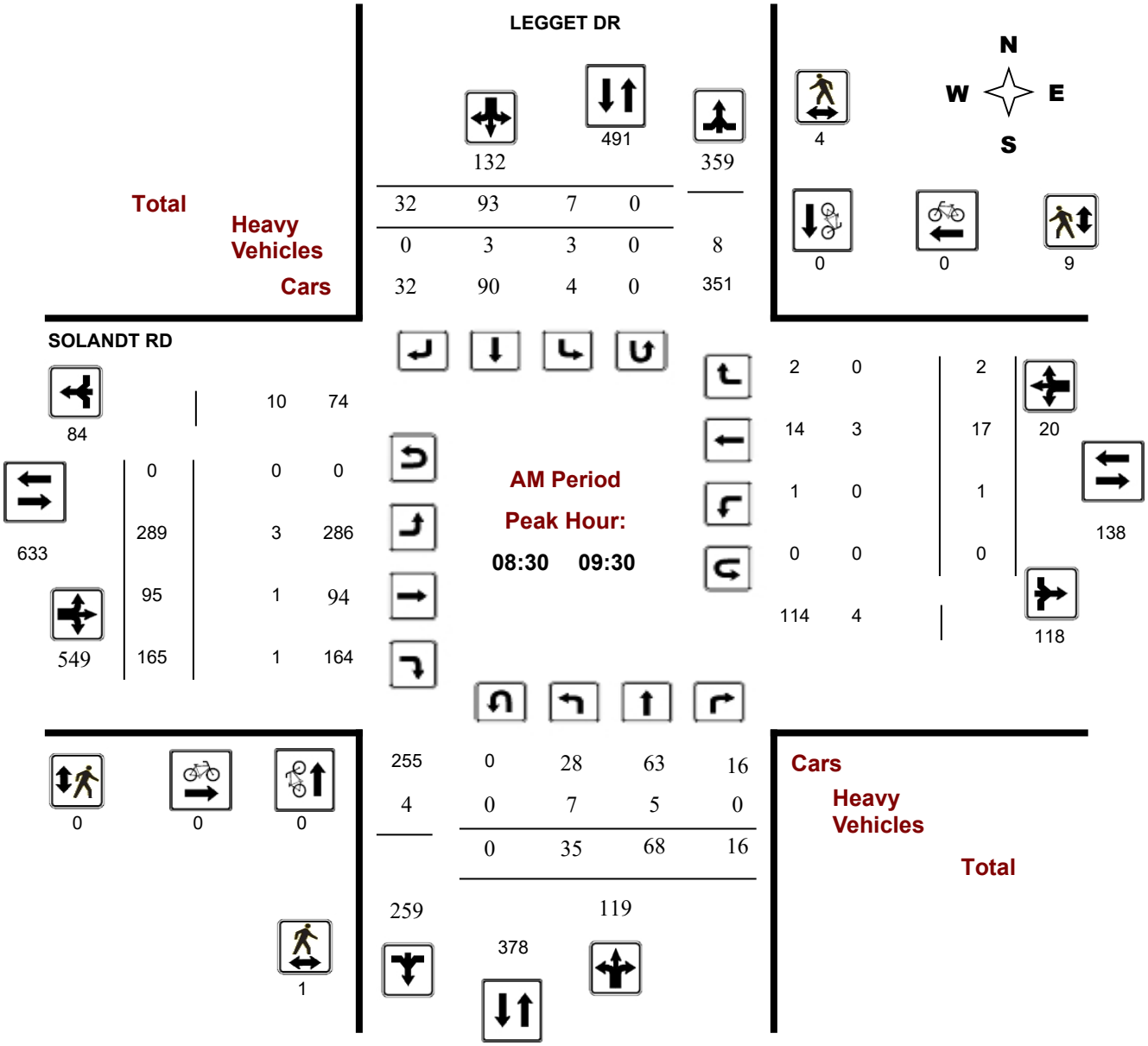
Turning Movement Count - Study Results

LEGGET DR @ SOLANDT RD

Survey Date: Tuesday, January 09, 2024 **WO No:** 41499

Start Time: 07:00 **Device:** Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

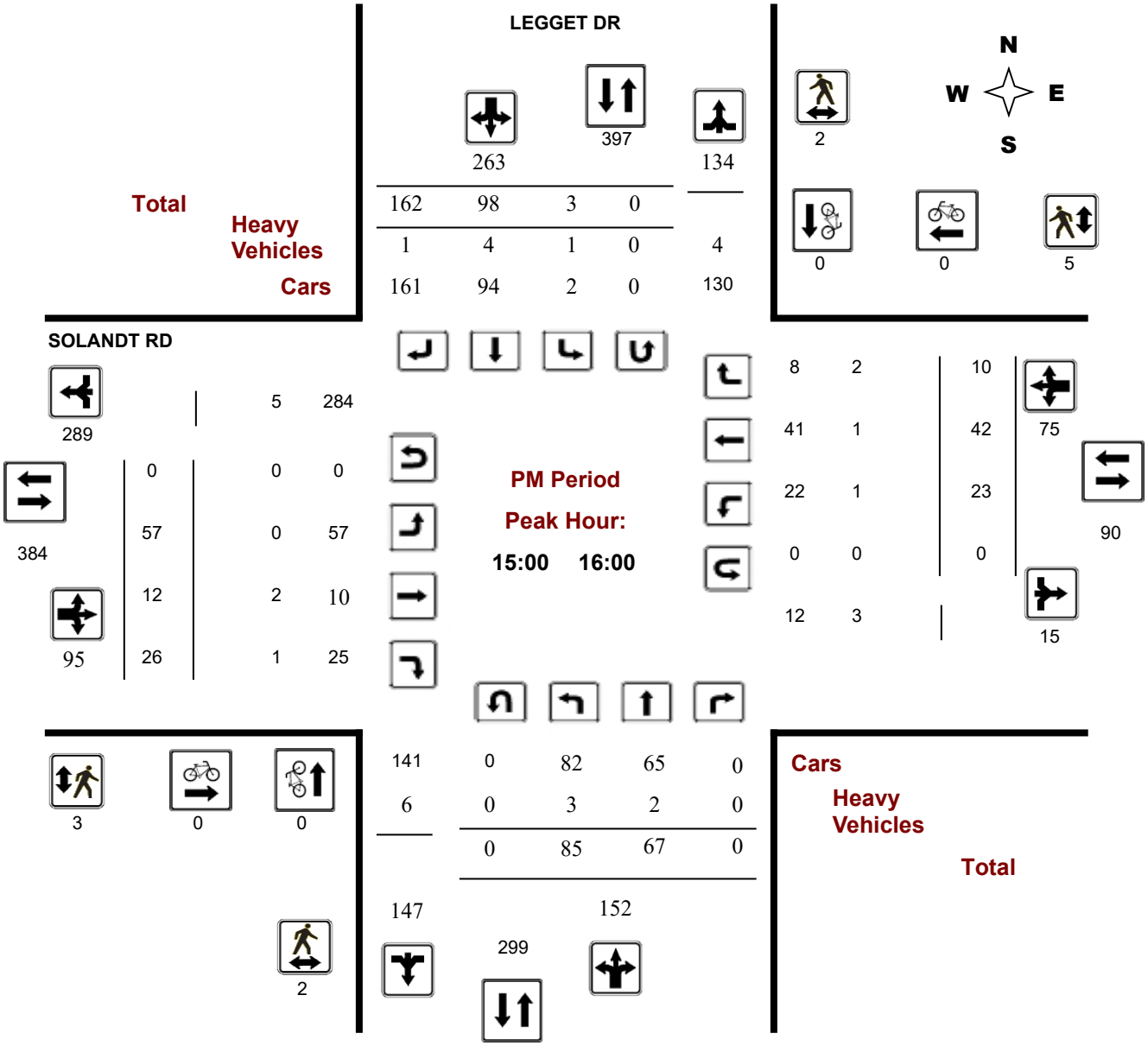
Turning Movement Count - Study Results

LEGGET DR @ SOLANDT RD

Survey Date: Tuesday, January 09, 2024 **WO No:** 41499

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

LEGGET DR @ SOLANDT RD

Survey Date: Tuesday, January 09, 2024 **WO No:** 41499

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, January 09, 2024

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 0 Westbound: 0

AADT Factor

1.10

	LEGGET DR									SOLANDT RD									
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	**NB TOT**	LT	ST	RT	**SB TOT**	**STR TOT**	LT	ST	RT	**EB TOT**	LT	ST	RT	**WB TOT**	**STR TOT**	**Grand Total**
07:00 08:00	20	44	7	**71**	5	51	22	**78**	**149**	166	44	50	**260**	2	5	0	**7**	**267**	**416**
08:00 09:00	29	68	17	**114**	9	87	40	**136**	**250**	259	78	138	**475**	3	14	2	**19**	**494**	**744**
09:00 10:00	38	50	10	**98**	4	67	29	**100**	**198**	206	77	113	**396**	0	20	2	**22**	**418**	**616**
11:30 12:30	75	66	2	**143**	4	43	86	**133**	**276**	54	9	40	**103**	6	41	10	**57**	**160**	**436**
12:30 13:30	55	30	5	**90**	7	62	80	**149**	**239**	58	21	43	**122**	5	40	2	**47**	**169**	**408**
15:00 16:00	85	67	0	**152**	3	98	162	**263**	**415**	57	12	26	**95**	23	42	10	**75**	**170**	**585**
16:00 17:00	83	61	2	**146**	1	98	160	**259**	**405**	29	5	20	**54**	10	26	5	**41**	**95**	**500**
17:00 18:00	44	49	1	**94**	3	54	98	**155**	**249**	20	6	13	**39**	3	11	5	**19**	**58**	**307**
Sub Total	429	435	44	**908**	36	560	677	**1273**	**2181**	849	252	443	**1544**	52	199	36	**287**	**1831**	**4012**
U Turns				**0**				**0**	**0**				**0**				**0**	**0**	**0**
Total	429	435	44	**908**	36	560	677	**1273**	**2181**	849	252	443	**1544**	52	199	36	**287**	**1831**	**4012**
EQ 12Hr	596	605	61	**1262**	50	778	941	**1769**	**3032**	1180	350	616	**2146**	72	277	50	**399**	**2545**	**5577**

Note: These values are calculated by multiplying the totals by the appropriate expansion factor. **1.39**

AVG 12Hr	656	666	67	**1388**	55	1122	1356	**1946**	**3335**	1298	385	678	**2361**	79	305	55	**439**	**2800**	**6135**

Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor. **1.10**

AVG 24Hr	859	872	88	**1818**	72	1470	1776	**2549**	**4369**	1700	504	888	**3093**	103	400	72	**575**	**3668**	**8037**

Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor. **1.31**

Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.

Transportation Services - Traffic Services

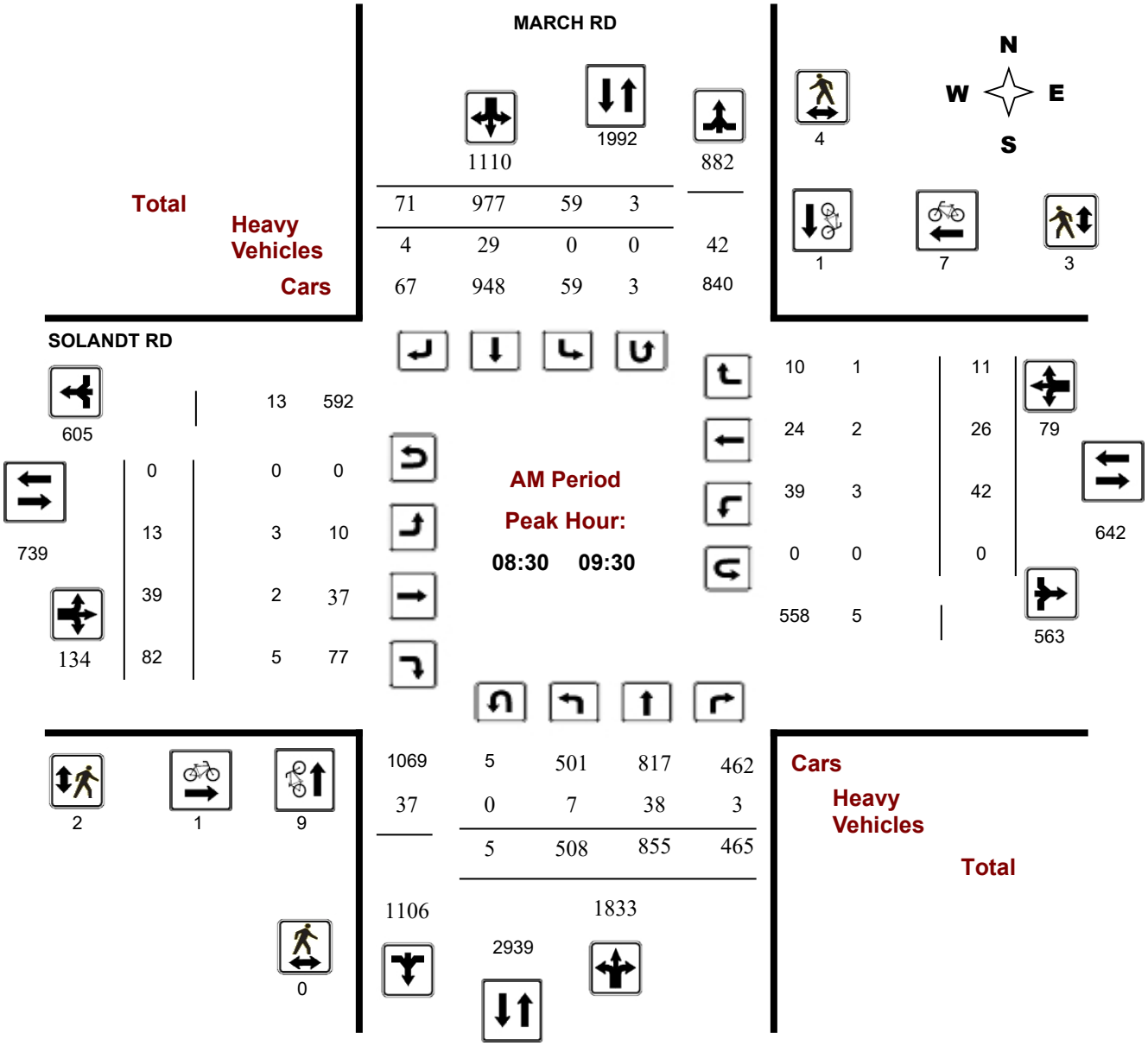
Turning Movement Count - Study Results

MARCH RD @ SOLANDT RD

Survey Date: Thursday, September 28, 2023 **WO No:** 41209

Start Time: 07:00 **Device:** Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

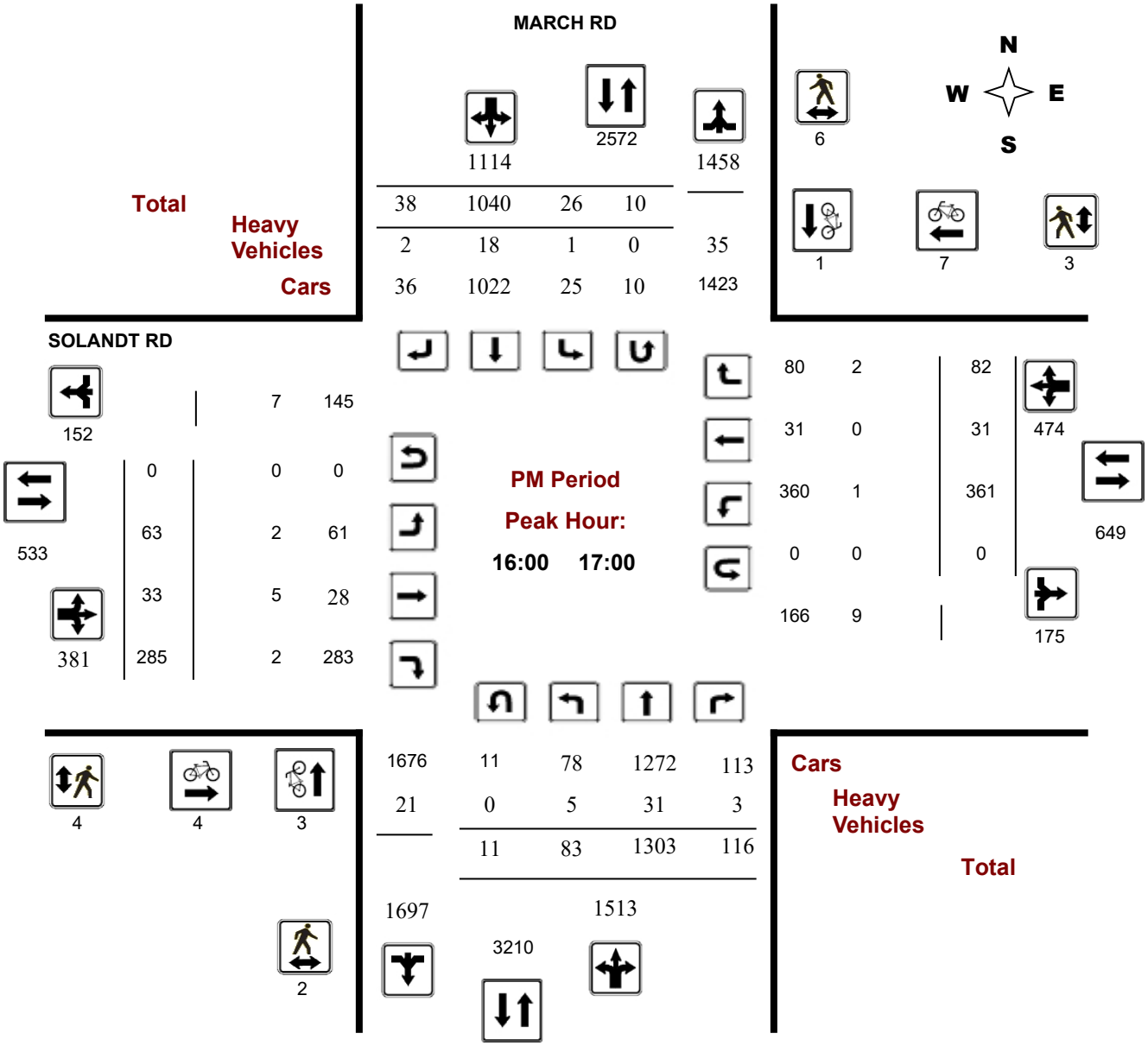
Turning Movement Count - Study Results

MARCH RD @ SOLANDT RD

Survey Date: Thursday, September 28, 2023 **WO No:** 41209

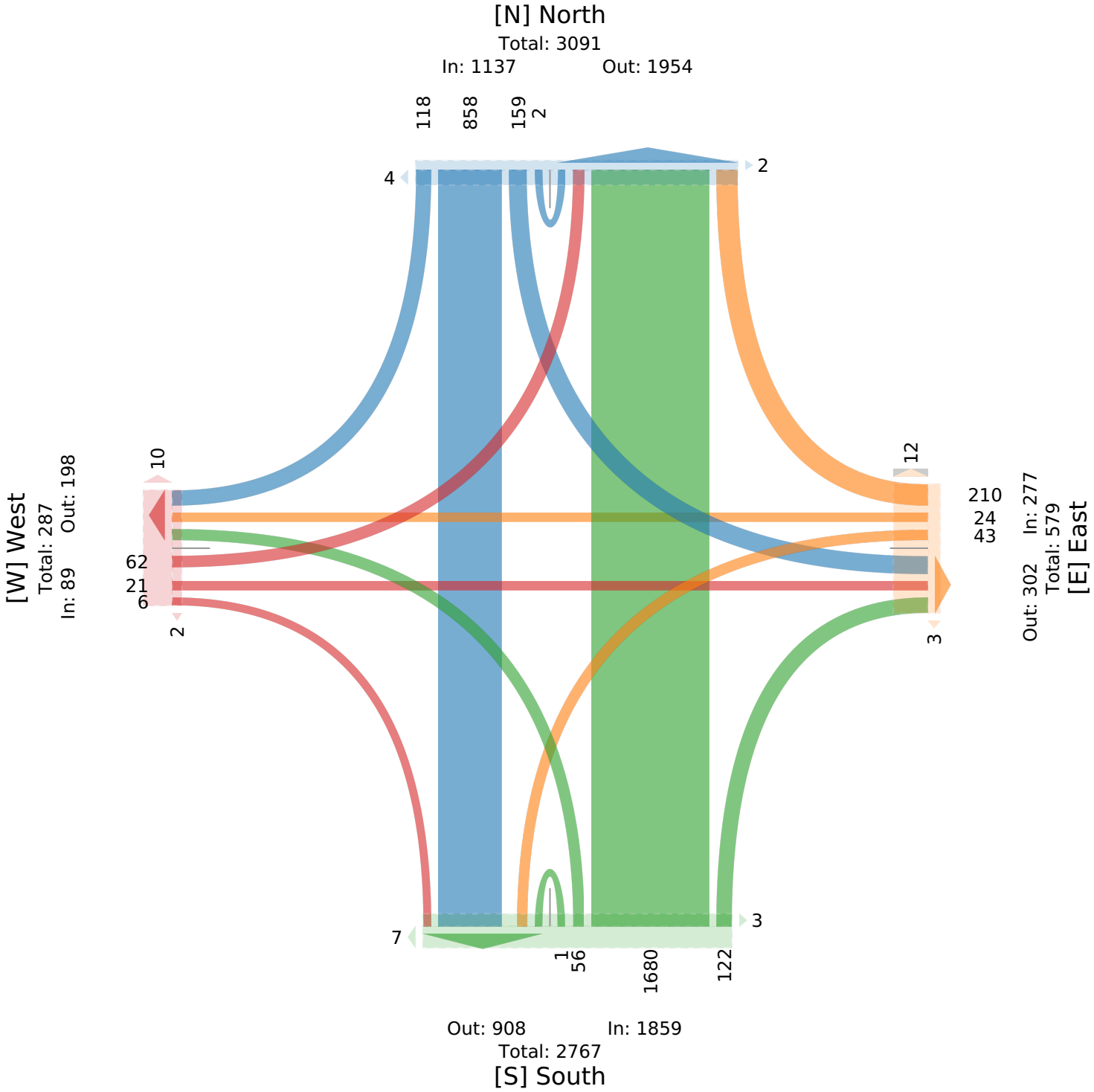
Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



5670056 - Carling and March - Aug 28 2024 - TMC
Wed Aug 28, 2024
AM Peak (8:15 AM - 9:15 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1226083, Location: 45.338682, -75.911644, Site Code: 41863103

Provided by: City of Ottawa
100 Constellation Dr,
Nepean, ON, K2G 5J9, CA



5670056 - Carling and March - Aug 28 2024 - TMC

Wed Aug 28, 2024
AM Peak (8:15 AM - 9:15 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1226083, Location: 45.338682, -75.911644, Site Code: 41863103

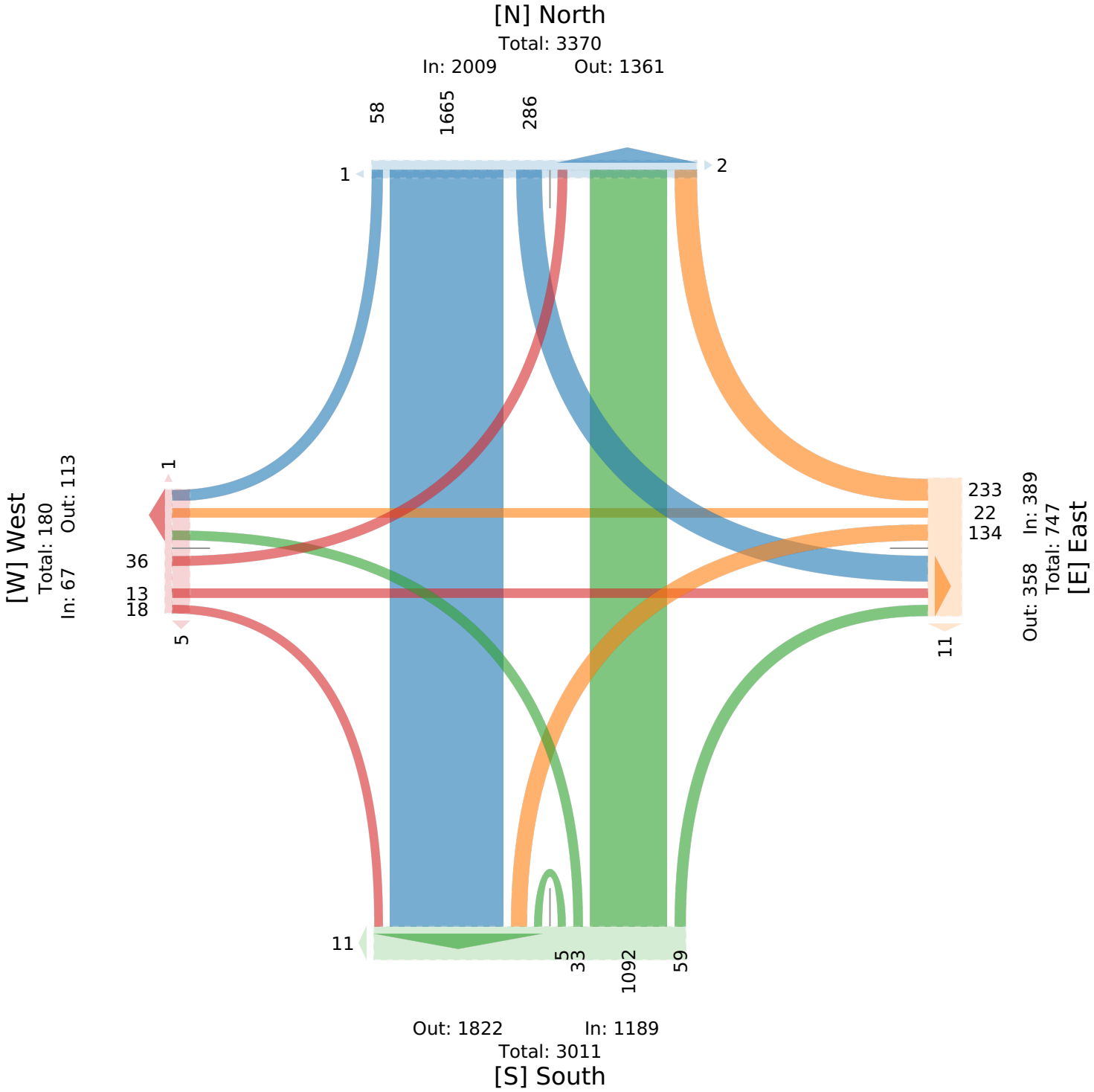
Provided by: City of Ottawa
100 Constellation Dr,
Nepean, ON, K2G 5J9, CA

Leg Direction	North Southbound						East Westbound						South Northbound						West Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2024-08-28 8:15AM	37	214	43	0	**294**	1	38	6	10	0	**54**	0	34	372	13	0	**419**	1	1	5	16	0	**22**	2	**789**
8:30AM	31	191	44	1	**267**	1	51	2	12	0	**65**	6	24	397	15	0	**436**	0	1	6	17	0	**24**	4	**792**
8:45AM	29	235	41	1	**306**	2	68	11	7	0	**86**	3	36	450	15	1	**502**	6	3	3	18	0	**24**	6	**918**
9:00AM	21	218	31	0	**270**	2	53	5	14	0	**72**	6	28	461	13	0	**502**	3	1	7	11	0	**19**	0	**863**
Total	118	858	159	2	**1137**	6	210	24	43	0	**277**	15	122	1680	56	1	**1859**	10	6	21	62	0	**89**	12	**3362**
% Approach	10.4%	75.5%	14.0%	0.2%	**-**	-	75.8%	8.7%	15.5%	0%	**-**	-	6.6%	90.4%	3.0%	0.1%	**-**	-	6.7%	23.6%	69.7%	0%	**-**	-	**-**
% Total	3.5%	25.5%	4.7%	0.1%	**33.8%**	-	6.2%	0.7%	1.3%	0%	**8.2%**	-	3.6%	50.0%	1.7%	0%	**55.3%**	-	0.2%	0.6%	1.8%	0%	**2.6%**	-	**-**
PHF	0.797	0.912	0.903	0.500	**0.928**	-	0.780	0.545	0.768	-	**0.812**	-	0.847	0.913	0.933	0.250	**0.926**	-	0.500	0.833	0.861	-	**0.917**	-	0.916
Lights and Motorcycles	114	821	157	2	**1094**	-	208	24	40	0	**272**	-	114	1629	54	1	**1798**	-	6	20	60	0	**86**	-	3250
% Lights and Motorcycles	96.6%	95.7%	98.7%	100%	**96.2%**	-	99.0%	100%	93.0%	0%	**98.2%**	-	93.4%	97.0%	96.4%	100%	**96.7%**	-	100%	95.2%	96.8%	0%	**96.6%**	-	96.7%
Heavy	4	36	2	0	**42**	-	1	0	3	0	**4**	-	8	44	2	0	**54**	-	0	0	2	0	**2**	-	102
% Heavy	3.4%	4.2%	1.3%	0%	**3.7%**	-	0.5%	0%	7.0%	0%	**1.4%**	-	6.6%	2.6%	3.6%	0%	**2.9%**	-	0%	0%	3.2%	0%	**2.2%**	-	3.0%
Bicycles on Road	0	1	0	0	**1**	-	1	0	0	0	**1**	-	0	7	0	0	**7**	-	0	1	0	0	**1**	-	10
% Bicycles on Road	0%	0.1%	0%	0%	**0.1%**	-	0.5%	0%	0%	0%	**0.4%**	-	0%	0.4%	0%	0%	**0.4%**	-	0%	4.8%	0%	0%	**1.1%**	-	0.3%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	14	-	-	-	-	-	7	-	-	-	-	-	9	
% Pedestrians	-	-	-	-	-	66.7%	-	-	-	-	-	93.3%	-	-	-	-	-	70.0%	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	3	
% Bicycles on Crosswalk	-	-	-	-	-	33.3%	-	-	-	-	-	6.7%	-	-	-	-	-	30.0%	-	-	-	-	-	25.0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5670056 - Carling and March - Aug 28 2024 - TMC
Wed Aug 28, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1226083, Location: 45.338682, -75.911644, Site Code: 41863103

Provided by: City of Ottawa
100 Constellation Dr,
Nepean, ON, K2G 5J9, CA



5670056 - Carling and March - Aug 28 2024 - TMC

Wed Aug 28, 2024
PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1226083, Location: 45.338682, -75.911644, Site Code: 41863103

Provided by: City of Ottawa
100 Constellation Dr,
Nepean, ON, K2G 5J9, CA

Leg	North						East						South						West						
Direction	Southbound						Westbound						Northbound						Eastbound						
Time	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	R	T	L	U	**App**	Ped*	**Int**
2024-08-28 4:30PM	17	419	76	0	**512**	0	56	9	31	0	**96**	4	15	275	9	3	**302**	2	4	3	12	0	**19**	1	**929**
4:45PM	8	364	61	0	**433**	1	50	2	26	0	**78**	3	11	256	9	0	**276**	3	2	2	9	0	**13**	1	**800**
5:00PM	13	455	87	0	**555**	0	68	6	45	0	**119**	2	19	284	7	0	**310**	4	6	4	9	0	**19**	1	**1003**
5:15PM	20	427	62	0	**509**	2	59	5	32	0	**96**	2	14	277	8	2	**301**	2	6	4	6	0	**16**	3	**922**
Total	58	1665	286	0	**2009**	3	233	22	134	0	**389**	11	59	1092	33	5	**1189**	11	18	13	36	0	**67**	6	**3654**
% Approach	2.9%	82.9%	14.2%	0%	**-**	-	59.9%	5.7%	34.4%	0%	**-**	-	5.0%	91.8%	2.8%	0.4%	**-**	-	26.9%	19.4%	53.7%	0%	**-**	-	**-**
% Total	1.6%	45.6%	7.8%	0%	**55.0%**	-	6.4%	0.6%	3.7%	0%	**10.6%**	-	1.6%	29.9%	0.9%	0.1%	**32.5%**	-	0.5%	0.4%	1.0%	0%	**1.8%**	-	**-**
PHF	0.700	0.916	0.822	-	**0.905**	-	0.857	0.583	0.744	-	**0.822**	-	0.776	0.960	0.917	0.417	**0.958**	-	0.750	0.688	0.750	-	**0.855**	-	0.911
Lights and Motorcycles	56	1639	284	0	**1979**	-	232	21	125	0	**378**	-	58	1070	33	5	**1166**	-	18	11	36	0	**65**	-	3588
% Lights and Motorcycles	96.6%	98.4%	99.3%	0%	**98.5%**	-	99.6%	95.5%	93.3%	0%	**97.2%**	-	98.3%	98.0%	100%	100%	**98.1%**	-	100%	84.6%	100%	0%	**97.0%**	-	98.2%
Heavy	0	20	2	0	**22**	-	1	0	9	0	**10**	-	1	21	0	0	**22**	-	0	0	0	0	**0**	-	54
% Heavy	0%	1.2%	0.7%	0%	**1.1%**	-	0.4%	0%	6.7%	0%	**2.6%**	-	1.7%	1.9%	0%	0%	**1.9%**	-	0%	0%	0%	0%	**0%**	-	1.5%
Bicycles on Road	2	6	0	0	**8**	-	0	1	0	0	**1**	-	0	1	0	0	**1**	-	0	2	0	0	**2**	-	12
% Bicycles on Road	3.4%	0.4%	0%	0%	**0.4%**	-	0%	4.5%	0%	0%	**0.3%**	-	0%	0.1%	0%	0%	**0.1%**	-	0%	15.4%	0%	0%	**3.0%**	-	0.3%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	9	-	-	-	-	-	9	-	-	-	-	-	5	
% Pedestrians	-	-	-	-	-	66.7%	-	-	-	-	-	81.8%	-	-	-	-	-	81.8%	-	-	-	-	-	83.3%	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	33.3%	-	-	-	-	-	18.2%	-	-	-	-	-	18.2%	-	-	-	-	-	16.7%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

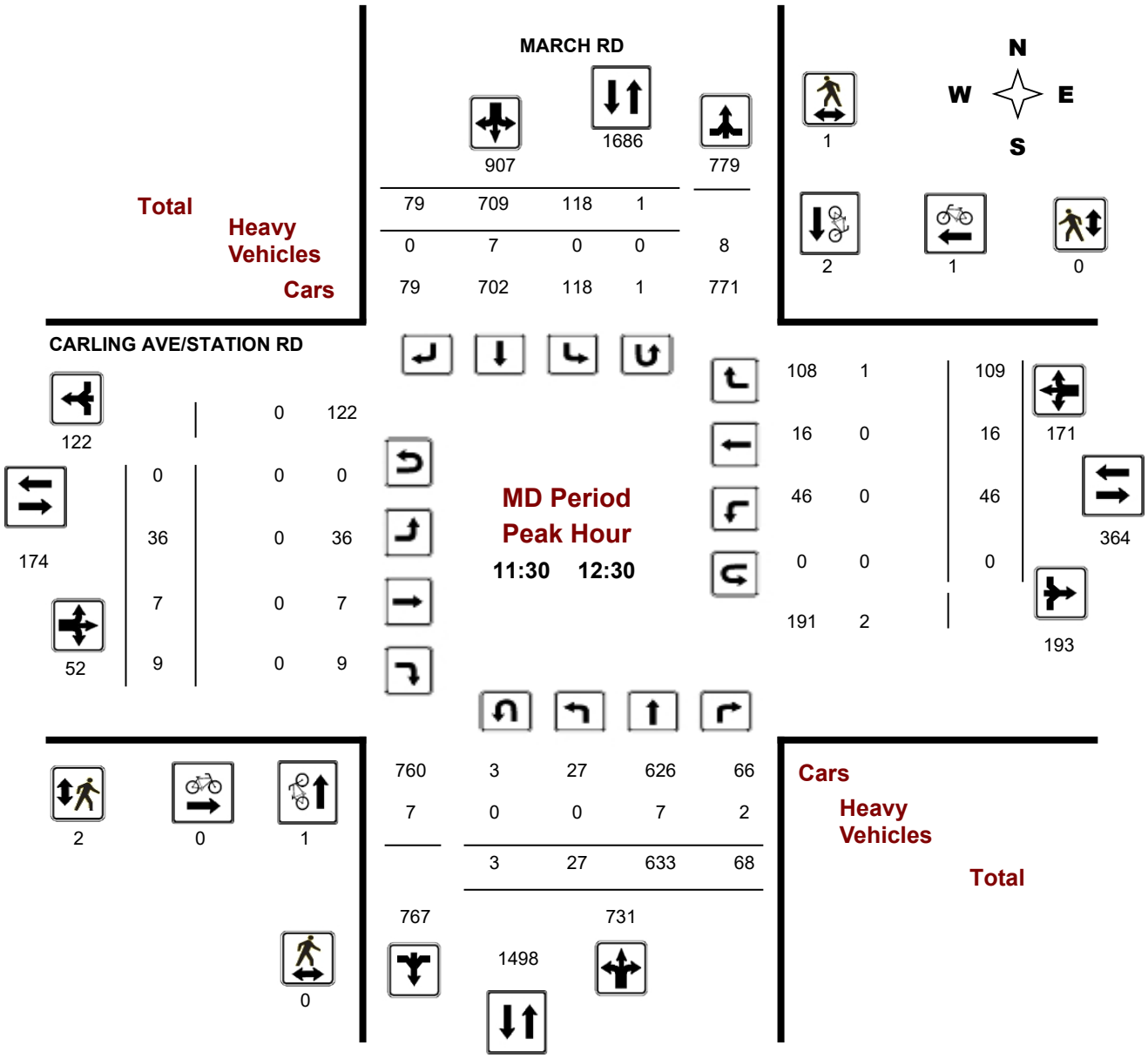
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

CARLING AVE/STATION RD @ MARCH RD

Survey Date: Saturday, August 31, 2024 **WO No:** 41862

Start Time: 07:00 **Device:** Miovision



Comments:

APPENDIX E

Collision Records

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: CARLING AVE/STATION RD @ MARCH RD

Traffic Control: Traffic signal **Total Collisions:** 33

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Mar-09, Sat,14:00	Clear	Rear end	Non-fatal injury	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Jun-04, Tue,10:56	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Jun-12, Wed,12:22	Clear	Rear end	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Jun-27, Thu,22:44	Rain	Turning movement	Non-fatal injury	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Pick-up truck	Other motor vehicle	
2019-Jul-09, Tue,08:30	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Aug-07, Wed,16:24	Clear	Turning movement	Non-fatal injury	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Sep-25, Wed,09:13	Clear	Rear end	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2020-Jul-29, Wed,07:21	Clear	Rear end	P.D. only	Wet	North	Turning left	Truck - dump	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2020-Aug-30, Sun,15:35	Clear	Rear end	P.D. only	Dry	West	Turning right	Pick-up truck	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Nov-22, Sun,16:30	Snow	Rear end	P.D. only	Ice	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2020-Dec-09, Wed,08:10	Snow	Approaching	P.D. only	Slush	North	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2021-Jan-03, Sun,12:05	Clear	SMV other	P.D. only	Dry	South	Turning left	Tow truck	Pole (sign, parking meter)	0

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: CARLING AVE/STATION RD @ MARCH RD

Traffic Control: Traffic signal **Total Collisions:** 33

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Jan-16, Sat,05:53	Snow	Other	P.D. only	Loose snow	South	Slowing or stopping	Pick-up truck	Pole (sign, parking meter)	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2021-Jan-22, Fri,15:35	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2021-May-15, Sat,14:44	Clear	Rear end	Non-fatal injury	Dry	South	Slowing or stopping	Motorcycle	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
					South	Stopped	Pick-up truck	Other motor vehicle	
2021-Jul-06, Tue,16:25	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2021-Jul-06, Tue,16:31	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Aug-21, Sat,15:25	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Turning left	Passenger van	Other motor vehicle	
2022-Feb-12, Sat,12:19	Drifting Snow	Sideswipe	P.D. only	Ice	South	Going ahead	Automobile, station wagon	Skidding/sliding	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Pick-up truck	Other motor vehicle	
2022-Nov-28, Mon,22:00	Clear	Angle	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Dec-01, Thu,16:45	Clear	Angle	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Dec-07, Wed,18:00	Clear	Rear end	P.D. only	Wet	South	Stopped	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Dec-14, Wed,16:05	Clear	Sideswipe	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Overtaking	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: CARLING AVE/STATION RD @ MARCH RD

Traffic Control: Traffic signal **Total Collisions:** 33

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Feb-01, Thu,17:30	Clear	Rear end	P.D. only	Wet	North	Stopped	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Feb-21, Wed,09:15	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Apr-22, Mon,18:45	Clear	Rear end	P.D. only	Dry	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2024-May-10, Fri,22:55	Clear	Rear end	P.D. only	Dry	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Aug-22, Thu,05:10	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Merging	Automobile, station wagon	Other motor vehicle	
2024-Aug-25, Sun,12:30	Clear	Sideswipe	P.D. only	Dry	North	Merging	Truck - open	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Sep-08, Sun,16:00	Clear	Angle	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Sep-13, Fri,18:45	Clear	Rear end	P.D. only	Dry	South	Stopped	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Nov-20, Wed,16:30	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Dec-02, Mon,05:30	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: LEGGET DR @ TERRY FOX DR

Traffic Control: Stop sign **Total Collisions:** 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jan-29, Tue,16:15	Snow	Angle	P.D. only	Slush	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Aug-21, Wed,17:27	Rain	Angle	P.D. only	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: LEGGET DR btwn SOLANDT RD & TERRY FOX DR

Traffic Control: No control **Total Collisions:** 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Aug-26, Mon,15:00	Clear	Turning movement	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Motorcycle	Other motor vehicle	

Location: MARCH RD @ SOLANDT RD

Traffic Control: Traffic signal **Total Collisions:** 31

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jan-11, Fri,07:27	Clear	Turning movement	P.D. only	Dry	South	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jan-28, Mon,17:24	Clear	Turning movement	Non-fatal injury	Packed snow	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Apr-01, Mon,12:40	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Jun-08, Sat,10:11	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-10, Wed,10:24	Clear	Turning movement	P.D. only	Dry	North	Turning left	Truck and trailer	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: MARCH RD @ SOLANDT RD

Traffic Control: Traffic signal **Total Collisions:** 31

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jul-27, Sat,21:52	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Sep-24, Tue,08:59	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-19, Thu,10:15	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Dec-30, Mon,20:00	Freezing Rain	Rear end	P.D. only	Ice	North	Going ahead	Automobile, station wagon	Skidding/sliding	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Jan-05, Sun,10:55	Clear	Turning movement	P.D. only	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jan-21, Tue,18:06	Clear	Turning movement	P.D. only	Wet	South	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Jan-17, Sun,11:25	Clear	Sideswipe	P.D. only	Wet	North	Unknown	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Feb-04, Thu,08:32	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					West	Slowing or stopping	Pick-up truck	Other motor vehicle	
2021-Mar-15, Mon,12:08	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2021-Oct-28, Thu,15:30	Clear	Turning movement	P.D. only	Dry	North	Making "U" turn	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Mar-31, Thu,08:40	Rain	Turning movement	P.D. only	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Apr-07, Thu,09:55	Rain	Sideswipe	P.D. only	Wet	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: MARCH RD @ SOLANDT RD

Traffic Control: Traffic signal **Total Collisions:** 31

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2022-Apr-29, Fri,08:15	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Oct-18, Tue,16:30	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Nov-01, Tue,11:00	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2023-Dec-08, Fri,19:30	Clear	Turning movement	P.D. only	Dry	North	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-May-30, Thu,15:06	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jun-05, Wed,16:47	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Municipal transit bus	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jun-11, Tue,12:10	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2024-Aug-09, Fri,12:00	Rain	Sideswipe	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Unknown	Truck - closed	Other motor vehicle	
2024-Aug-14, Wed,08:46	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Aug-14, Wed,16:30	Clear	Rear end	P.D. only	Dry	South	Going ahead	Passenger van	Other motor vehicle	0
					South	Merging	Automobile, station wagon	Other motor vehicle	
2024-Sep-05, Thu,12:14	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Bicycle	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Cyclist	
					South	Going ahead	Automobile, station wagon	Cyclist	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: MARCH RD @ SOLANDT RD

Traffic Control: Traffic signal **Total Collisions:** 31

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Nov-20, Wed,17:15	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Nov-24, Sun,19:00	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2024-Dec-11, Wed,17:20	Other	Turning movement	P.D. only	Wet	South	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: MARCH RD btwn SOLANDT RD & STATION RD

Traffic Control: No control **Total Collisions:** 16

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jan-23, Wed,21:25	Snow	Rear end	P.D. only	Loose snow	North	Slowing or stopping	Truck - dump	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-May-02, Thu,14:11	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Jul-10, Wed,17:06	Clear	Rear end	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-13, Sat,16:15	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-01, Tue,09:15	Rain	Rear end	Non-fatal injury	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Dec-02, Mon,16:30	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 **To:** December 31, 2024

Location: MARCH RD btwn SOLANDT RD & STATION RD

Traffic Control: No control **Total Collisions:** 16

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Aug-13, Thu,21:26	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Oct-01, Thu,06:55	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2021-Feb-25, Thu,01:04	Clear	Other	P.D. only	Packed snow	South	Going ahead	Automobile, station wagon	Skidding/sliding	0
					North	Going ahead	Snow plow	Other motor vehicle	
2022-Jan-21, Fri,02:20	Clear	SMV other	P.D. only	Slush	North	Going ahead	Automobile, station wagon	Curb	0
2022-Apr-03, Sun,19:54	Clear	SMV other	P.D. only	Dry	South	Going ahead	Pick-up truck	Animal - wild	0
2022-Sep-23, Fri,15:50	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Oct-11, Tue,18:00	Clear	Turning movement	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2024-Feb-03, Sat,22:00	Clear	SMV other	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other	0
2024-May-24, Fri,14:30	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jul-04, Thu,16:21	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

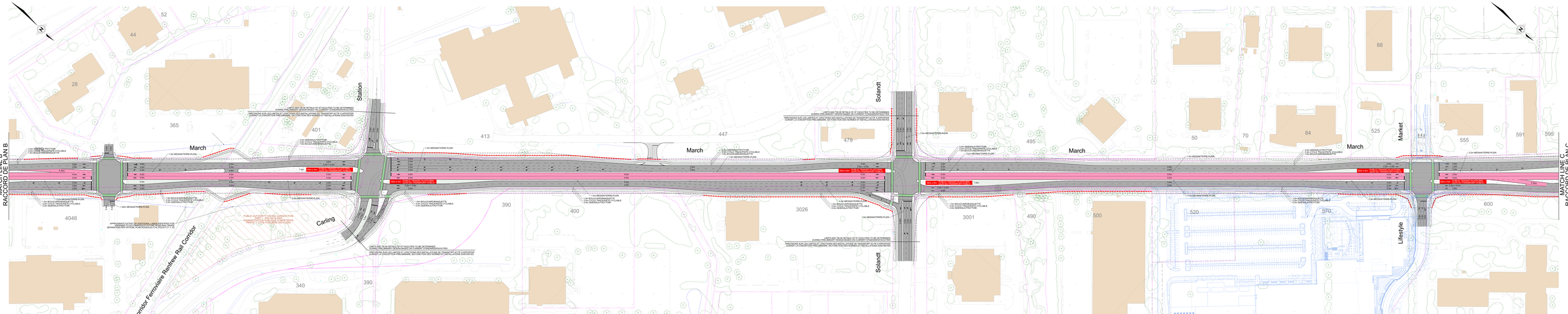
Location: SOLANDT RD btwn LEGGET DR & END

Traffic Control: No control **Total Collisions:** 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Feb-25, Tue,17:15	Clear	Angle	P.D. only	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	

APPENDIX F

March Road BRT Functional Design


MATCH LINE B
RACCORD DE PLAN B
MATCH LINE C
RACCORD DE PLAN C
March
Station
Carling
Solandt
Market
Lifestyle
Corridor Ferroviaire Renfrew Rail Corridor
PUBLIC ACCESS TEMPORARILY DISTRUPTED
ACCÈS PUBLIC TEMPORAIREMENT PERTURBÉ
PARKING FOR OTTAWA RIVER CONSERVATION
STATIONNEMENT POUR LA CONSERVATION DE LA RIVIÈRE D'OTTAWA
LIMITS AND TIE-IN DETAILS OF 417 FACILITIES TO BE DETERMINED DURING PRELIMINARY DESIGN BASED ON CURRENT STANDARDS/POLICIES
PRÉCISIONS SUR LES LIMITES ET JONCTIONS DES INSTALLATIONS DE TRANSPORT ACTIF À APPORTER DURANT LA CONCEPTION PRÉLIMINAIRE, EN FONCTION DES NORMES ET INSTALLATIONS EXISTANTES
1.5m MEDIAN/TERRE-PLEIN
2.0m MEDIAN/TERRE-PLEIN
3.5m SIDEWALK/TROTTOIR
1.5m BICYCLE WAY/BANDE CYCLABLE
2.0m BICYCLE WAY/BANDE CYCLABLE
Bike Lane
Voie cyclable
Bus Lane
Voie réservée aux autobus
Bus Lane
Voie réservée aux autobus
Bike Lane
Voie cyclable
4.0m
7.0m
4.5m
3.5m
5.5m
4.0m
4.5m
3.5m
4.5m
3.5m
4.5m
3.5

APPENDIX G

Peak Times at Other Area Spa Facilities

Based on the Google Maps Popular Time charts attached, the table below shows the peak times per day for each of the spas.

Nordik, Thermea, Scandinave and Vetta provide a similar experience to what we are building. With the social aspect that we will also be promoting, we will be looking for a similar client that Koena, BotaBota, Scandinave QC and Strom have – the after work unwind, social client. The number in brackets below is the second highest peak time. This shows that all of the spas have the daytime clients and some have the evening client.

	Monday	Tuesday	Wed	Thursday	Friday	Saturday	Sunday
Nordik	1	12	1	2	1	4	1
Koena	12 (6)	6 (1)	7	7 (1)	7 (2)	3	3
BotaBota	5 (1)	5 (12)	6	5 (1)	6 (12)	4	2
Scandinave QC	5 (2)	6 (2)	2	6 (2)	12 (5)	3	4
Strom	1 (6)	6 (1)	6	1 (6)	7 (1)	6	1
Thermea	1	1	2	2	3	4	4
Scandinave ON	2	2	2	1	2	4	2
Vetta	1	12	3	2	2	4	2
Daytime	1-2	12-1	2	1-2	1-3	4	2-4
After 4	5-6	6	6	6	6-7		

Monday to Thursday will have a maximum attendance between 1 and 2. Allowing for a 1 hour window on both sides for arrival the maximum traffic would be expected between 12 and 3, with maximum departures between 4 and 7pm. For the evening client, allow an arrival time between 5 and 6 and departures between 9 and 10pm

On Saturdays the most popular time is 4pm. Allow arrivals between 3 and 5 and departures between 7 and 9pm.

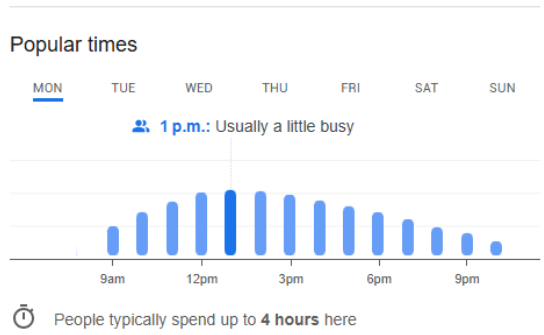
For Sundays the popular time will range between 1 and 4 for arrivals. Departures will be between 5 and 8pm.

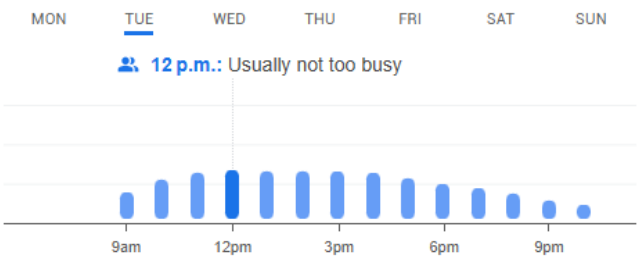
Using current real numbers from one of the above local spas, the attendance number averages per day are as follows:

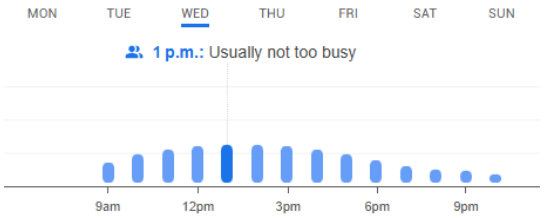
	Avg. Attendance	30% attendance expected	Peak Time Window	# of Vehicles *
Monday	523	157	1-2pm	118
Tuesday	384	154	12-1pm	115
Wednesday	355	142	1:30-2:30pm	107
Thursday	505	202	1-2pm	152
Friday	839	336	1-3pm	252
Saturday	1016	406	3:00-4:30pm	305
Sunday	787	315	2-4	236

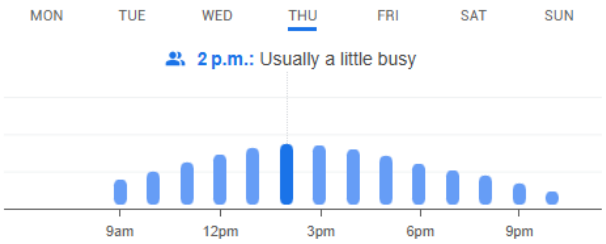
*We have assumed that 50% of attendance will share a vehicle

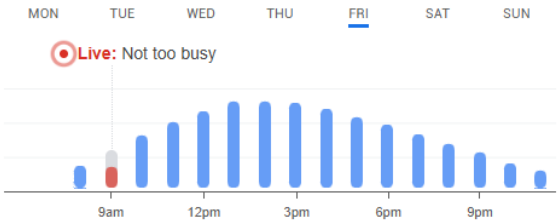
Nordik - Chelsea

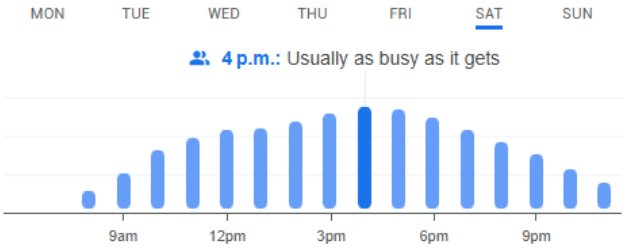


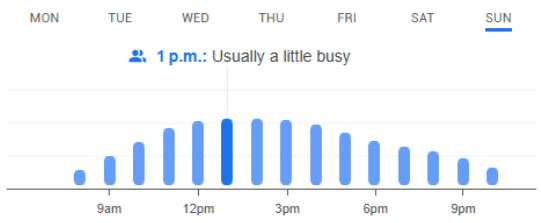




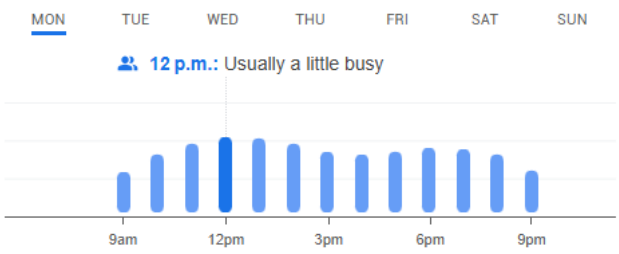


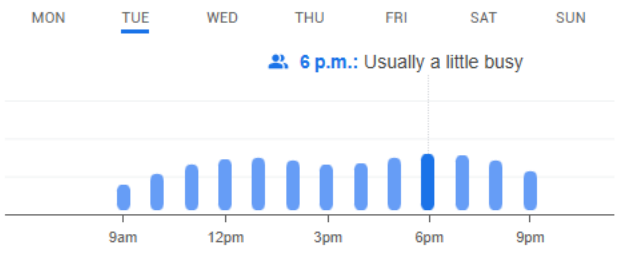


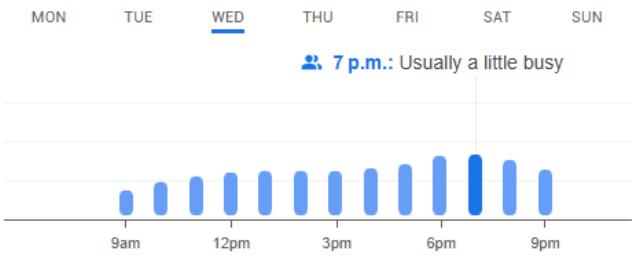


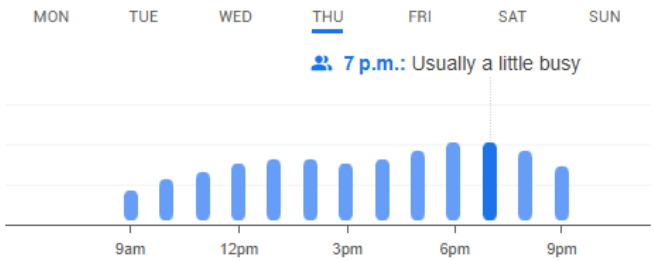

MON
TUE
WED
THU
FRI
SAT
SUN
1 p.m.: Usually a little busy
9am
12pm
3pm
6pm
9pm

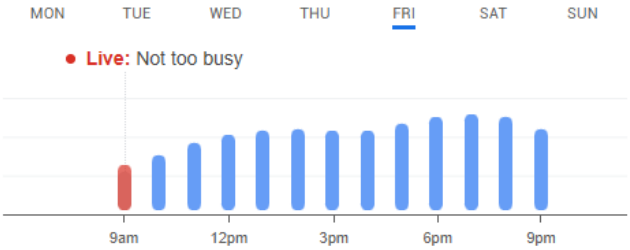
Koena Spa

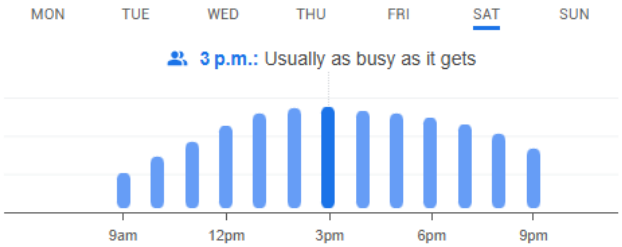

MON
TUE
WED
THU
FRI
SAT
SUN
12 p.m.: Usually a little busy
9am
12pm
3pm
6pm
9pm

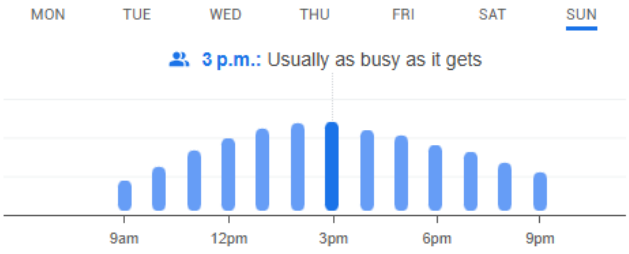

MON
TUE
WED
THU
FRI
SAT
SUN
6 p.m.: Usually a little busy
9am
12pm
3pm
6pm
9pm


MON
TUE
WED
THU
FRI
SAT
SUN
7 p.m.: Usually a little busy
9am
12pm
3pm
6pm
9pm

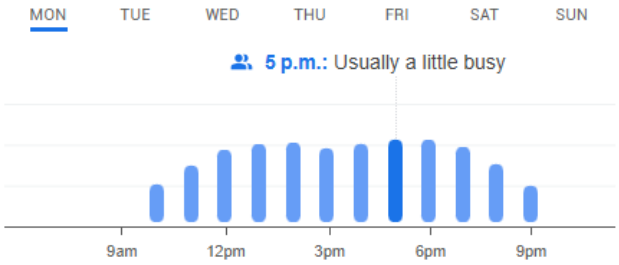

MON
TUE
WED
THU
FRI
SAT
SUN
7 p.m.: Usually a little busy
9am
12pm
3pm
6pm
9pm

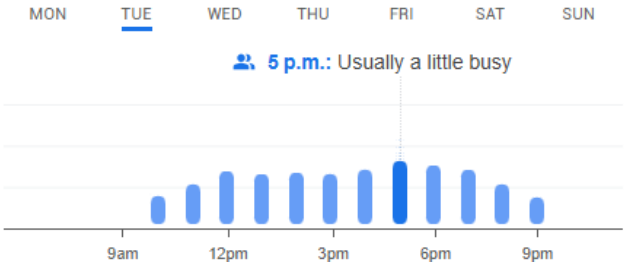

MON
TUE
WED
THU
FRI
SAT
SUN
Live: Not too busy
9am
12pm
3pm
6pm
9pm

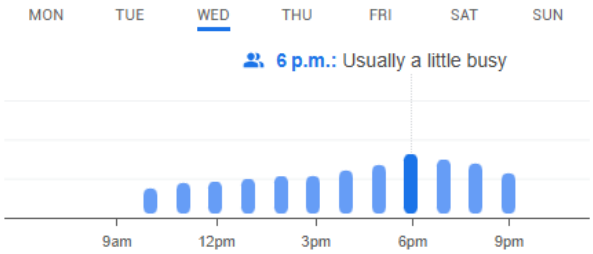

MON
TUE
WED
THU
FRI
SAT
SUN
3 p.m.: Usually as busy as it gets
9am
12pm
3pm
6pm
9pm

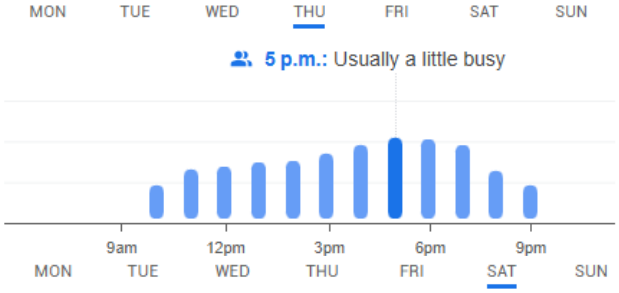


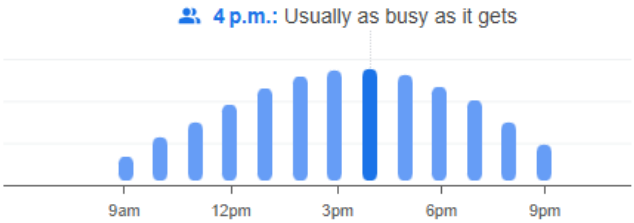
Bota Bota Montreal, QC

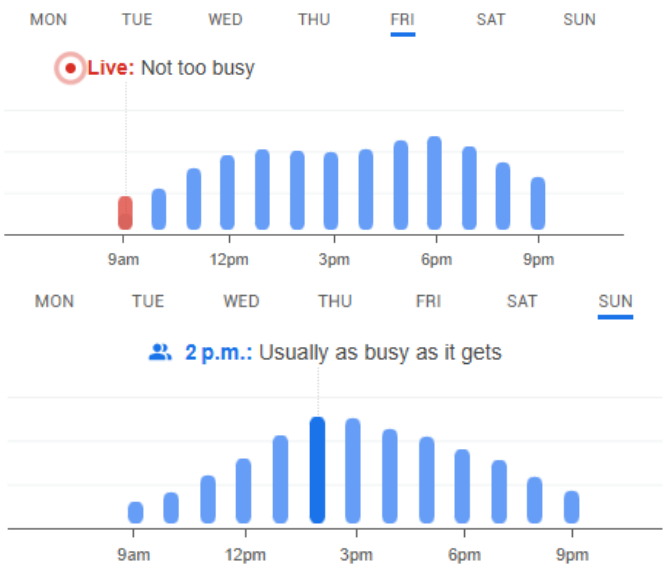




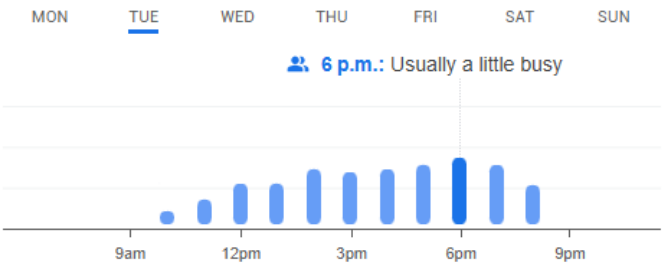


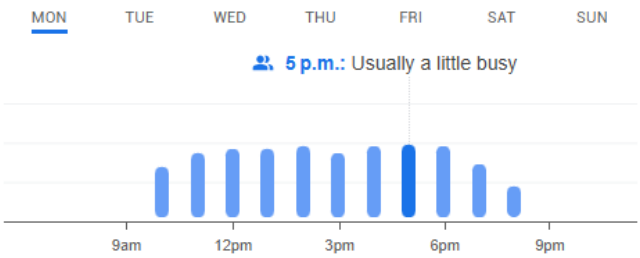


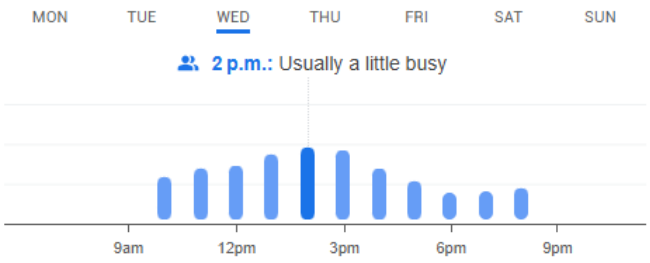


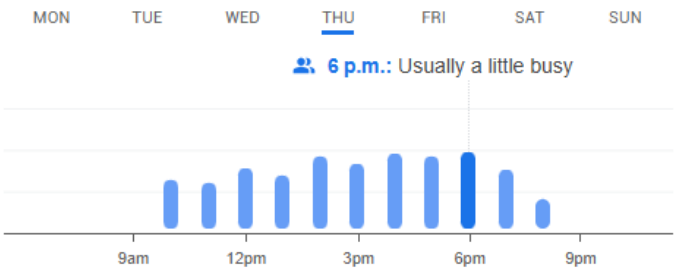


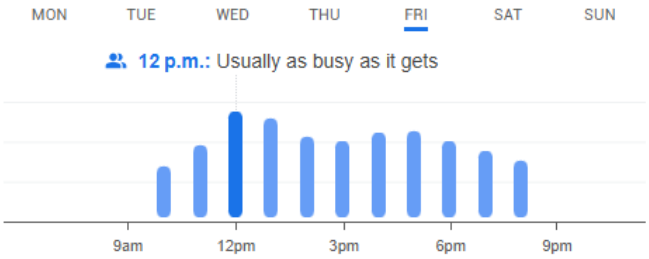
Scandinave Old Montreal

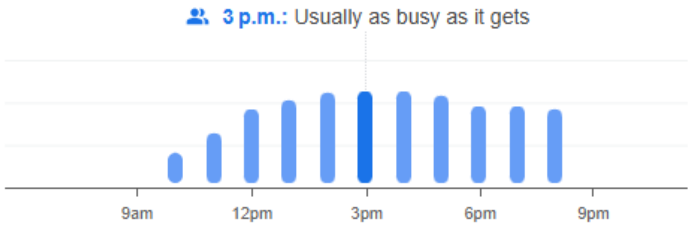


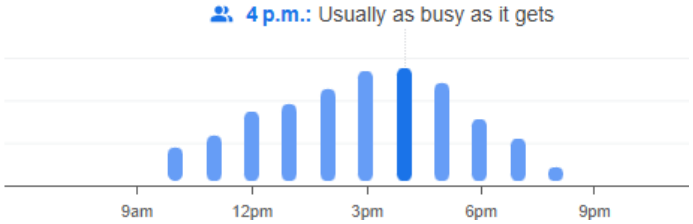




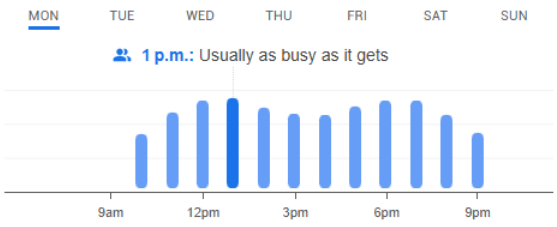


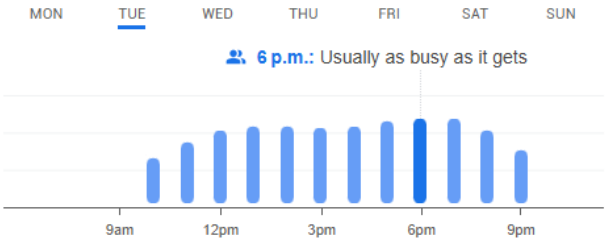


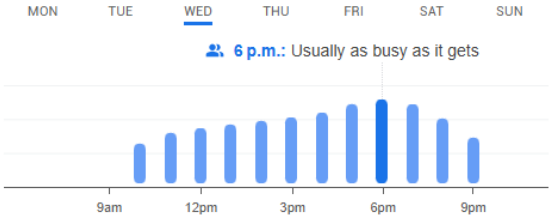


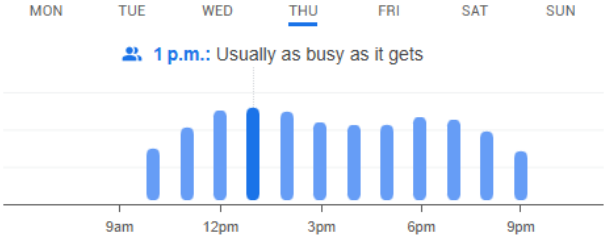


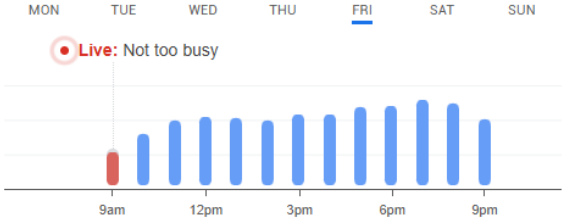
Strom Spa – Nuns Island

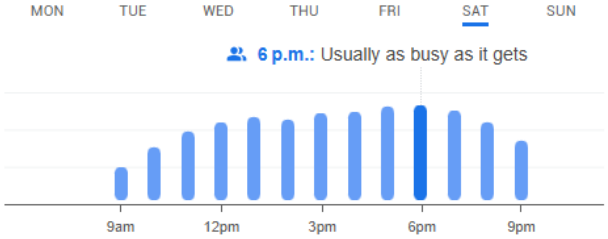


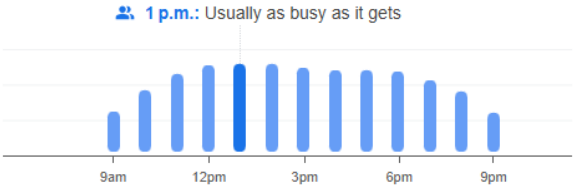




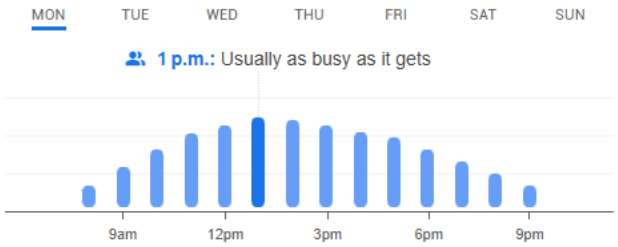


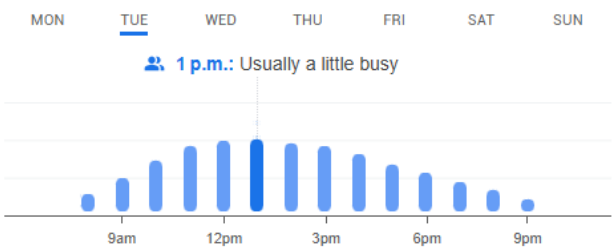


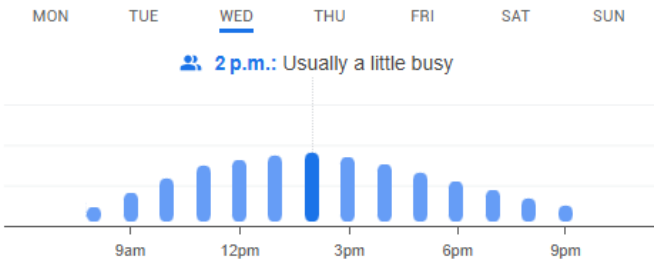


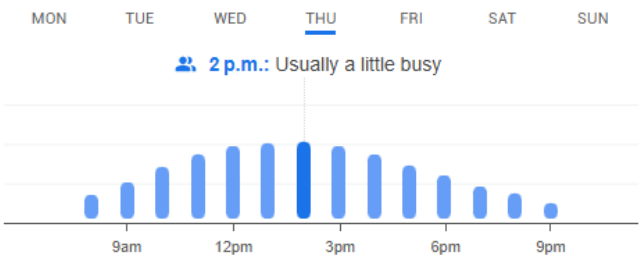


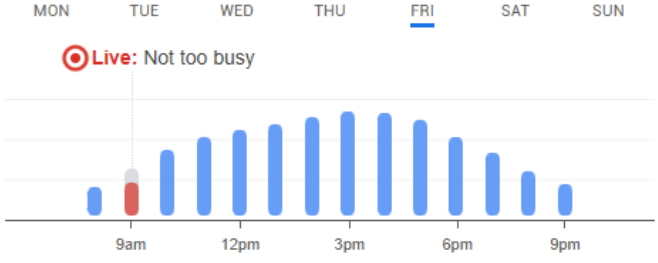
Thermea Whitby

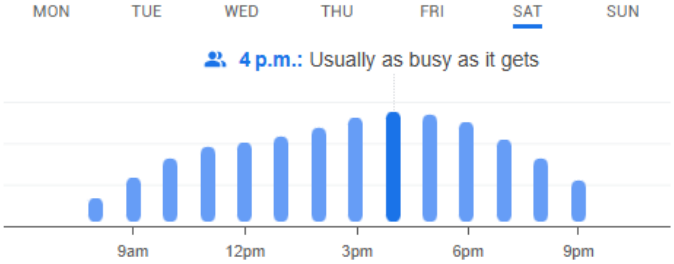


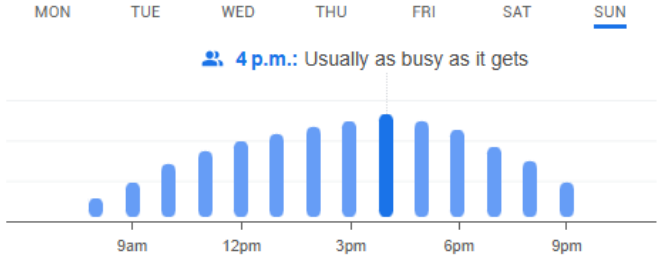




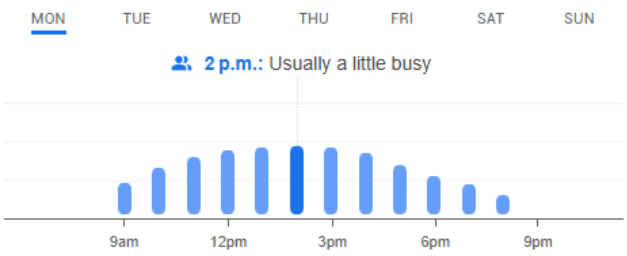


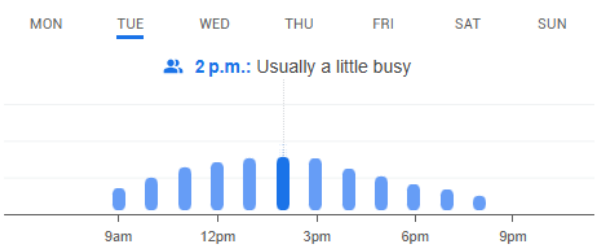


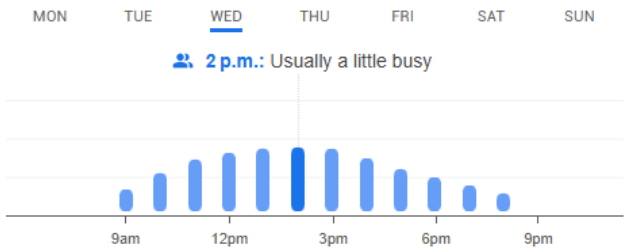


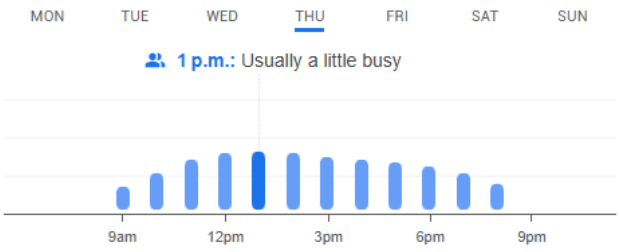


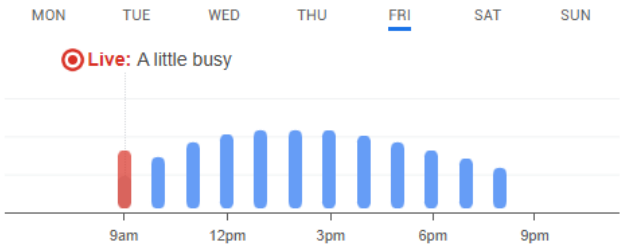
Scandinave Blue Mountain

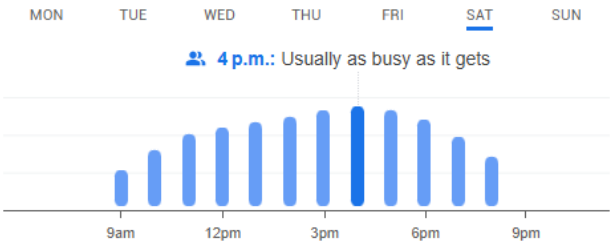

MON TUE WED THU FRI SAT SUN
2 p.m.: Usually a little busy
9am 12pm 3pm 6pm 9pm

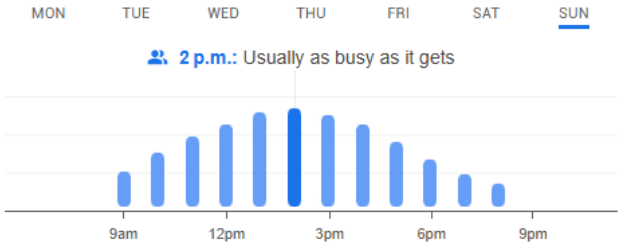

MON TUE WED THU FRI SAT SUN
2 p.m.: Usually a little busy
9am 12pm 3pm 6pm 9pm


MON TUE WED THU FRI SAT SUN
2 p.m.: Usually a little busy
9am 12pm 3pm 6pm 9pm

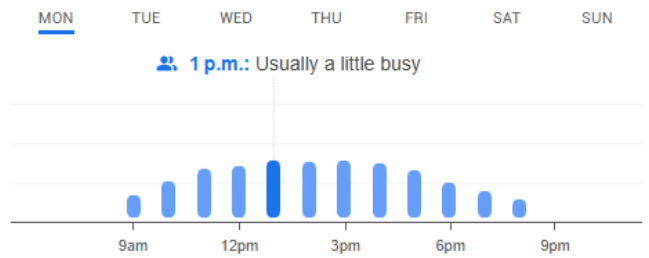

MON TUE WED THU FRI SAT SUN
1 p.m.: Usually a little busy
9am 12pm 3pm 6pm 9pm

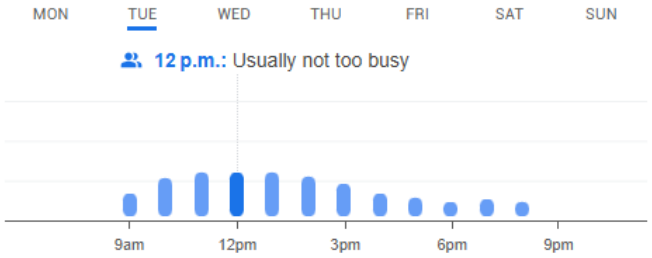

MON TUE WED THU FRI SAT SUN
Live: A little busy
9am 12pm 3pm 6pm 9pm

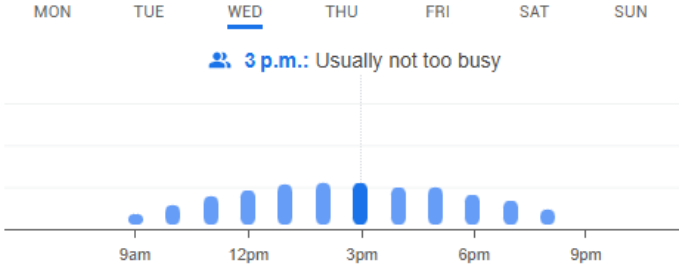

MON TUE WED THU FRI SAT SUN
4 p.m.: Usually as busy as it gets
9am 12pm 3pm 6pm 9pm

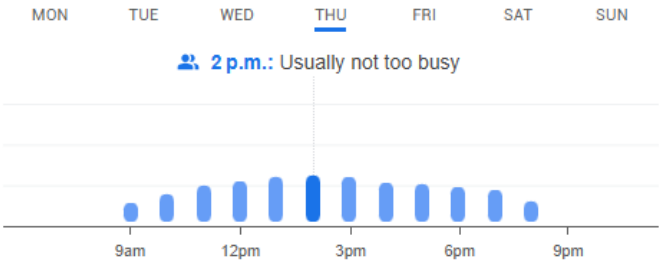

MON TUE WED THU FRI SAT SUN
2 p.m.: Usually as busy as it gets
9am 12pm 3pm 6pm 9pm

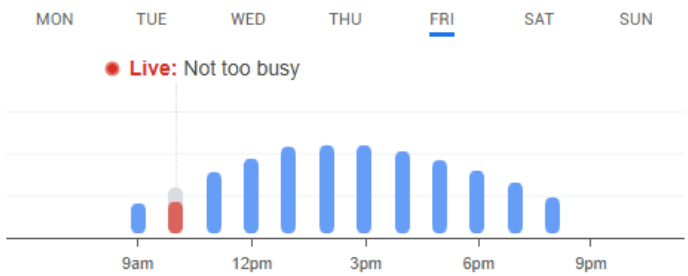
Vetta – Horseshoe Valley

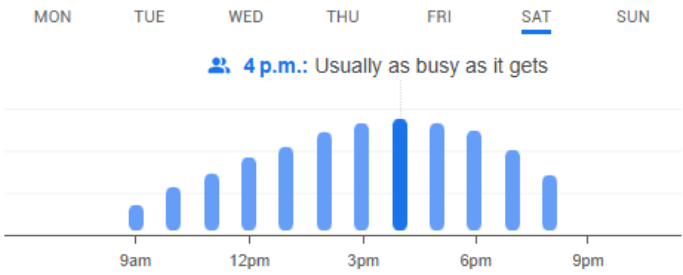


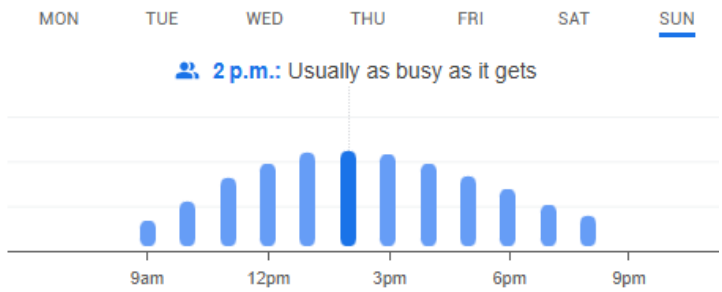








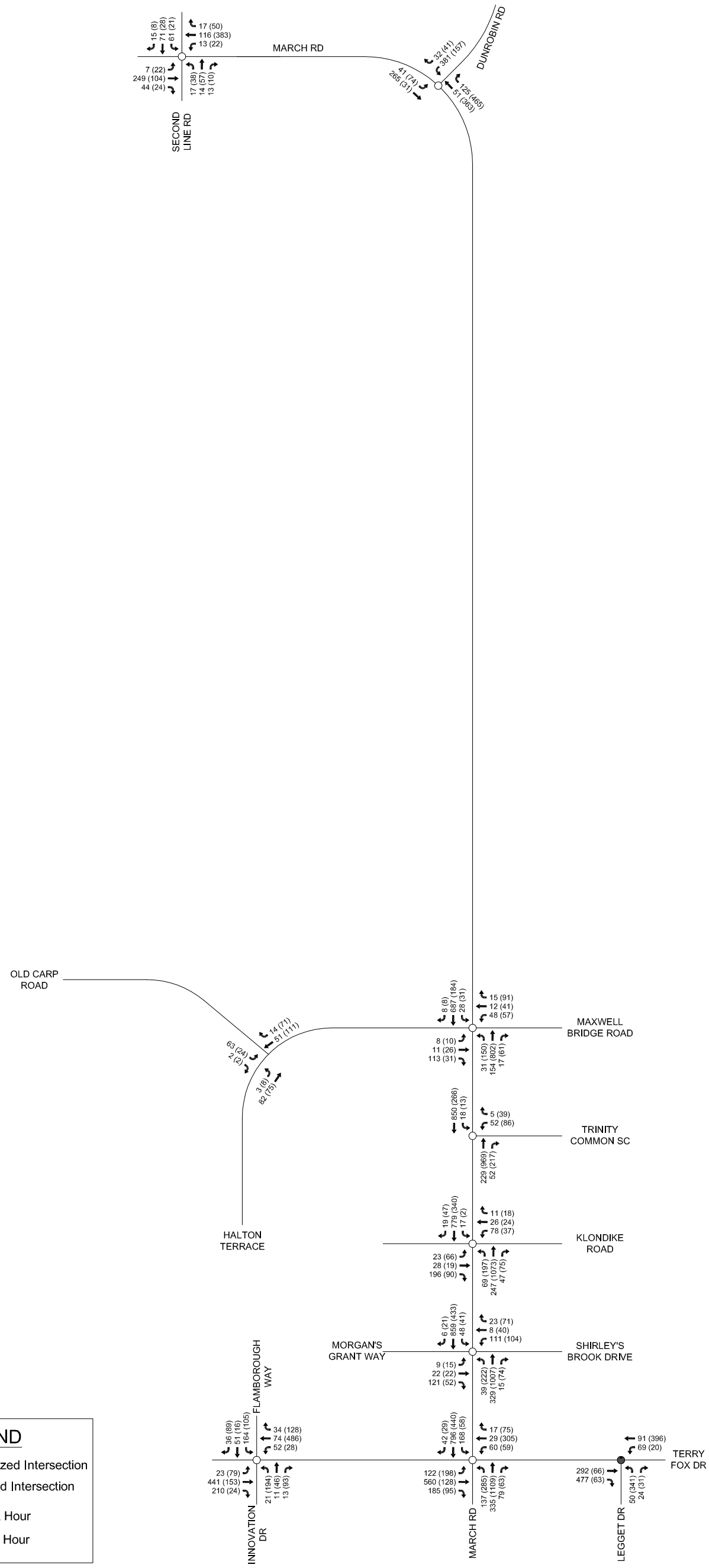




APPENDIX H

Other Area Developments

Figure 35 – Demonstration Plan



LEGEND

- Unsignalized Intersection
- Signalized Intersection

xx VPH AM Peak Hour

(xx) VPH PM Peak Hour

KANATA NORTH

COMMUNITY DESIGN PLAN

DATE JUN 2016

JOB 112117

SCALE N.T.S.

FIGURE NO. 11

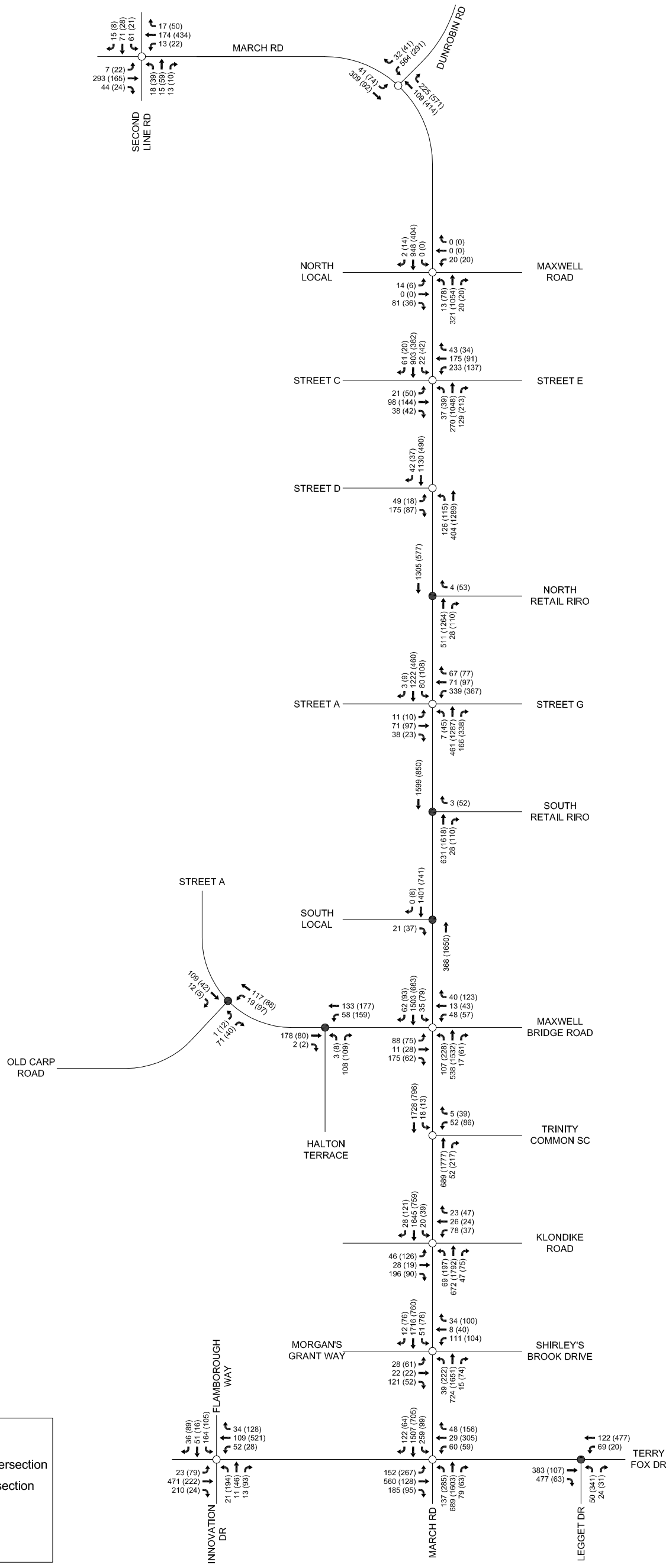
2026 BACKGROUND TRAFFIC VOLUMES

NOVATECH

Engineers, Planners & Landscape Architects

M:\2012\112117\CAD\Design\Figures\Traffic\TMP\FINAL\Traffic Figures.dwg, 2026 BACKGROUND, Mar 28, 2016 - 3:07pm, bbyvelds

SHT11x17.DWG - 279mmx432mm



LEGEND

- Unsignalized Intersection
- Signalized Intersection

xx VPH AM Peak Hour

(xx) VPH PM Peak Hour

KANATA NORTH

COMMUNITY DESIGN PLAN

DATE JUN 2016

JOB 112117

SCALE N.T.S.

FIGURE NO. 36

2026 TOTAL TRAFFIC VOLUMES

NOVATECH

Engineers, Planners & Landscape Architects

M:\2012\112117\CAD\Design\Figures\Traffic\TMP\FINAL\Traffic Figures.dwg, 2026 TOTAL, Mar 28, 2016 - 3:07pm, bbyvelds

SHT11x17.DWG - 279mmx432mm

Figure 12 - Site Traffic Volumes| Site build Out (2034)

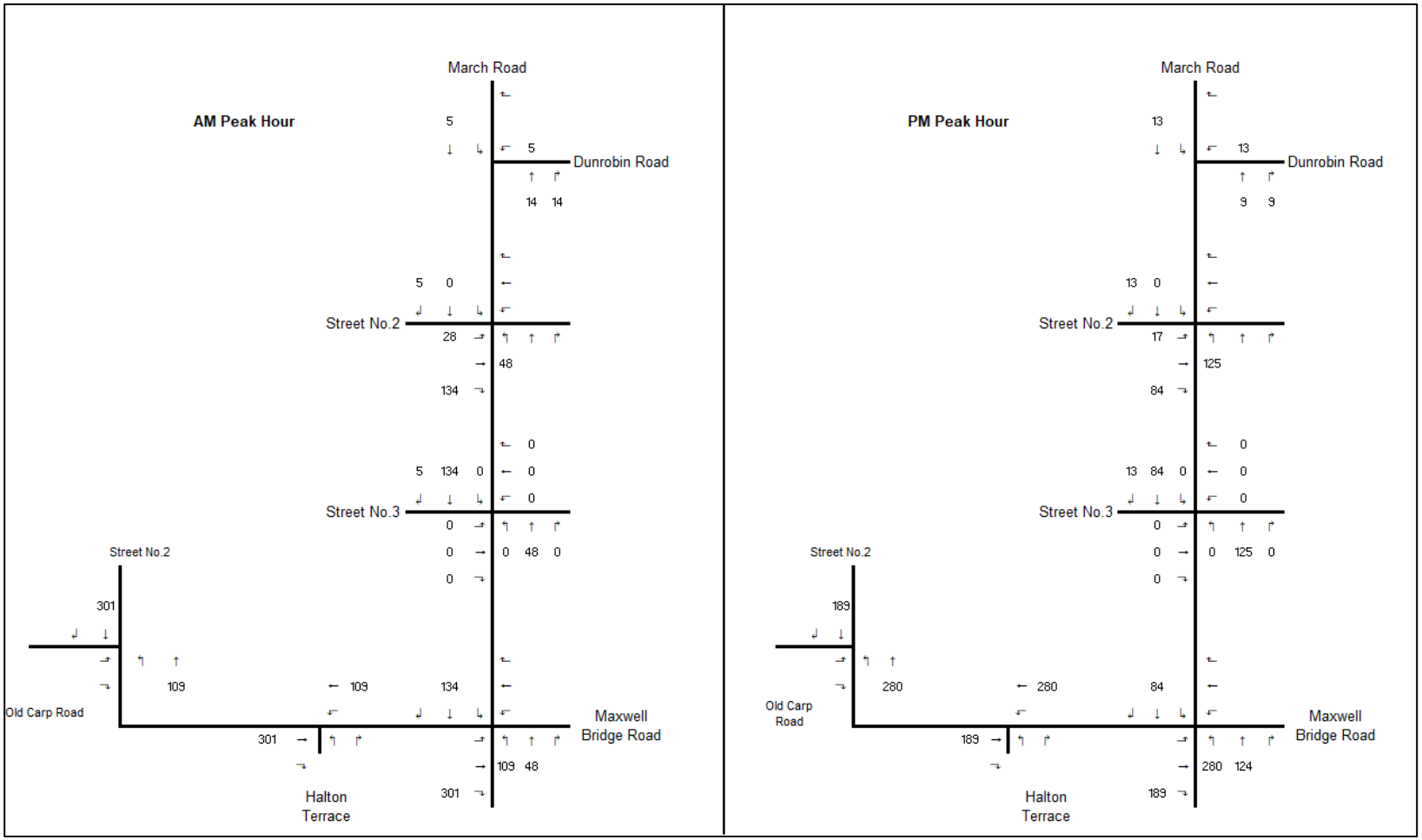


Figure 8: Assignment (Volumes)

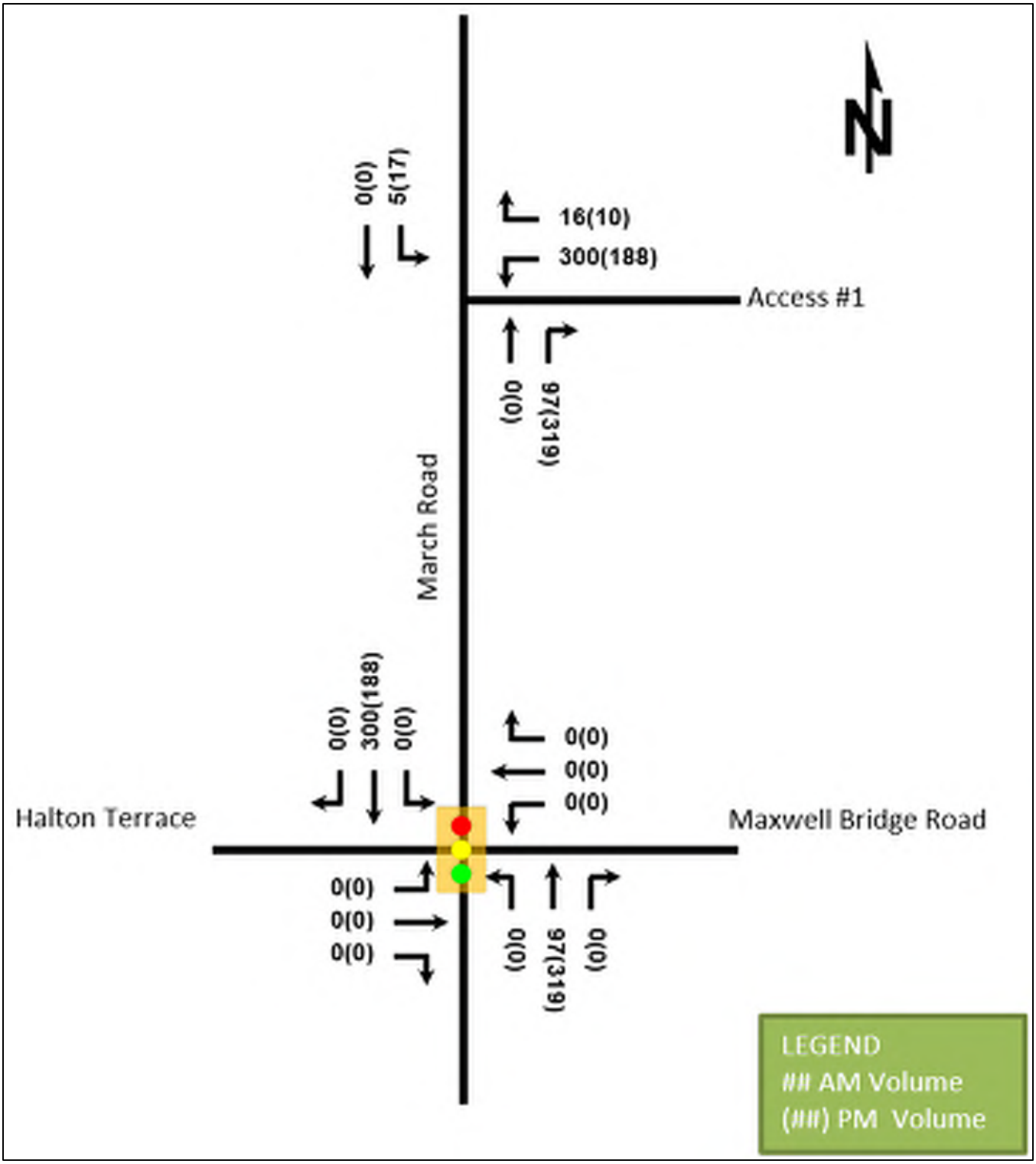
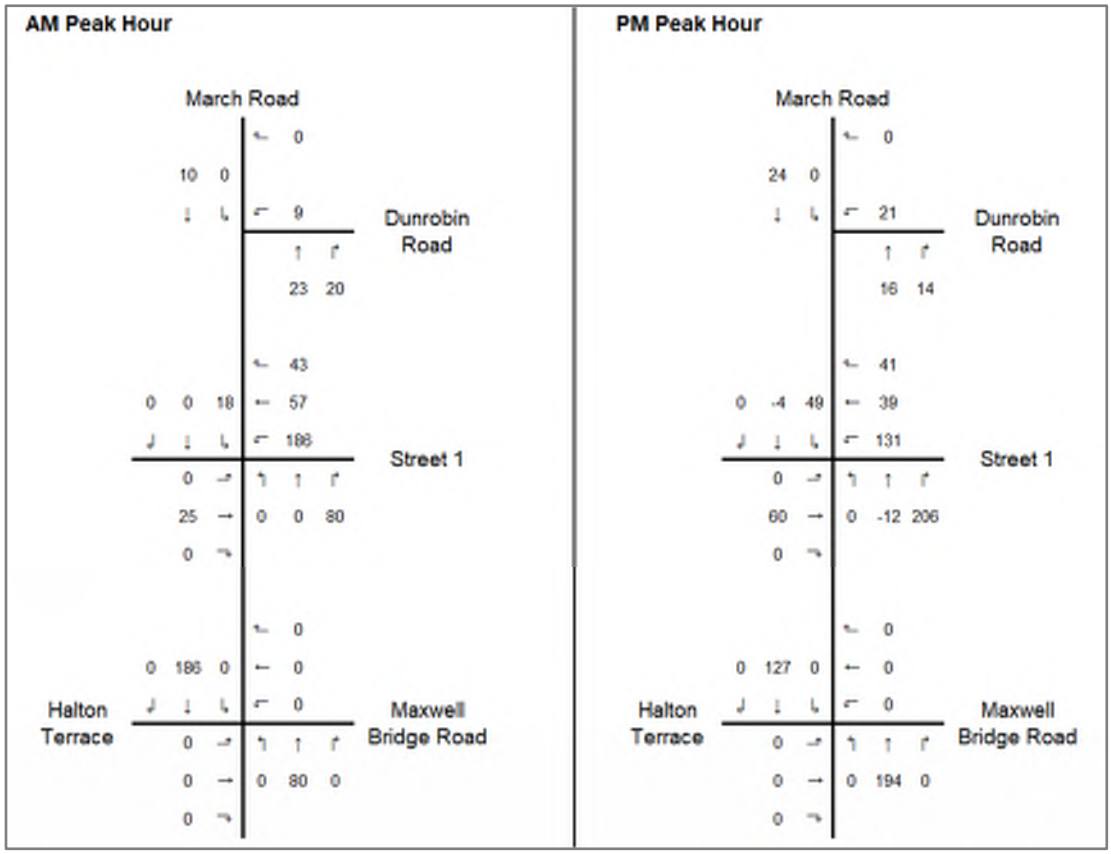


Figure 9 - Site Traffic Volumes



3.2 BACKGROUND NETWORK TRAVEL DEMAND

3.2.1 Transportation Network Plans

As outlined in **Table 3** in **Section 2.1.3.1**, the March Road widening and March Road Transit projects are anticipated to occur within the study area. In the absence of any definitive timelines in the TMP, these transportation improvements are not assumed to be in place for the study horizons of the subject TIA.

3.2.2 Background Growth

Existing traffic volumes were grown at a rate of 0.5% annually, non-compounding, to represent 2031 background traffic volumes. This rate of growth is consistent with the approved *Kanata North Community Design Plan Transportation Master Plan* (Novatech, June 2016).

The modal shares associated with the proposed development are anticipated to be consistent with the KNUEA CDP TMP. The transit modal share in the KNUEA CDP TMP was developed based on the 2031 target in the City's 2013 TMP for the Kanata/Stittsville area. The modal shares identified in the 2011 TRANS O-D Survey Report for the Kanata/Stittsville area were adjusted to reflect the increased transit modal share of 21%, with the auto driver share reduced accordingly. A comparison of the person trips by modal share between the proposed development and the assumed development in the KNUEA CDP TMP is provided in the following table.

Table 4: Site-Generated Trips by Modal Share

Travel Mode	Modal Share	AM Peak			PM Peak		
		IN	OUT	TOTAL	IN	OUT	TOTAL
KNUEA CDP TMP							
Total Person Trips		**140**	**531**	**671**	**542**	**294**	**836**
Auto Driver	59%	82	314	396	320	173	493
Auto Passenger	15%	21	79	100	81	44	125
Transit	21%	30	111	141	114	62	176
Non-Auto	5%	7	27	34	27	15	42
Proposed Development							
Total Person Trips		**138**	**434**	**572**	**442**	**259**	**701**
Auto Driver	59%	82	256	338	261	153	414
Auto Passenger	15%	21	65	86	66	39	105
Transit	21%	29	92	121	93	54	147
Non-Auto	5%	6	21	27	22	13	35
Auto Driver (Difference)		**0**	**-58**	**-58**	**-59**	**-20**	**-79**
Auto Passenger (Difference)		**0**	**-14**	**-14**	**-15**	**-5**	**-20**
Transit (Difference)		**-1**	**-19**	**-20**	**-21**	**-8**	**-29**
Non-Auto (Difference)		**-1**	**-6**	**-7**	**-5**	**-2**	**-7**

Based on the foregoing, the proposed development is anticipated to generate approximately 60 to 80 less vehicle trips compared to the assumed development in the KNUEA CDP TMP.

3.1.2 Trip Distribution

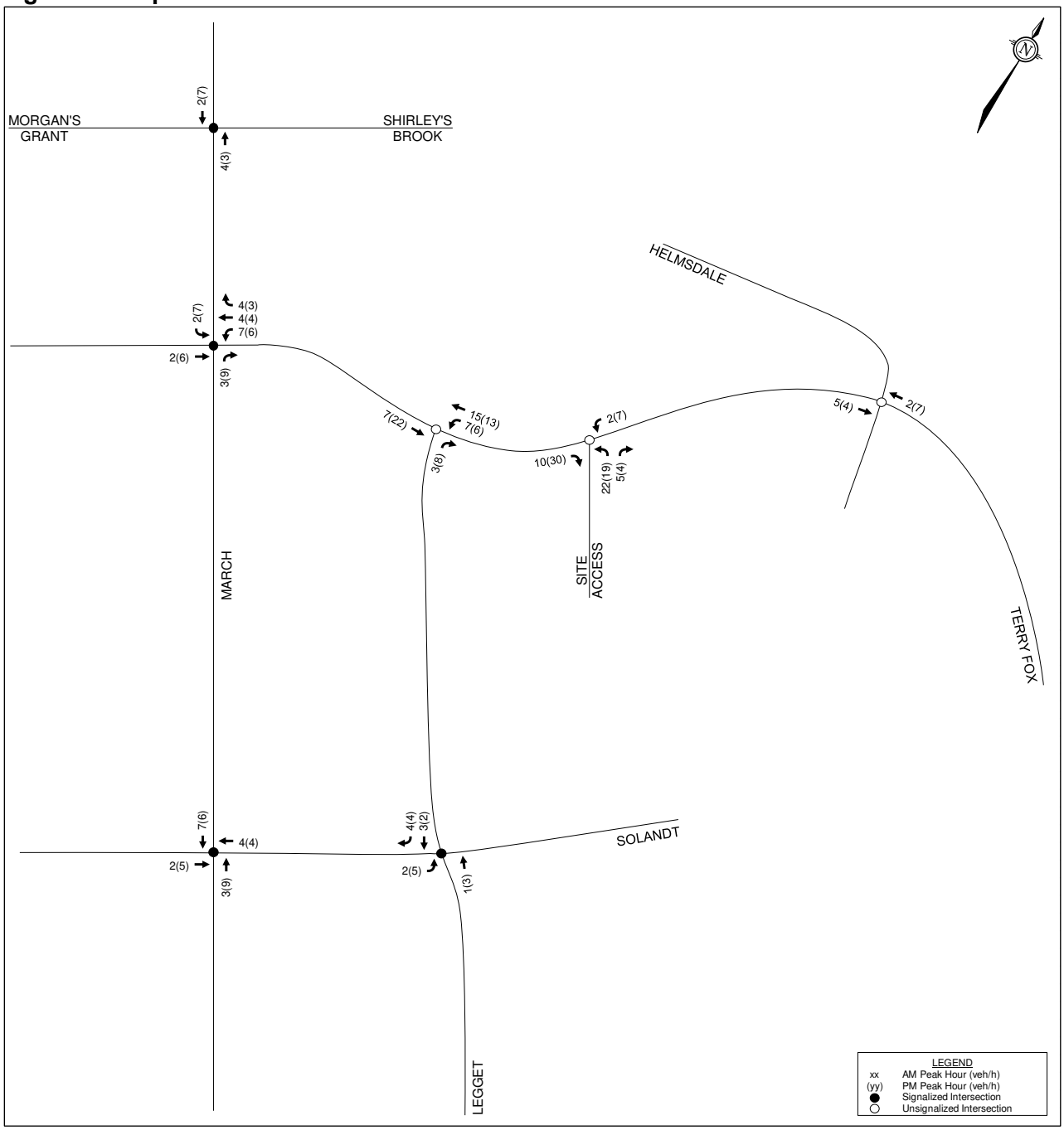
The distribution of traffic generated by the proposed development is anticipated be consistent with the distribution presented in the KNUEA CDP TMP, and is summarized as follows:

- 85% to/from the south
- 15% to/from the north

As the trips generated by the proposed development are anticipated to be less than the assumed development in the KNUEA CDP TMP, the site traffic projections in the TMP are considered a

- Other area development-generated traffic volumes in 2029 are shown in **Figure 12**;
- Background traffic volumes in 2024 are shown in **Figure 13**;
- Background traffic volumes in 2029 are shown in **Figure 14**;
- Total traffic volumes in 2024 are shown in **Figure 15**;
- Total traffic volumes in 2029 are shown in **Figure 16**.

Figure 8: Proposed Site-Generated Volumes



As shown in Table 4, the resulting number of potential "new" two-way vehicle trips generated by the proposed subdivision and approximately 185 veh/h and 230 veh/h during the morning and afternoon peak hours, respectively. It is these volumes that will be assigned to the proposed site intersections and the study area's signalized intersections to determine impacts and requirements.

4.5. TRAFFIC DISTRIBUTION AND ASSIGNMENT

Traffic distribution is impacted by a number of factors when considering a residential site plan. Included are locations of employment and retail, subdivision driveway connections to adjacent arterial roads and connectivity to the area's main commuter/highway routes. Given the location of the proposed subdivision, located between too major arterials (Terry Fox Drive and March Road) that both provide access to HWY 417, the distribution to/from the site is estimated to be 60% to the south via Terry Fox Drive and 40% to the east towards March Road. Applying this distribution to the Table 4 projected peak hour traffic generation and assigning it to the subdivision's two proposed roadway connections to Terry Fox Drive results in the traffic assignment depicted in Figure 6. It is noteworthy that the percentage distribution at the Terry Fox/March intersection is approximately the same as existing conditions.

With regard to subdivision access to Terry Fox Drive, given the southern driveway connection will be shared with the Richardson Ridge subdivision to the south, it is likely this access will warrant signalization. As such, a greater percentage of left-turning vehicles into and out of the site were assigned to the southern intersection under the assumption it will be signalized.

Figure 6: Site-Generated Peak Hour Traffic Assignment

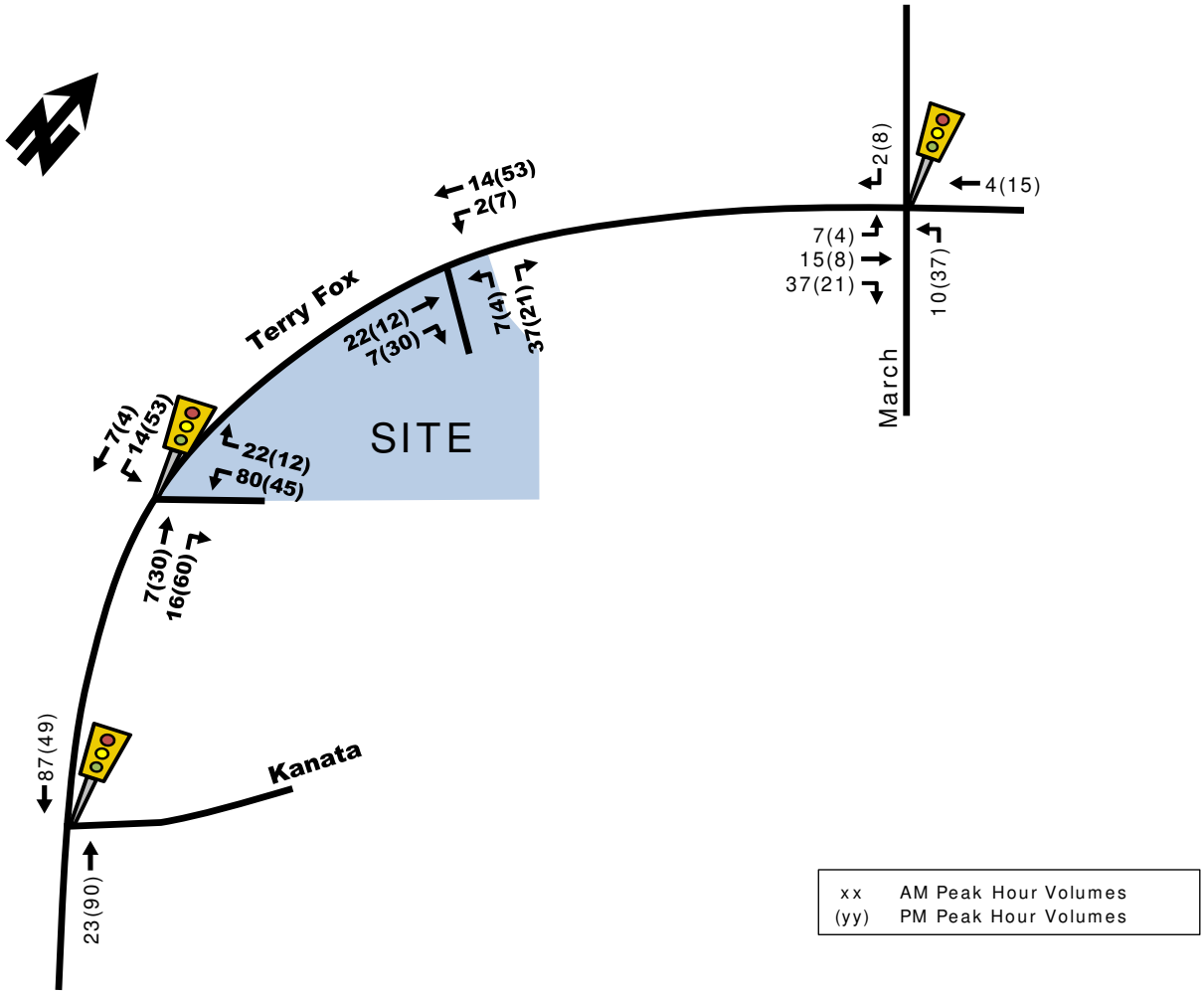


Figure 10: Net Site-Generated Volumes

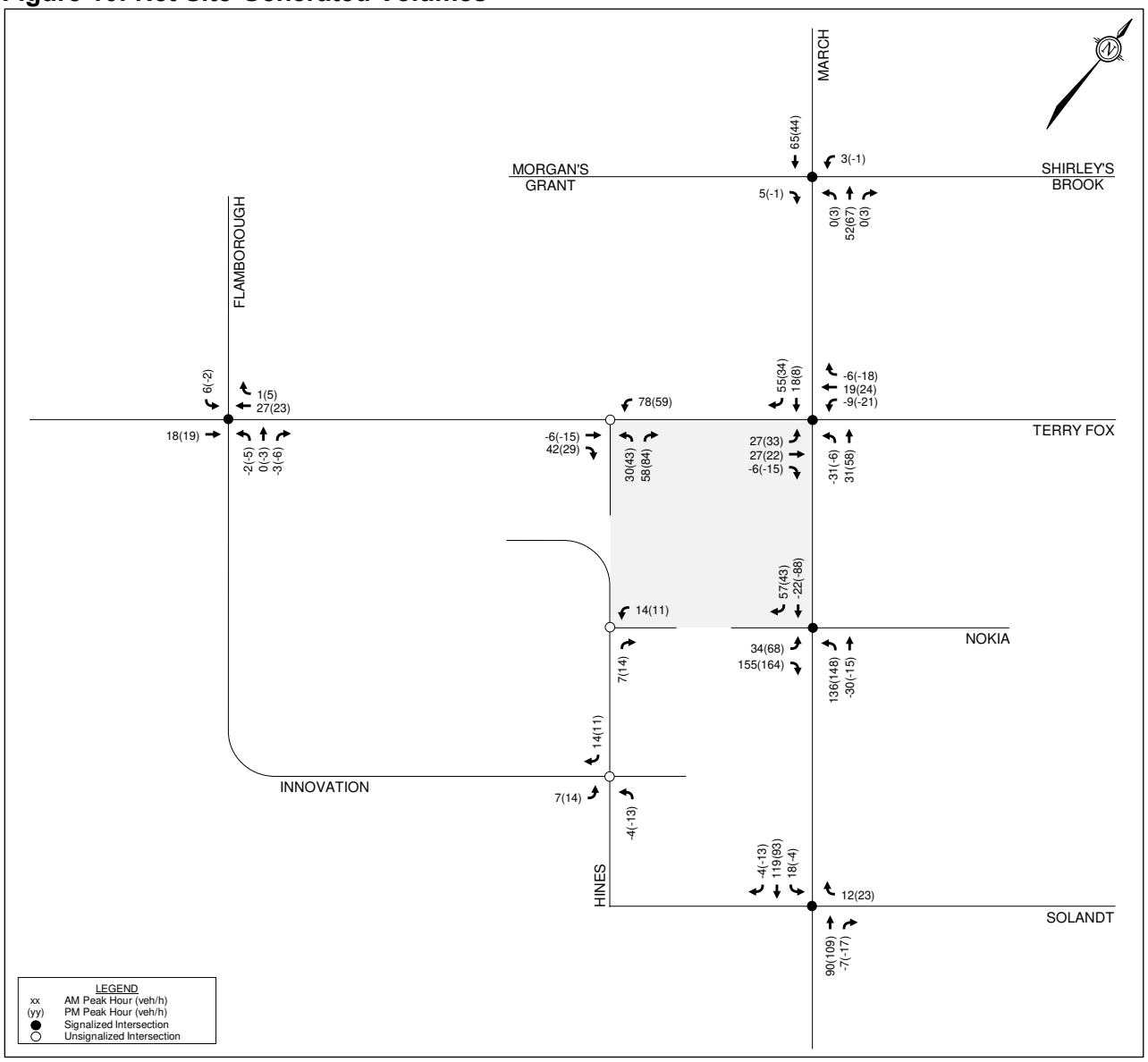


Figure 13 - Site Generated Traffic Volumes – Residential Land Use

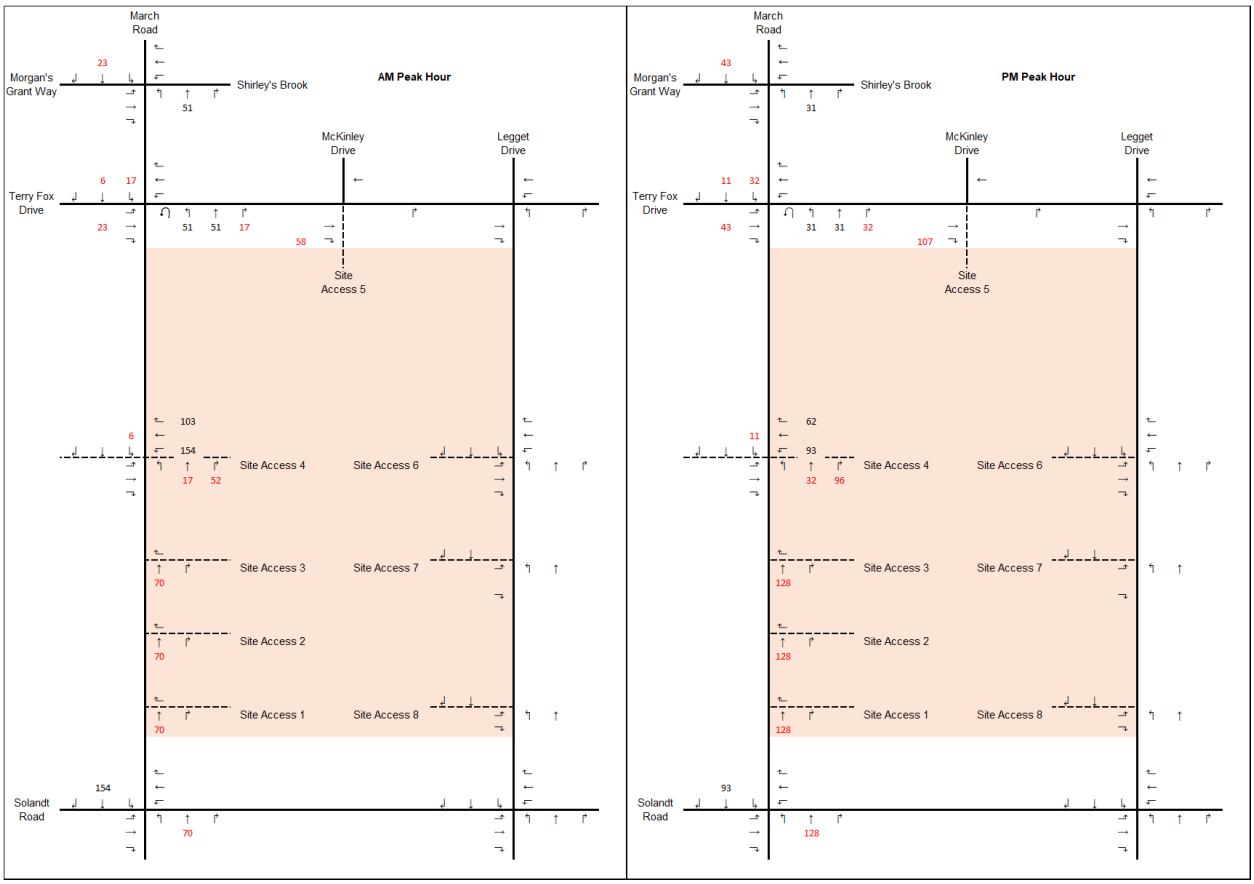


Figure 11 - Decommissioned 600 March Road Trips Removed from the Network

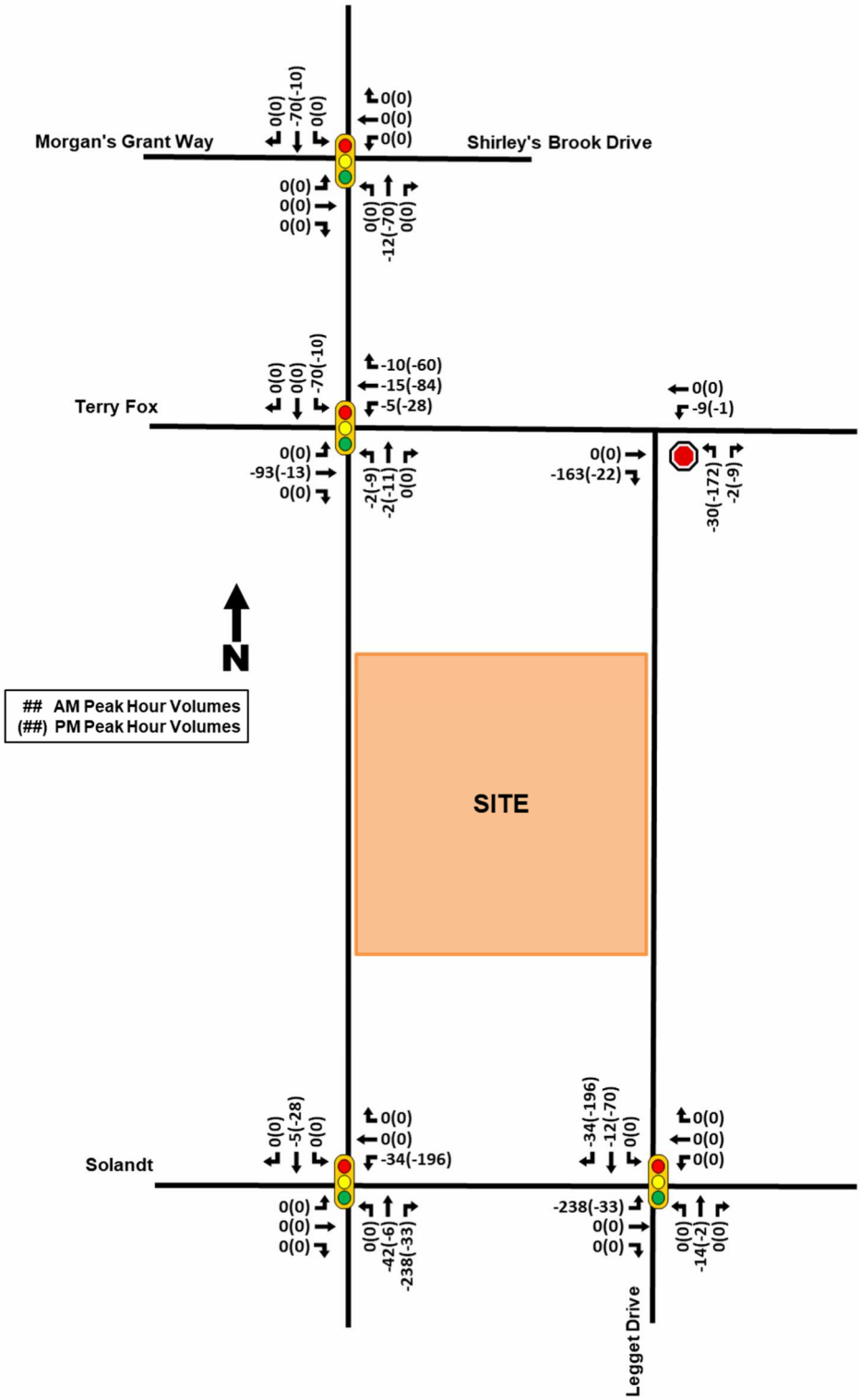


Figure 12 - Projected Site-Generated Traffic

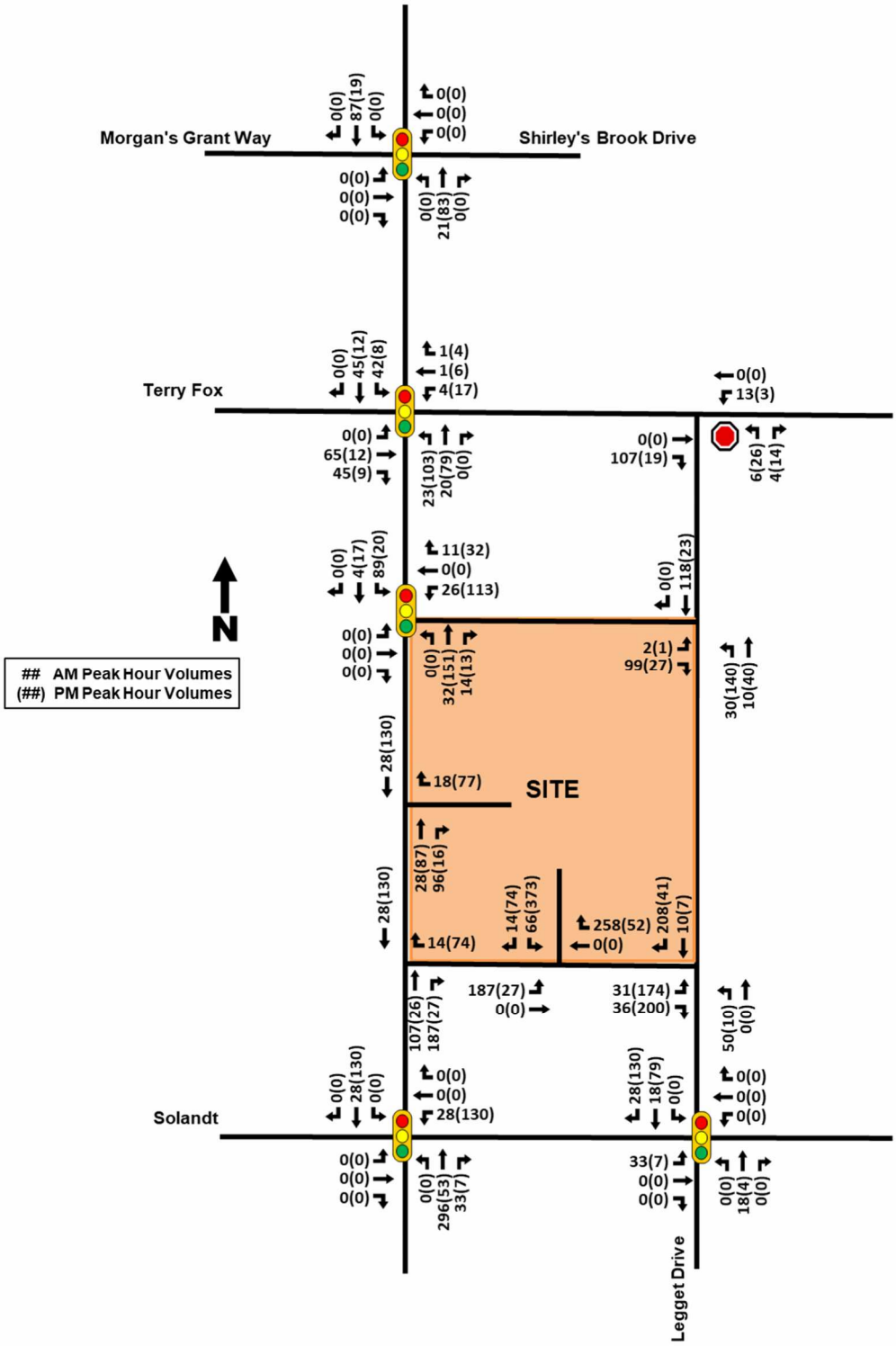
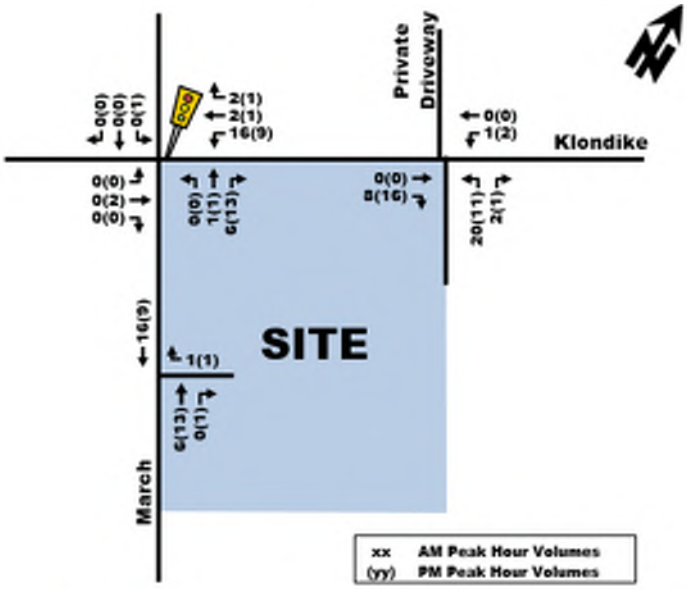


Table 2: Site Person Trip Generation Using OD-Survey Mode Share – Updated

Travel Mode	AM Mode Share	AM Peak (persons/h)			PM Peak (persons/h)		
		In	Out	Total	In	Out	Total
Auto Driver	50%	9	23	32	19	13	32
Auto Passenger	10%	1	5	6	4	3	7
Transit	25%	4	13	17	9	7	16
Non-motorized	15%	3	7	10	5	5	10
Total People Trips	100%	17	48	65	37	28	65
Total 'New' High-Rise Condominium (2023) Auto Trips		9	23	32	19	13	32

The total two-way anticipated site generated person trips are 65 for the AM and PM peak hours, and the total two-way vehicle generated trips are 32 trips for the AM and PM peak hours. Figure 1, below shows the updated vehicle volumes assigned to the local roadways within the study area.

Figure 1: Updated Total Site Generated Vehicle Trips



2.3. Difference in Forecasted Trips

To understand the difference between the previous Site Plan and the updated Site Plan with regard to trip generation, the forecasted volumes from the original TIA were compared to those associated with the updated Site Plan. Table 3 summarizes the difference (Table 2 - Table 1 values).

Figure 20: Net New Site Generation Auto Volumes

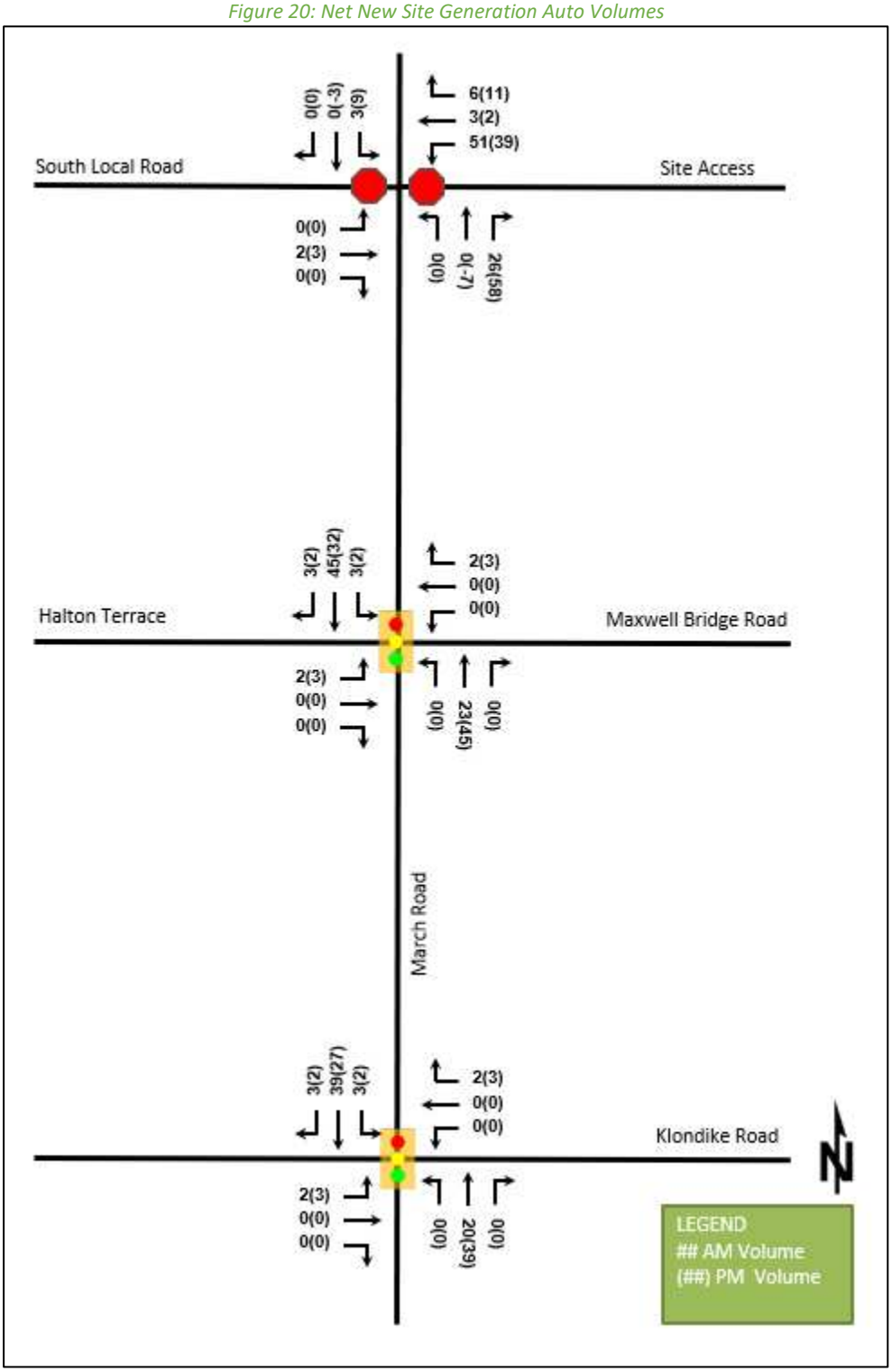
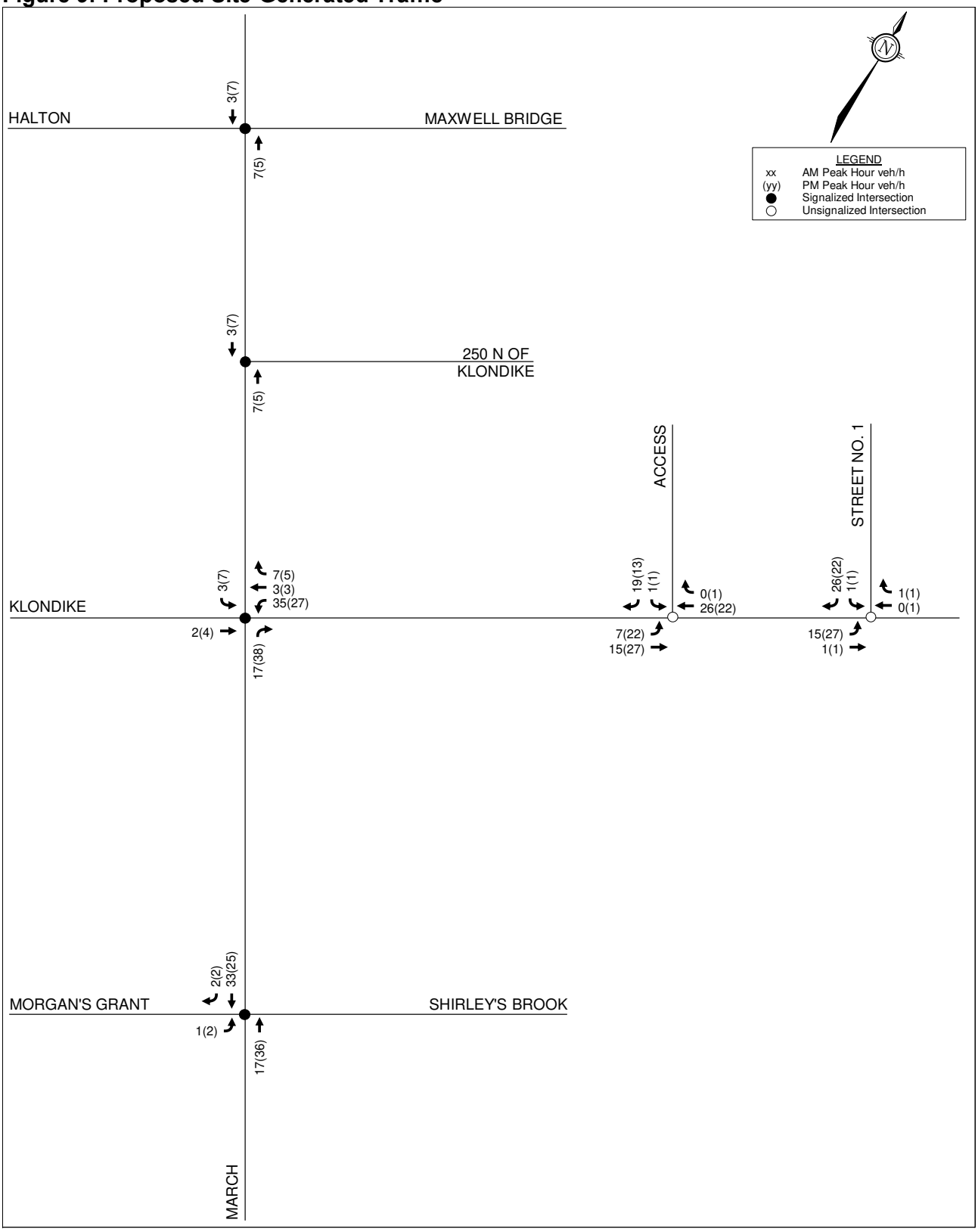


Figure 9: Proposed Site-Generated Traffic



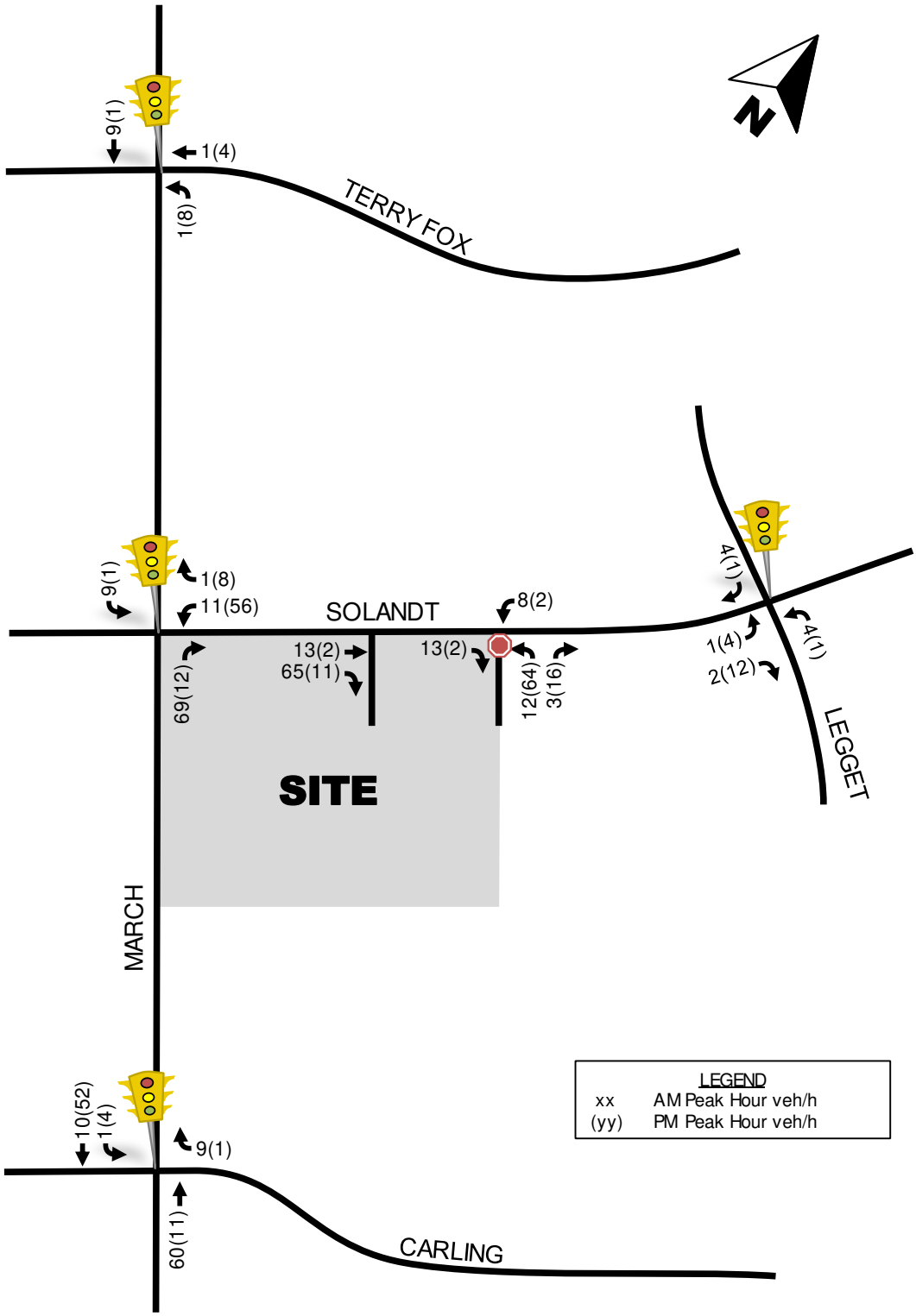


Figure 7: Projected Site-Generated Traffic

APPENDIX I

Long-Range Model Snapshots

TRANS Regional Model

Version 1.01 - Assigned December, 2024

AM Peak Hour Total Traffic Volume

Kanata Research Park

2022 Model - Basecase

N/A

User Initials: PMA
Plot Prepared: Nov, 2025
EMME Scenario: 22002

Legend

AM Peak Hour Total Traffic Volume

1000 2000 3000 4000 5000

Distance (m)

100 200 300 400 500

N

The TRANS model is continuously refined & maintained, and all information is provided in good faith. However, model outputs are provided "as is", and no warranty or guarantee is provided as to the accuracy, reliability or reasonableness of the results. In using this data, you agree to accept any and all risks arising from any incorrect, incomplete, or misleading information.

Recipients are required to use caution and professional judgement in using and interpreting model outputs. In particular, caution should be used when focusing on a geographically limited area (such as a single road or intersection), as the model is primarily designed to simulate regional-scale phenomena and has been calibrated at a regional level.

As general good practice, it is recommended that the user confirm the network coding within the area of interest, and compare base year forecasts against traffic count data to assess the extent to which the model may be over- or under-estimating the travel demand.

TRANS Regional Model

Version 1.01 - Assigned December, 2024

AM Peak Hour Total Traffic Volume

Kanata Research Park

2046 Model - Priority Network

N/A

User Initials: PMA
Plot Prepared: Nov, 2025
EMME Scenario: 46011

Legend

AM Peak Hour Total Traffic Volume

1000 2000 3000 4000 5000

Distance (m)

100 200 300 400 500

N

Made with OpenPaths™ ©

The TRANS model is continuously refined & maintained, and all information is provided in good faith. However, model outputs are provided "as is", and no warranty or guarantee is provided as to the accuracy, reliability or reasonableness of the results. In using this data, you agree to accept any and all risks arising from any incorrect, incomplete, or misleading information.

Recipients are required to use caution and professional judgement in using and interpreting model outputs. In particular, caution should be used when focusing on a geographically limited area (such as a single road or intersection), as the model is primarily designed to simulate regional-scale phenomena and has been calibrated at a regional level.

As general good practice, it is recommended that the user confirm the network coding within the area of interest, and compare base year forecasts against traffic count data to assess the extent to which the model may be over- or under-estimating the travel demand.

APPENDIX J

Signal Timing Plans

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

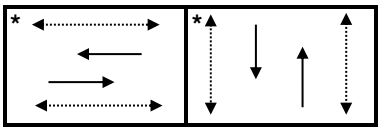
Intersection:	***Main:*** Legget	***Side:***	Solandt
Controller:	**ATC3**	**TSD:**	**6537**
Author:	Othman Benamrane	**Date:**	26-Sep-2025

Existing Timing Plans†

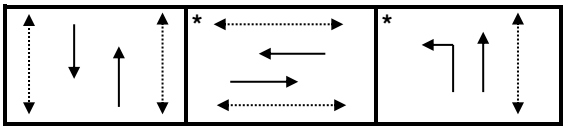
	Plan				**Ped Minimum Time**		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	***Walk***	***DW***	***A+R***
Cycle	Free	Free	Free	Free			
Offset	X	X	X	X			
NB Thru	max 46.2	max 46.2	max 71.2	max 25.2	7	12	3.3+2.9
SB Thru	max 46.2	max 46.2	max 46.2	max 25.2	7	12	3.3+2.9
EB Thru	max 66.2	max 46.2	max 41.2	max 25.2	7	12	3.3+2.9
WB Thru	max 66.2	max 46.2	max 41.2	max 25.2	7	12	3.3+2.9
NB Left	-	-	max 31.2	-	-	-	3.3+2.9

Phasing Sequence‡

Plan: **1, 2, 4**



Plan: **3**



Notes: 1) For plans 1, 2 and 4, the EW movements have a min recall of 15 seconds green
2) For plan 3, the NS movement has a ped recall

Schedule

Weekday

Time	Plan
0:10	4
6:00	1
9:50	2
15:00	3
19:00	4

Weekend

Time	Plan
0:10	4

Notes

†: Time for each direction includes amber and all red intervals
‡: Start of first phase should be used as reference point for offset
Asterisk (*) Indicates actuated phase
(fp): Fully Protected Left Turn
◄┈┈┈► Pedestrian signal

Cost is $63.94 ($56.58 + HST)

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

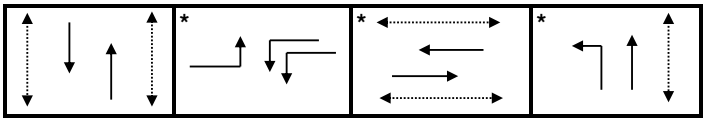
Intersection:	***Main:*** March	***Side:***	Solandt
Controller:	**MS 3200**	**TSD:**	**5359**
Author:	Othman Benamrane	**Date:**	26-Sep-2025

Existing Timing Plans†

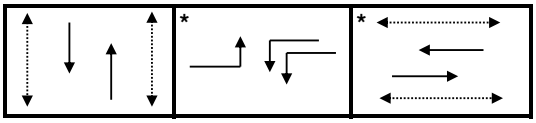
	Plan					**Ped Minimum Time**		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	**PM Heavy** 13	***Walk***	***DW***	***A+R***
Cycle	130	110	120	85	130			
Offset	15	16	21	X	30			
NB Thru	85	60	59	38	64	7	12	4.6+1.7
SB Thru	46	47	47	38	52	7	12	4.6+1.7
EB Left (fp)	13	18	29	16	34	-	-	3.3+2.6
WB Left (fp)	13	18	29	16	34	-	-	3.3+2.6
EB Thru	32	32	32	31	32	7	18	3.3+3.2
WB Thru	32	32	32	31	32	7	18	3.3+3.2
NB Left	39	13	12	-	12	-	-	4.6+1.7

Phasing Sequence‡

Plan: 1, 2, 3 & 13



Plan: 4



Notes: 1) In Plan 1, if the EW pedestrian phase is not actuated, the EW Thru will force off after 10s
2) In Plan 1, any unused time in the cycle will go to the NS Thru phases

Schedule

Weekday

Time	Plan
0:10	4
6:30	1
9:30	2
15:00	3
16:30	13
18:00	3
18:30	2
22:00	4

Weekend

Time	Plan
0:10	4
8:00	2
22:00	4

Notes

†: Time for each direction includes amber and all red intervals
‡: Start of first phase should be used as reference point for offset
Asterisk (*) Indicates actuated phase
(fp): Fully Protected Left Turn
◄·····► Pedestrian signal

Cost is $63.94 ($56.58 + HST)

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

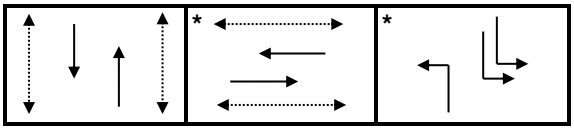
Intersection:	***Main:*** March	***Side:***	Carling / Station
Controller:	**MS 3200**	**TSD:**	**5830**
Author:	Othman Benamrane	**Date:**	26-Sep-2025

Existing Timing Plans†

	Plan					**Ped Minimum Time**		
	AM Peak 1	**Off Peak** 2	**PM Peak** 3	**Night** 4	**Heavy PM** 13	***Walk***	***DW***	***A+R***
Cycle	130	110	120	95	130			
Offset	68	76	96	X	102			
NB Thru	67	47	57	32	67	7	17	3.7+2.6
SB Thru	67	47	57	32	67	7	17	3.7+2.6
EB Thru	40	40	40	40	40	7	26	3.7+2.8
WB Thru	40	40	40	40	40	7	26	3.7+2.8
NB Left (fp)	23	23	23	23	23	-	-	3.7+2.8
SB Left (fp)	23	23	23	23	23	-	-	3.7+2.8

Phasing Sequence‡

Plan: **All**



Notes: 1) All unused time will go to the NS Thru phases

Schedule

Weekday

Time	Plan
0:10	4
6:30	1
9:30	2
15:00	3
16:30	13
18:00	3
18:30	2
22:00	4

Weekend

Time	Plan
0:10	4
8:00	2
22:00	4

Notes

†: Time for each direction includes amber and all red intervals

‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄┈┈┈► Pedestrian signal

Cost is $63.94 ($56.58 + HST)

APPENDIX K

Existing Synchro Reports

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	267	211	41	105	49	21
Future Volume (vph)	267	211	41	105	49	21
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.941				0.960	
Flt Protected				0.986	0.966	
Satd. Flow (prot)	1642	0	0	1672	1562	0
Flt Permitted				0.986	0.966	
Satd. Flow (perm)	1642	0	0	1672	1562	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	336.6			459.4	751.0	
Travel Time (s)	24.2			33.1	54.1	
Confl. Peds. (#/hr)		11	11			
Confl. Bikes (#/hr)		8				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	5%	5%	6%	5%
Adj. Flow (vph)	297	234	46	117	54	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	531	0	0	163	77	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	5.0			5.0	5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

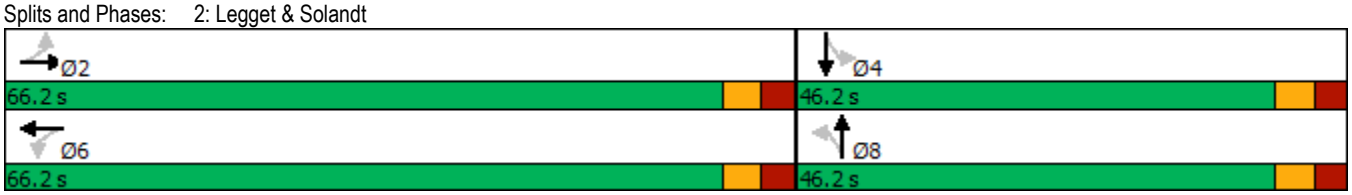
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	289	95	165	1	17	2	35	68	16	7	93	32
Future Volume (vph)	289	95	165	1	17	2	35	68	16	7	93	32
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	40.0		0.0	50.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	70.0			30.0			60.0			30.0		
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
Ped Bike Factor	0.99	0.99		1.00	1.00			0.99		0.98		
Frt		0.905			0.986			0.971			0.961	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1674	1572	0	1674	1539	0	1409	1618	0	1208	1669	0
Flt Permitted	0.744			0.583			0.668			0.696		
Satd. Flow (perm)	1296	1572	0	1026	1539	0	991	1618	0	864	1669	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		119			2			12			17	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		245.5			306.0			489.3			751.0	
Travel Time (s)		17.7			22.0			35.2			54.1	
Confl. Peds. (#/hr)	4		1	1		4			9	9		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	15%	1%	20%	7%	1%	40%	3%	1%
Adj. Flow (vph)	321	106	183	1	19	2	39	76	18	8	103	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	321	289	0	1	21	0	39	94	0	8	139	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)		7.0			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		5.0			5.0			5.0			5.0	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
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)	18.6	93.0		18.6	93.0		18.6	93.0		18.6	93.0	
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)	18.6	5.5		18.6	5.5		18.6	5.5		18.6	5.5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		87.5			87.5			87.5			87.5	
Detector 2 Size(m)		5.5			5.5			5.5			5.5	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.2	25.2		25.2	25.2		25.2	25.2		25.2	25.2	
Total Split (s)	66.2	66.2		66.2	66.2		46.2	46.2		46.2	46.2	
Total Split (%)	58.9%	58.9%		58.9%	58.9%		41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.2	6.2		6.2	6.2	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	1	1		4	4		9	9		1	1	
Act Effct Green (s)	28.0	28.0		28.0	28.0		12.0	12.0		12.0	12.0	
Actuated g/C Ratio	0.59	0.59		0.59	0.59		0.25	0.25		0.25	0.25	
v/c Ratio	0.42	0.29		0.00	0.02		0.16	0.22		0.04	0.32	
Control Delay	10.1	5.3		7.0	6.3		18.6	16.5		17.4	17.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.1	5.3		7.0	6.3		18.6	16.5		17.4	17.4	
LOS	B	A		A	A		B	B		B	B	
Approach Delay		7.8			6.3			17.1			17.4	
Approach LOS		A			A			B			B	
Queue Length 50th (m)	13.6	6.1		0.0	0.6		2.1	4.5		0.4	6.8	
Queue Length 95th (m)	37.7	20.2		0.6	3.4		9.9	17.1		3.4	23.7	
Internal Link Dist (m)		221.5			282.0			465.3			727.0	
Turn Bay Length (m)	110.0			40.0			50.0			30.0		
Base Capacity (vph)	1259	1531		997	1495		857	1401		747	1446	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.25	0.19		0.00	0.01		0.05	0.07		0.01	0.10	

Intersection Summary	
Area Type:	Other
Cycle Length: 112.4	
Actuated Cycle Length: 47.2	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.42	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 57.7%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: Legget & Solandt



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	39	82	42	26	11	5	508	855	465	3	59
Future Volume (vph)	13	39	82	42	26	11	5	508	855	465	3	59
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.99		0.99					0.96		1.00
Frt			0.850		0.956					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1409	1695	1414	3095	1549	0	0	1674	3252	1498	0	1674
Flt Permitted	0.950			0.950				0.094				0.301
Satd. Flow (perm)	1401	1695	1395	3095	1549	0	0	166	3252	1445	0	529
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			130		12					517		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	4					4		2		3		3
Confl. Bikes (#/hr)			1			7				9		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	20%	5%	7%	6%	9%	9%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	14	43	91	47	29	12	6	564	950	517	3	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	43	91	47	41	0	0	570	950	517	0	69
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	977	71
Future Volume (vph)	977	71
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3283	1427
Flt Permitted		
Satd. Flow (perm)	3283	1403
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	3%	6%
Adj. Flow (vph)	1086	79
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1086	79
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	13.0	32.0	32.0	13.0	32.0		39.0	39.0	85.0	85.0	46.0	46.0
Total Split (%)	10.0%	24.6%	24.6%	10.0%	24.6%		30.0%	30.0%	65.4%	65.4%	35.4%	35.4%
Maximum Green (s)	7.1	25.5	25.5	7.1	25.5		32.7	32.7	78.7	78.7	39.7	39.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		4	4		1				3	3	2	2
Act Effct Green (s)	6.4	13.0	13.0	6.7	18.1			93.9	93.9	93.9		39.7
Actuated g/C Ratio	0.05	0.10	0.10	0.05	0.14			0.72	0.72	0.72		0.31
v/c Ratio	0.20	0.25	0.36	0.30	0.18			0.84	0.40	0.44		0.43
Control Delay	65.9	55.6	6.2	64.1	38.8			27.7	3.4	1.5		46.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	65.9	55.6	6.2	64.1	38.8			27.7	3.4	1.5		46.1
LOS	E	E	A	E	D			C	A	A		D
Approach Delay		26.2			52.4				9.7			
Approach LOS		C			D				A			
Queue Length 50th (m)	3.2	9.8	0.0	5.5	5.8			80.7	35.0	8.4		13.0
Queue Length 95th (m)	9.6	18.3	5.3	11.4	15.0			m#164.4	m26.9	m6.5		27.4
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	76	332	378	169	313			675	2348	1187		161
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.18	0.13	0.24	0.28	0.13			0.84	0.40	0.44		0.43

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 15 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.08
Intersection Signal Delay: 38.9 — Intersection LOS: D
Intersection Capacity Utilization 91.8% — ICU Level of Service F
Analysis Period (min) 15

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

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

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

Splits and Phases: 3: March & Solandt

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	46.0	46.0
Total Split (%)	35.4%	35.4%
Maximum Green (s)	39.7	39.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	39.7	39.7
Actuated g/C Ratio	0.31	0.31
v/c Ratio	1.08	0.15
Control Delay	96.6	1.2
Queue Delay	0.0	0.0
Total Delay	96.6	1.2
LOS	F	A
Approach Delay	87.7	
Approach LOS	F	
Queue Length 50th (m)	~150.8	0.0
Queue Length 95th (m)	#189.0	1.3
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1002	520
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.08	0.15

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	62	21	6	43	24	210	1	56	1680	122	2	159
Future Volume (vph)	62	21	6	43	24	210	1	56	1680	122	2	159
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0		185.0
Storage Lanes	0		1	1		2		1		1		2
Taper Length (m)	20.0			20.0				40.0				60.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Ped Bike Factor		0.99	0.98	0.99		0.98		0.99		0.96		1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.964		0.950				0.950				0.950
Satd. Flow (prot)	0	1674	1498	1566	1762	1498	0	1627	3283	1414	0	3248
Flt Permitted		0.762		0.697				0.950				0.950
Satd. Flow (perm)	0	1316	1461	1137	1762	1468	0	1613	3283	1359	0	3238
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			82			172				89		
Link Speed (k/h)		50			60				60			
Link Distance (m)		247.8			333.9				554.1			
Travel Time (s)		17.8			20.0				33.2			
Confl. Peds. (#/hr)	6		10	10		6		12		15		15
Confl. Bikes (#/hr)			1			1				7		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	1%	1%	8%	1%	1%	1%	4%	3%	7%	1%	1%
Adj. Flow (vph)	69	23	7	48	27	233	1	62	1867	136	2	177
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	92	7	48	27	233	0	63	1867	136	0	179
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		1.8			3.5				10.5			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	1

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	858	118
Future Volume (vph)	858	118
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		20.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.95
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3252	1469
Flt Permitted		
Satd. Flow (perm)	3252	1392
Right Turn on Red		Yes
Satd. Flow (RTOR)		84
Link Speed (k/h)	60	
Link Distance (m)	634.3	
Travel Time (s)	38.1	
Confl. Peds. (#/hr)		12
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	4%	3%
Adj. Flow (vph)	953	131
Shared Lane Traffic (%)		
Lane Group Flow (vph)	953	131
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	10.5	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	5.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	17.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	23.0	23.0	67.0	67.0	23.0	23.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%	17.7%	17.7%	51.5%	51.5%	17.7%	17.7%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	16.5	16.5	60.7	60.7	16.5	16.5
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.8
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)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3		6.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		
Act Effct Green (s)		20.4	20.4	20.4	20.4	20.4		10.4	77.8	77.8		12.5
Actuated g/C Ratio		0.16	0.16	0.16	0.16	0.16		0.08	0.60	0.60		0.10
v/c Ratio		0.44	0.02	0.27	0.10	0.62		0.48	0.95	0.16		0.58
Control Delay		53.5	0.2	47.7	42.3	20.6		68.9	37.6	6.9		84.3
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay		53.5	0.2	47.7	42.3	20.6		68.9	37.6	6.9		84.3
LOS		D	A	D	D	C		E	D	A		F
Approach Delay		49.7			26.7				36.5			
Approach LOS		D			C				D			
Queue Length 50th (m)		21.1	0.0	10.7	5.8	13.6		14.5	178.1	3.8		23.1
Queue Length 95th (m)		31.8	0.0	18.8	12.0	33.2		27.3	#319.3	16.6		m19.3
Internal Link Dist (m)		223.8			309.9				530.1			
Turn Bay Length (m)			20.0			60.0		100.0		80.0		185.0
Base Capacity (vph)		339	437	292	454	505		206	1964	848		412
Starvation Cap Reductn		0	0	0	0	0		0	0	0		0
Spillback Cap Reductn		0	0	0	0	0		0	0	0		0
Storage Cap Reductn		0	0	0	0	0		0	0	0		0
Reduced v/c Ratio		0.27	0.02	0.16	0.06	0.46		0.31	0.95	0.16		0.43

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 68 (52%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 29.5 — Intersection LOS: C
Intersection Capacity Utilization 105.9% — ICU Level of Service G
Analysis Period (min) 15

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	30.6	30.6
Total Split (s)	67.0	67.0
Total Split (%)	51.5%	51.5%
Maximum Green (s)	60.7	60.7
Yellow Time (s)	3.7	3.7
All-Red Time (s)	2.6	2.6
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	17.0	17.0
Pedestrian Calls (#/hr)	12	12
Act Effct Green (s)	82.4	82.4
Actuated g/C Ratio	0.63	0.63
v/c Ratio	0.46	0.14
Control Delay	6.7	1.2
Queue Delay	0.0	0.0
Total Delay	6.7	1.2
LOS	A	A
Approach Delay	17.1	
Approach LOS	B	
Queue Length 50th (m)	3.9	0.0
Queue Length 95th (m)	m112.4	m4.9
Internal Link Dist (m)	610.3	
Turn Bay Length (m)		20.0
Base Capacity (vph)	2061	913
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.46	0.14

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	39	82	42	26	11	5	508	855	465	3	59
Future Volume (vph)	13	39	82	42	26	11	5	508	855	465	3	59
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.99		0.99					0.96		1.00
Frt			0.850		0.956					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1409	1695	1414	3095	1549	0	0	1674	3252	1498	0	1674
Flt Permitted	0.950			0.950				0.078				0.301
Satd. Flow (perm)	1401	1695	1395	3095	1549	0	0	137	3252	1445	0	529
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			130		12					517		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	4					4		2		3		3
Confl. Bikes (#/hr)			1			7				9		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	20%	5%	7%	6%	9%	9%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	14	43	91	47	29	12	6	564	950	517	3	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	43	91	47	41	0	0	570	950	517	0	69
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	977	71
Future Volume (vph)	977	71
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3283	1427
Flt Permitted		
Satd. Flow (perm)	3283	1404
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	3%	6%
Adj. Flow (vph)	1086	79
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1086	79
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	11.0	32.0	32.0	11.0	32.0		32.0	32.0	87.0	87.0	55.0	55.0
Total Split (%)	8.5%	24.6%	24.6%	8.5%	24.6%		24.6%	24.6%	66.9%	66.9%	42.3%	42.3%
Maximum Green (s)	5.1	25.5	25.5	5.1	25.5		25.7	25.7	80.7	80.7	48.7	48.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		4	4		1				3	3	2	2
Act Effct Green (s)	5.1	13.0	13.0	5.1	17.4			95.4	95.4	95.4		48.7
Actuated g/C Ratio	0.04	0.10	0.10	0.04	0.13			0.73	0.73	0.73		0.37
v/c Ratio	0.25	0.25	0.36	0.39	0.19			0.99	0.40	0.43		0.35
Control Delay	72.1	55.6	6.2	70.5	39.3			49.8	6.3	3.0		35.6
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	72.1	55.6	6.2	70.5	39.3			49.8	6.3	3.0		35.6
LOS	E	E	A	E	D			D	A	A		D
Approach Delay		26.8			55.9				17.6			
Approach LOS		C			E				B			
Queue Length 50th (m)	3.3	9.8	0.0	5.6	5.9			108.1	54.0	13.7		11.6
Queue Length 95th (m)	9.8	18.3	5.3	11.7	15.0			m#187.6	m56.3	m19.4		24.5
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	55	332	378	121	313			578	2386	1197		198
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.25	0.13	0.24	0.39	0.13			0.99	0.40	0.43		0.35

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 15 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 28.3 — Intersection LOS: C
Intersection Capacity Utilization 91.8% — ICU Level of Service F
Analysis Period (min) 15

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

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

Splits and Phases: 3: March & Solandt

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	55.0	55.0
Total Split (%)	42.3%	42.3%
Maximum Green (s)	48.7	48.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	48.7	48.7
Actuated g/C Ratio	0.37	0.37
v/c Ratio	0.88	0.13
Control Delay	47.8	0.9
Queue Delay	0.0	0.0
Total Delay	47.8	0.9
LOS	D	A
Approach Delay	44.2	
Approach LOS	D	
Queue Length 50th (m)	125.1	0.0
Queue Length 95th (m)	#153.2	1.2
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1229	608
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.88	0.13

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	124	82	23	337	226	43
Future Volume (vph)	124	82	23	337	226	43
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.946				0.978	
Flt Protected				0.997	0.960	
Satd. Flow (prot)	1622	0	0	1748	1634	0
Flt Permitted				0.997	0.960	
Satd. Flow (perm)	1622	0	0	1748	1634	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	336.6			459.4	751.0	
Travel Time (s)	24.2			33.1	54.1	
Confl. Peds. (#/hr)		24	24			
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	5%	9%	1%	1%	9%
Adj. Flow (vph)	138	91	26	374	251	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	229	0	0	400	299	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	5.0			5.0	5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.3%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	12	26	23	42	10	85	67	0	3	98	162
Future Volume (vph)	57	12	26	23	42	10	85	67	0	3	98	162
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	40.0		0.0	50.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	70.0			30.0			60.0			30.0		
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
Ped Bike Factor	0.99	0.98		0.99	1.00		1.00			0.99	0.98	
Frt		0.896			0.972						0.907	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1674	1458	0	1610	1621	0	1642	1728	0	1271	1552	0
Flt Permitted	0.719			0.730			0.366			0.709		
Satd. Flow (perm)	1260	1458	0	1230	1621	0	630	1728	0	936	1552	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			10						76	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		245.5			306.0			489.3			751.0	
Travel Time (s)		17.7			22.0			35.2			54.1	
Confl. Peds. (#/hr)	2		2	2		2	3		5	5		3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	15%	4%	5%	3%	20%	3%	3%	1%	33%	4%	1%
Adj. Flow (vph)	63	13	29	26	47	11	94	74	0	3	109	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	42	0	26	58	0	94	74	0	3	289	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)		7.0			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		5.0			5.0			5.0			5.0	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
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)	18.6	93.0		18.6	93.0		18.6	93.0		18.6	93.0	
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)	18.6	5.5		18.6	5.5		18.6	5.5		18.6	5.5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		87.5			87.5			87.5			87.5	
Detector 2 Size(m)		5.5			5.5			5.5			5.5	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	25.2	25.2		25.2	25.2		11.2	25.2		25.2	25.2	
Total Split (s)	41.2	41.2		41.2	41.2		31.2	77.4		46.2	46.2	
Total Split (%)	34.7%	34.7%		34.7%	34.7%		26.3%	65.3%		39.0%	39.0%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	71.2		40.0	40.0	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.2	6.2		6.2	6.2	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Pedestrian Calls (#/hr)	2	2		2	2			5		3	3	
Act Effct Green (s)	16.2	16.2		16.2	16.2		24.9	24.9		14.6	14.6	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.46	0.46		0.27	0.27	
v/c Ratio	0.17	0.09		0.07	0.12		0.22	0.09		0.01	0.61	
Control Delay	18.7	10.3		17.9	15.6		8.7	7.6		15.7	19.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.7	10.3		17.9	15.6		8.7	7.6		15.7	19.5	
LOS	B	B		B	B		A	A		B	B	
Approach Delay		15.4			16.3			8.2			19.4	
Approach LOS		B			B			A			B	
Queue Length 50th (m)	4.3	0.9		1.7	3.2		4.2	3.2		0.2	16.7	
Queue Length 95th (m)	13.6	7.1		7.1	11.5		10.5	8.6		1.8	39.2	
Internal Link Dist (m)		221.5			282.0			465.3			727.0	
Turn Bay Length (m)	110.0			40.0			50.0			30.0		
Base Capacity (vph)	850	993		830	1096		831	1728		709	1193	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.04		0.03	0.05		0.11	0.04		0.00	0.24	

Intersection Summary	
Area Type:	Other
Cycle Length: 118.6	
Actuated Cycle Length: 54	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 15.5	Intersection LOS: B
Intersection Capacity Utilization 49.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Legget & Solandt

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	63	33	285	361	31	82	11	83	1303	116	10	26
Future Volume (vph)	63	33	285	361	31	82	11	83	1303	116	10	26
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.98	1.00	0.98					0.97		
Frt			0.850		0.891					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1642	1548	1498	3248	1526	0	0	1604	3316	1469	0	1639
Flt Permitted	0.950			0.950				0.072				0.088
Satd. Flow (perm)	1629	1548	1469	3232	1526	0	0	122	3316	1421	0	152
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			130		91					93		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	6		2	2		6		4		3		3
Confl. Bikes (#/hr)			4			7				3		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	15%	1%	1%	1%	2%	1%	6%	2%	3%	1%	4%
Adj. Flow (vph)	70	37	317	401	34	91	12	92	1448	129	11	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	37	317	401	125	0	0	104	1448	129	0	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

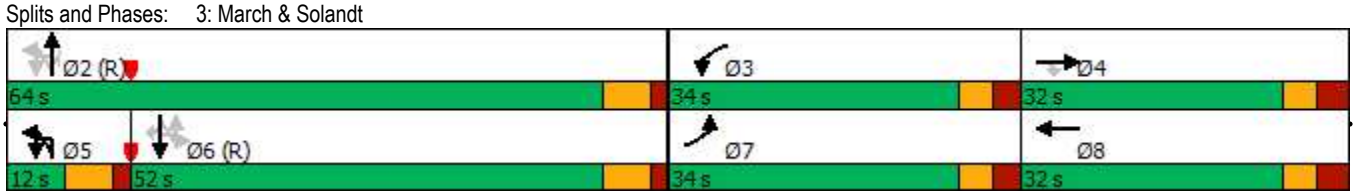
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1040	38
Future Volume (vph)	1040	38
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3316	1441
Flt Permitted		
Satd. Flow (perm)	3316	1411
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		1
Peak Hour Factor	0.90	0.90
Heavy Vehicles (%)	2%	5%
Adj. Flow (vph)	1156	42
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1156	42
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	34.0	32.0	32.0	34.0	32.0		12.0	12.0	64.0	64.0	52.0	52.0
Total Split (%)	26.2%	24.6%	24.6%	26.2%	24.6%		9.2%	9.2%	49.2%	49.2%	40.0%	40.0%
Maximum Green (s)	28.1	25.5	25.5	28.1	25.5		5.7	5.7	57.7	57.7	45.7	45.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes			Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		6	6		2				3	3	4	4
Act Effct Green (s)	10.9	23.4	23.4	21.2	36.2			66.7	66.7	66.7		52.1
Actuated g/C Ratio	0.08	0.18	0.18	0.16	0.28			0.51	0.51	0.51		0.40
v/c Ratio	0.51	0.13	0.86	0.76	0.26			0.66	0.85	0.17		0.67
Control Delay	69.1	43.3	51.2	61.1	12.7			38.5	26.2	2.7		87.2
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	69.1	43.3	51.2	61.1	12.7			38.5	26.2	2.7		87.2
LOS	E	D	D	E	B			D	C	A		F
Approach Delay		53.5			49.6				25.1			
Approach LOS		D			D				C			
Queue Length 50th (m)	16.1	7.2	43.5	47.1	5.9			10.0	179.5	6.0		8.3
Queue Length 95th (m)	29.3	16.1	#81.7	60.1	19.7			m#35.7	#223.5	m7.5		#29.1
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	354	319	406	702	490			157	1701	774		60
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.20	0.12	0.78	0.57	0.26			0.66	0.85	0.17		0.67

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 30 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 38.1 Intersection LOS: D
Intersection Capacity Utilization 88.7% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: March & Solandt



Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	52.0	52.0
Total Split (%)	40.0%	40.0%
Maximum Green (s)	45.7	45.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	4	4
Act Effct Green (s)	52.1	52.1
Actuated g/C Ratio	0.40	0.40
v/c Ratio	0.87	0.07
Control Delay	45.7	0.2
Queue Delay	0.0	0.0
Total Delay	45.7	0.2
LOS	D	A
Approach Delay	45.5	
Approach LOS	D	
Queue Length 50th (m)	141.8	0.0
Queue Length 95th (m)	#186.3	0.0
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1327	644
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.87	0.07

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	36	13	18	134	22	233	5	33	1092	59	286	1665
Future Volume (vph)	36	13	18	134	22	233	5	33	1092	59	286	1665
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0	185.0	
Storage Lanes	0		1	1		2		1		1	2	
Taper Length (m)	20.0			20.0				40.0			60.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00	0.97	0.99		0.98		1.00		0.97	0.99	
Frt			0.850			0.850				0.850		
Flt Protected		0.964		0.950				0.950			0.950	
Satd. Flow (prot)	0	1699	1498	1580	1762	1498	0	1674	3316	1483	3248	3349
Flt Permitted		0.780		0.722				0.950			0.950	
Satd. Flow (perm)	0	1371	1458	1187	1762	1474	0	1672	3316	1439	3230	3349
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			82			257				84		
Link Speed (k/h)		50			60				60			60
Link Distance (m)		247.8			333.9				554.1			634.3
Travel Time (s)		17.8			20.0				33.2			38.1
Confl. Peds. (#/hr)	3		11	11		3		6		11	11	
Confl. Bikes (#/hr)			2			1				1		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	7%	1%	1%	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	40	14	20	149	24	259	6	37	1213	66	318	1850
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	54	20	149	24	259	0	43	1213	66	318	1850
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(m)		1.8			3.5				10.5			10.5
Link Offset(m)		0.0			0.0				0.0			0.0
Crosswalk Width(m)		5.0			5.0				5.0			5.0
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	24	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	93.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	5.5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			87.5
Detector 2 Size(m)		5.5			5.5				5.5			5.5
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6

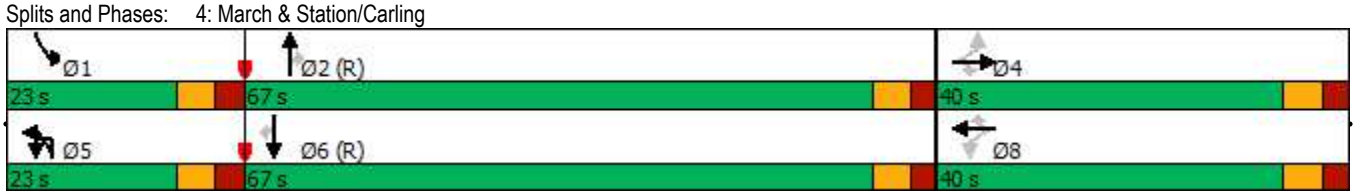
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	58
Future Volume (vph)	58
Ideal Flow (vphpl)	1800
Storage Length (m)	20.0
Storage Lanes	1
Taper Length (m)	
Lane Util. Factor	1.00
Ped Bike Factor	0.96
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1498
Flt Permitted	
Satd. Flow (perm)	1435
Right Turn on Red	Yes
Satd. Flow (RTOR)	84
Link Speed (k/h)	
Link Distance (m)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	8
Peak Hour Factor	0.90
Heavy Vehicles (%)	1%
Adj. Flow (vph)	64
Shared Lane Traffic (%)	
Lane Group Flow (vph)	64
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(m)	
Link Offset(m)	
Crosswalk Width(m)	
Two way Left Turn Lane	
Headway Factor	1.09
Turning Speed (k/h)	14
Number of Detectors	1
Detector Template	Right
Leading Detector (m)	18.6
Trailing Detector (m)	0.0
Detector 1 Position(m)	0.0
Detector 1 Size(m)	18.6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(m)	
Detector 2 Size(m)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	20.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	30.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	23.0	23.0	67.0	67.0	23.0	67.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%	17.7%	17.7%	51.5%	51.5%	17.7%	51.5%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	16.5	16.5	60.7	60.7	16.5	60.7
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3	6.5	6.3
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		17.0
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		12
Act Effct Green (s)		23.2	23.2	23.2	23.2	23.2		8.7	70.6	70.6	16.9	81.1
Actuated g/C Ratio		0.18	0.18	0.18	0.18	0.18		0.07	0.54	0.54	0.13	0.62
v/c Ratio		0.22	0.06	0.71	0.08	0.55		0.38	0.67	0.08	0.76	0.89
Control Delay		44.7	0.3	66.5	40.9	9.4		66.9	25.5	2.5	65.1	26.5
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		44.7	0.3	66.5	40.9	9.4		66.9	25.5	2.5	65.1	26.5
LOS		D	A	E	D	A		E	C	A	E	C
Approach Delay		32.7			30.9				25.7			31.3
Approach LOS		C			C				C			C
Queue Length 50th (m)		11.0	0.0	33.3	4.8	0.4		9.9	107.3	0.0	34.0	220.4
Queue Length 95th (m)		20.2	0.0	50.2	10.7	19.6		20.7	149.8	4.8	m45.4	#303.9
Internal Link Dist (m)		223.8			309.9				530.1			610.3
Turn Bay Length (m)			20.0			60.0		100.0		80.0	185.0	
Base Capacity (vph)		353	436	305	454	570		212	1800	819	437	2089
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.15	0.05	0.49	0.05	0.45		0.20	0.67	0.08	0.73	0.89

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 102 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 29.4 Intersection LOS: C
Intersection Capacity Utilization 98.6% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: March & Station/Carling



Lane Group	SBR
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	30.6
Total Split (s)	67.0
Total Split (%)	51.5%
Maximum Green (s)	60.7
Yellow Time (s)	3.7
All-Red Time (s)	2.6
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.3
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	12
Act Effct Green (s)	81.1
Actuated g/C Ratio	0.62
v/c Ratio	0.07
Control Delay	1.9
Queue Delay	0.0
Total Delay	1.9
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (m)	0.5
Queue Length 95th (m)	m3.1
Internal Link Dist (m)	
Turn Bay Length (m)	20.0
Base Capacity (vph)	926
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.07

Intersection Summary

APPENDIX L

Background Synchro Reports

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	311	155	45	120	25	23
Future Volume (vph)	311	155	45	120	25	23
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.955				0.935	
Flt Protected				0.987	0.975	
Satd. Flow (prot)	1667	0	0	1673	1538	0
Flt Permitted				0.987	0.975	
Satd. Flow (perm)	1667	0	0	1673	1538	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	336.6			459.4	751.0	
Travel Time (s)	24.2			33.1	54.1	
Confl. Peds. (#/hr)		11	11			
Confl. Bikes (#/hr)		8				1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	5%	5%	6%	5%
Adj. Flow (vph)	311	155	45	120	25	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	466	0	0	165	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	5.0			5.0	5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	95	165	1	17	2	35	72	16	7	99	26
Future Volume (vph)	84	95	165	1	17	2	35	72	16	7	99	26
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	40.0		0.0	50.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	70.0			30.0			60.0			30.0		
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
Ped Bike Factor	0.99	0.99		1.00	1.00			0.99		0.98		
Frt		0.905			0.984			0.973			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1674	1572	0	1674	1538	0	1409	1622	0	1208	1681	0
Flt Permitted	0.745			0.599			0.677			0.700		
Satd. Flow (perm)	1298	1572	0	1054	1538	0	1004	1622	0	869	1681	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		119			2			11			13	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		245.5			306.0			489.3			751.0	
Travel Time (s)		17.7			22.0			35.2			54.1	
Confl. Peds. (#/hr)	4		1	1		4			9	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
Heavy Vehicles (%)	1%	1%	1%	1%	15%	1%	20%	7%	1%	40%	3%	1%
Adj. Flow (vph)	84	95	165	1	17	2	35	72	16	7	99	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	260	0	1	19	0	35	88	0	7	125	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)		7.0			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		5.0			5.0			5.0			5.0	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
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)	18.6	93.0		18.6	93.0		18.6	93.0		18.6	93.0	
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)	18.6	5.5		18.6	5.5		18.6	5.5		18.6	5.5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		87.5			87.5			87.5			87.5	
Detector 2 Size(m)		5.5			5.5			5.5			5.5	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.2	25.2		25.2	25.2		25.2	25.2		25.2	25.2	
Total Split (s)	66.2	66.2		66.2	66.2		46.2	46.2		46.2	46.2	
Total Split (%)	58.9%	58.9%		58.9%	58.9%		41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.2	6.2		6.2	6.2	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	1	1		4	4		9	9		1	1	
Act Effct Green (s)	20.5	20.5		20.5	20.5		11.6	11.6		11.6	11.6	
Actuated g/C Ratio	0.52	0.52		0.52	0.52		0.29	0.29		0.29	0.29	
v/c Ratio	0.13	0.30		0.00	0.02		0.12	0.18		0.03	0.25	
Control Delay	9.4	6.5		9.0	8.3		11.5	10.6		10.4	11.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.4	6.5		9.0	8.3		11.5	10.6		10.4	11.3	
LOS	A	A		A	A		B	B		B	B	
Approach Delay		7.2			8.3			10.9			11.3	
Approach LOS		A			A			B			B	
Queue Length 50th (m)	2.9	5.0		0.0	0.6		1.5	3.4		0.3	5.0	
Queue Length 95th (m)	11.0	19.7		0.7	3.6		5.8	10.3		2.1	13.8	
Internal Link Dist (m)		221.5			282.0			465.3			727.0	
Turn Bay Length (m)	110.0			40.0			50.0			30.0		
Base Capacity (vph)	1298	1572		1054	1538		962	1555		833	1612	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.17		0.00	0.01		0.04	0.06		0.01	0.08	

Intersection Summary	
Area Type:	Other
Cycle Length: 112.4	
Actuated Cycle Length: 39.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 50.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Legget & Solandt

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	39	82	36	26	11	5	508	1247	260	3	59
Future Volume (vph)	13	39	82	36	26	11	5	508	1247	260	3	59
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.99		0.99					0.96		1.00
Frt			0.850		0.955					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1409	1695	1414	3095	1548	0	0	1674	3252	1498	0	1674
Flt Permitted	0.950			0.950				0.084				0.224
Satd. Flow (perm)	1401	1695	1395	3095	1548	0	0	148	3252	1445	0	394
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			130		11					260		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	4					4		2		3		3
Confl. Bikes (#/hr)			1			7				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
Heavy Vehicles (%)	20%	5%	7%	6%	9%	9%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	13	39	82	36	26	11	5	508	1247	260	3	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	39	82	36	37	0	0	513	1247	260	0	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1320	71
Future Volume (vph)	1320	71
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3283	1427
Flt Permitted		
Satd. Flow (perm)	3283	1403
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	6%
Adj. Flow (vph)	1320	71
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1320	71
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	13.0	32.0	32.0	13.0	32.0		39.0	39.0	85.0	85.0	46.0	46.0
Total Split (%)	10.0%	24.6%	24.6%	10.0%	24.6%		30.0%	30.0%	65.4%	65.4%	35.4%	35.4%
Maximum Green (s)	7.1	25.5	25.5	7.1	25.5		32.7	32.7	78.7	78.7	39.7	39.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		4	4		1				3	3	2	2
Act Effct Green (s)	6.4	13.0	13.0	6.6	15.6			96.4	96.4	96.4		45.1
Actuated g/C Ratio	0.05	0.10	0.10	0.05	0.12			0.74	0.74	0.74		0.35
v/c Ratio	0.19	0.23	0.32	0.23	0.19			0.80	0.52	0.23		0.46
Control Delay	65.4	55.0	4.6	62.7	39.6			26.5	4.5	0.7		48.8
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	65.4	55.0	4.6	62.7	39.6			26.5	4.5	0.7		48.8
LOS	E	D	A	E	D			C	A	A		D
Approach Delay		25.2			51.0				9.6			
Approach LOS		C			D				A			
Queue Length 50th (m)	3.0	8.9	0.0	4.2	5.2			69.7	73.2	4.4		11.9
Queue Length 95th (m)	9.4	17.0	2.7	9.4	14.1			m#141.1	m73.4	m3.3		27.3
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	76	332	378	169	312			638	2412	1139		136
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.17	0.12	0.22	0.21	0.12			0.80	0.52	0.23		0.46

Intersection Summary

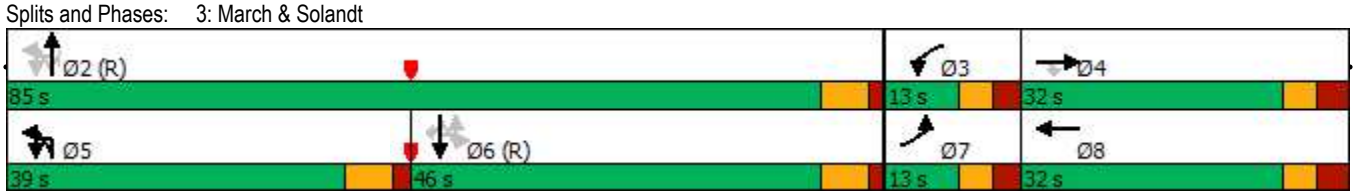
Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 15 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 51.0 Intersection LOS: D
Intersection Capacity Utilization 101.8% ICU Level of Service G
Analysis Period (min) 15

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

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

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

Splits and Phases: 3: March & Solandt



Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	46.0	46.0
Total Split (%)	35.4%	35.4%
Maximum Green (s)	39.7	39.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	45.1	45.1
Actuated g/C Ratio	0.35	0.35
v/c Ratio	1.16	0.12
Control Delay	119.8	0.5
Queue Delay	0.0	0.0
Total Delay	119.8	0.5
LOS	F	A
Approach Delay	110.9	
Approach LOS	F	
Queue Length 50th (m)	~207.0	0.0
Queue Length 95th (m)	#250.4	0.0
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1139	573
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.16	0.12

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	62	21	6	43	24	210	1	56	1867	122	2	159
Future Volume (vph)	62	21	6	43	24	210	1	56	1867	122	2	159
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0		185.0
Storage Lanes	0		1	1		2		1		1		2
Taper Length (m)	20.0			20.0				40.0				60.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Ped Bike Factor		0.99	0.98	0.99		0.98		0.99		0.96		1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.964		0.950				0.950				0.950
Satd. Flow (prot)	0	1674	1498	1566	1762	1498	0	1627	3283	1414	0	3248
Flt Permitted		0.765		0.703				0.950				0.950
Satd. Flow (perm)	0	1322	1461	1146	1762	1468	0	1617	3283	1359	0	3238
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			82			172				84		
Link Speed (k/h)		50			60				60			
Link Distance (m)		247.8			333.9				554.1			
Travel Time (s)		17.8			20.0				33.2			
Confl. Peds. (#/hr)	6		10	10		6		12		15		15
Confl. Bikes (#/hr)			1			1				7		
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 (%)	3%	1%	1%	8%	1%	1%	1%	4%	3%	7%	1%	1%
Adj. Flow (vph)	62	21	6	43	24	210	1	56	1867	122	2	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	6	43	24	210	0	57	1867	122	0	161
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		1.8			3.5				10.5			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	1

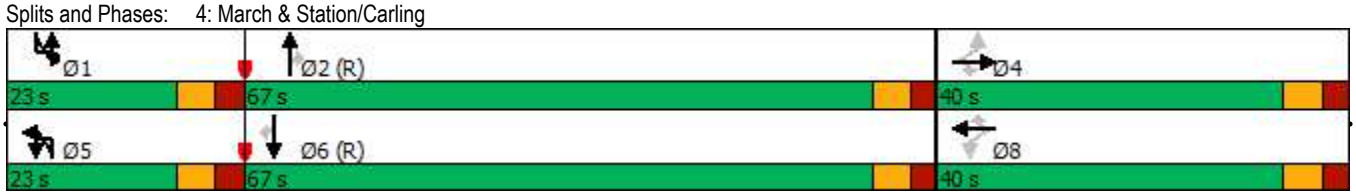
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1195	118
Future Volume (vph)	1195	118
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		20.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.95
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3252	1469
Flt Permitted		
Satd. Flow (perm)	3252	1392
Right Turn on Red		Yes
Satd. Flow (RTOR)		84
Link Speed (k/h)	60	
Link Distance (m)	634.3	
Travel Time (s)	38.1	
Confl. Peds. (#/hr)		12
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	4%	3%
Adj. Flow (vph)	1195	118
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1195	118
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	10.5	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	5.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	17.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	23.0	23.0	67.0	67.0	23.0	23.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%	17.7%	17.7%	51.5%	51.5%	17.7%	17.7%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	16.5	16.5	60.7	60.7	16.5	16.5
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.8
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)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3		6.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		
Act Effct Green (s)		20.1	20.1	20.1	20.1	20.1		9.9	78.9	78.9		11.8
Actuated g/C Ratio		0.15	0.15	0.15	0.15	0.15		0.08	0.61	0.61		0.09
v/c Ratio		0.41	0.02	0.24	0.09	0.57		0.46	0.94	0.14		0.55
Control Delay		52.4	0.2	47.1	42.2	16.2		68.6	35.3	6.4		86.3
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay		52.4	0.2	47.1	42.2	16.2		68.6	35.3	6.4		86.3
LOS		D	A	D	D	B		E	D	A		F
Approach Delay		48.9			23.2				34.5			
Approach LOS		D			C				C			
Queue Length 50th (m)		19.1	0.0	9.6	5.2	8.4		13.1	170.5	2.9		20.8
Queue Length 95th (m)		29.1	0.0	17.3	10.8	26.5		25.3	#316.4	14.6		m16.6
Internal Link Dist (m)		223.8			309.9				530.1			
Turn Bay Length (m)			20.0			60.0		100.0		80.0		185.0
Base Capacity (vph)		340	437	295	454	505		206	1991	857		412
Starvation Cap Reductn		0	0	0	0	0		0	0	0		0
Spillback Cap Reductn		0	0	0	0	0		0	0	0		0
Storage Cap Reductn		0	0	0	0	0		0	0	0		0
Reduced v/c Ratio		0.24	0.01	0.15	0.05	0.42		0.28	0.94	0.14		0.39

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 68 (52%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 27.3 Intersection LOS: C
Intersection Capacity Utilization 111.3% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: March & Station/Carling



Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	30.6	30.6
Total Split (s)	67.0	67.0
Total Split (%)	51.5%	51.5%
Maximum Green (s)	60.7	60.7
Yellow Time (s)	3.7	3.7
All-Red Time (s)	2.6	2.6
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	17.0	17.0
Pedestrian Calls (#/hr)	12	12
Act Effct Green (s)	83.2	83.2
Actuated g/C Ratio	0.64	0.64
v/c Ratio	0.57	0.13
Control Delay	8.9	1.0
Queue Delay	0.0	0.0
Total Delay	8.9	1.0
LOS	A	A
Approach Delay	16.7	
Approach LOS	B	
Queue Length 50th (m)	9.4	0.0
Queue Length 95th (m)	m136.0	m3.5
Internal Link Dist (m)	610.3	
Turn Bay Length (m)		20.0
Base Capacity (vph)	2080	920
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.57	0.13

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	39	82	36	26	11	5	508	1247	260	3	59
Future Volume (vph)	13	39	82	36	26	11	5	508	1247	260	3	59
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.99		0.99					0.96		1.00
Frt			0.850		0.955					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1409	1695	1414	3095	1547	0	0	1674	3252	1498	0	1674
Flt Permitted	0.950			0.950				0.059				0.224
Satd. Flow (perm)	1400	1695	1395	3095	1547	0	0	104	3252	1443	0	394
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			113		11					260		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	4					4		2		3		3
Confl. Bikes (#/hr)			1			7				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
Heavy Vehicles (%)	20%	5%	7%	6%	9%	9%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	13	39	82	36	26	11	5	508	1247	260	3	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	39	82	36	37	0	0	513	1247	260	0	62
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1320	71
Future Volume (vph)	1320	71
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3283	1427
Flt Permitted		
Satd. Flow (perm)	3283	1403
Right Turn on Red		Yes
Satd. Flow (RTOR)		114
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	6%
Adj. Flow (vph)	1320	71
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1320	71
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	11.0	32.0	32.0	11.0	32.0		36.0	36.0	107.0	107.0	71.0	71.0
Total Split (%)	7.3%	21.3%	21.3%	7.3%	21.3%		24.0%	24.0%	71.3%	71.3%	47.3%	47.3%
Maximum Green (s)	5.1	25.5	25.5	5.1	25.5		29.7	29.7	100.7	100.7	64.7	64.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		4	4		1				3	3	2	2
Act Effct Green (s)	5.1	13.0	13.0	5.1	17.4			115.4	115.4	115.4		64.7
Actuated g/C Ratio	0.03	0.09	0.09	0.03	0.12			0.77	0.77	0.77		0.43
v/c Ratio	0.28	0.27	0.37	0.34	0.20			0.94	0.50	0.22		0.37
Control Delay	85.3	66.3	7.9	79.9	47.0			50.7	15.9	4.2		36.7
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	85.3	66.3	7.9	79.9	47.0			50.7	15.9	4.2		36.7
LOS	F	E	A	E	D			D	B	A		D
Approach Delay		32.4			63.2				23.3			
Approach LOS		C			E				C			
Queue Length 50th (m)	3.6	10.4	0.0	5.1	6.3			128.0	106.0	9.0		11.4
Queue Length 95th (m)	10.6	19.4	6.4	10.8	16.0			m#217.4	182.0	m21.7		24.4
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	47	288	330	105	272			544	2501	1169		169
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.28	0.14	0.25	0.34	0.14			0.94	0.50	0.22		0.37

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 34.9 Intersection LOS: C
Intersection Capacity Utilization 101.8% ICU Level of Service G
Analysis Period (min) 15

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

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

Splits and Phases: 3: March & Solandt

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	71.0	71.0
Total Split (%)	47.3%	47.3%
Maximum Green (s)	64.7	64.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	64.7	64.7
Actuated g/C Ratio	0.43	0.43
v/c Ratio	0.93	0.11
Control Delay	53.2	1.0
Queue Delay	0.0	0.0
Total Delay	53.2	1.0
LOS	D	A
Approach Delay	49.9	
Approach LOS	D	
Queue Length 50th (m)	179.2	0.0
Queue Length 95th (m)	#222.4	1.7
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1416	669
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.93	0.11

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	144	79	25	377	80	48
Future Volume (vph)	144	79	25	377	80	48
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.952				0.949	
Flt Protected				0.997	0.970	
Satd. Flow (prot)	1634	0	0	1748	1576	0
Flt Permitted				0.997	0.970	
Satd. Flow (perm)	1634	0	0	1748	1576	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	336.6			459.4	751.0	
Travel Time (s)	24.2			33.1	54.1	
Confl. Peds. (#/hr)		24	24			
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	5%	9%	1%	1%	9%
Adj. Flow (vph)	144	79	25	377	80	48
Shared Lane Traffic (%)						
Lane Group Flow (vph)	223	0	0	402	128	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	5.0			5.0	5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	12	26	23	42	10	85	69	0	3	107	96
Future Volume (vph)	31	12	26	23	42	10	85	69	0	3	107	96
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	40.0		0.0	50.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	70.0			30.0			60.0			30.0		
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
Ped Bike Factor	0.99	0.98		0.99	0.99		0.99			0.99	0.99	
Frt		0.897			0.971						0.929	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1674	1459	0	1610	1618	0	1642	1728	0	1271	1590	0
Flt Permitted	0.723			0.732			0.418			0.712		
Satd. Flow (perm)	1267	1459	0	1234	1618	0	719	1728	0	939	1590	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			10						41	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		245.5			306.0			489.3			751.0	
Travel Time (s)		17.7			22.0			35.2			54.1	
Confl. Peds. (#/hr)	2		2	2		2	3		5	5		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	15%	4%	5%	3%	20%	3%	3%	1%	33%	4%	1%
Adj. Flow (vph)	31	12	26	23	42	10	85	69	0	3	107	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	38	0	23	52	0	85	69	0	3	203	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)		7.0			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		5.0			5.0			5.0			5.0	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
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)	18.6	93.0		18.6	93.0		18.6	93.0		18.6	93.0	
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)	18.6	5.5		18.6	5.5		18.6	5.5		18.6	5.5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		87.5			87.5			87.5			87.5	
Detector 2 Size(m)		5.5			5.5			5.5			5.5	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	25.2	25.2		25.2	25.2		11.2	25.2		25.2	25.2	
Total Split (s)	41.2	41.2		41.2	41.2		31.2	77.4		46.2	46.2	
Total Split (%)	34.7%	34.7%		34.7%	34.7%		26.3%	65.3%		39.0%	39.0%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	71.2		40.0	40.0	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.2	6.2		6.2	6.2	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Pedestrian Calls (#/hr)	2	2		2	2			5		3	3	
Act Effct Green (s)	16.1	16.1		16.1	16.1		22.5	22.5		12.2	12.2	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.44	0.44		0.24	0.24	
v/c Ratio	0.08	0.08		0.06	0.10		0.19	0.09		0.01	0.50	
Control Delay	15.9	9.4		15.8	13.7		9.0	8.1		16.7	19.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.9	9.4		15.8	13.7		9.0	8.1		16.7	19.4	
LOS	B	A		B	B		A	A		B	B	
Approach Delay		12.3			14.3			8.6			19.4	
Approach LOS		B			B			A			B	
Queue Length 50th (m)	1.9	0.7		1.4	2.5		3.7	3.0		0.2	12.1	
Queue Length 95th (m)	7.5	6.3		6.2	9.8		9.9	8.4		1.8	29.1	
Internal Link Dist (m)		221.5			282.0			465.3			727.0	
Turn Bay Length (m)	110.0			40.0			50.0			30.0		
Base Capacity (vph)	891	1034		867	1140		846	1728		741	1264	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.03	0.04		0.03	0.05		0.10	0.04		0.00	0.16	

Intersection Summary	
Area Type:	Other
Cycle Length: 118.6	
Actuated Cycle Length: 51.4	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 14.4	Intersection LOS: B
Intersection Capacity Utilization 46.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Legget & Solandt

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	63	33	285	295	31	82	11	83	1580	90	10	26
Future Volume (vph)	63	33	285	295	31	82	11	83	1580	90	10	26
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.98	1.00	0.98					0.97		
Frt			0.850		0.891					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1642	1548	1498	3248	1526	0	0	1604	3316	1469	0	1639
Flt Permitted	0.950			0.950				0.074				0.080
Satd. Flow (perm)	1629	1548	1469	3232	1526	0	0	125	3316	1421	0	138
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			130		82					79		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	6		2	2		6		4		3		3
Confl. Bikes (#/hr)			4			7				3		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	15%	1%	1%	1%	2%	1%	6%	2%	3%	1%	4%
Adj. Flow (vph)	63	33	285	295	31	82	11	83	1580	90	10	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	33	285	295	113	0	0	94	1580	90	0	36
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

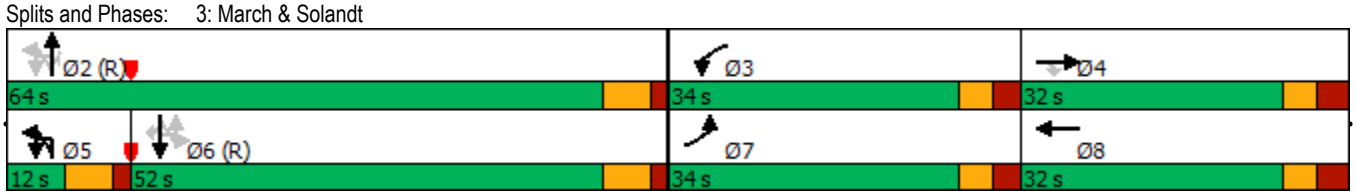
Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1257	38
Future Volume (vph)	1257	38
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3316	1441
Flt Permitted		
Satd. Flow (perm)	3316	1411
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	2%	5%
Adj. Flow (vph)	1257	38
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1257	38
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	34.0	32.0	32.0	34.0	32.0		12.0	12.0	64.0	64.0	52.0	52.0
Total Split (%)	26.2%	24.6%	24.6%	26.2%	24.6%		9.2%	9.2%	49.2%	49.2%	40.0%	40.0%
Maximum Green (s)	28.1	25.5	25.5	28.1	25.5		5.7	5.7	57.7	57.7	45.7	45.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		6	6		2				3	3	4	4
Act Effct Green (s)	10.4	21.1	21.1	17.1	30.2			73.1	73.1	73.1		58.2
Actuated g/C Ratio	0.08	0.16	0.16	0.13	0.23			0.56	0.56	0.56		0.45
v/c Ratio	0.48	0.13	0.82	0.69	0.27			0.56	0.85	0.11		0.59
Control Delay	68.6	43.6	46.3	62.3	14.2			29.1	22.1	1.4		74.4
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	68.6	43.6	46.3	62.3	14.2			29.1	22.1	1.4		74.4
LOS	E	D	D	E	B			C	C	A		E
Approach Delay		49.7			49.0				21.4			
Approach LOS		D			D				C			
Queue Length 50th (m)	14.5	6.8	36.6	34.7	5.9			5.5	186.3	1.9		6.4
Queue Length 95th (m)	27.3	14.1	60.8	46.8	18.3			m#24.7	#258.9	m4.0		#26.8
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	354	320	407	702	424			168	1864	833		61
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.18	0.10	0.70	0.42	0.27			0.56	0.85	0.11		0.59

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 30 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 33.5 Intersection LOS: C
Intersection Capacity Utilization 95.2% ICU Level of Service F
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: March & Solandt



Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	52.0	52.0
Total Split (%)	40.0%	40.0%
Maximum Green (s)	45.7	45.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	4	4
Act Effct Green (s)	58.2	58.2
Actuated g/C Ratio	0.45	0.45
v/c Ratio	0.85	0.05
Control Delay	40.3	0.2
Queue Delay	0.0	0.0
Total Delay	40.3	0.2
LOS	D	A
Approach Delay	40.1	
Approach LOS	D	
Queue Length 50th (m)	139.7	0.0
Queue Length 95th (m)	#212.8	0.0
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1484	704
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.85	0.05

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	36	13	18	134	22	233	5	33	1343	59	286	1816
Future Volume (vph)	36	13	18	134	22	233	5	33	1343	59	286	1816
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0	185.0	
Storage Lanes	0		1	1		2		1		1	2	
Taper Length (m)	20.0			20.0				40.0			60.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00	0.97	0.99		0.98		1.00		0.97	1.00	
Frt			0.850			0.850				0.850		
Flt Protected		0.965		0.950				0.950			0.950	
Satd. Flow (prot)	0	1701	1498	1580	1762	1498	0	1674	3316	1483	3248	3349
Flt Permitted		0.785		0.725				0.950			0.950	
Satd. Flow (perm)	0	1380	1458	1191	1762	1474	0	1672	3316	1439	3233	3349
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			82			233				84		
Link Speed (k/h)		50			60				60			60
Link Distance (m)		247.8			333.9				554.1			634.3
Travel Time (s)		17.8			20.0				33.2			38.1
Confl. Peds. (#/hr)	3		11	11		3		6		11	11	
Confl. Bikes (#/hr)			2			1				1		
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 (%)	1%	1%	1%	7%	1%	1%	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	36	13	18	134	22	233	5	33	1343	59	286	1816
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	18	134	22	233	0	38	1343	59	286	1816
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(m)		1.8			3.5				10.5			10.5
Link Offset(m)		0.0			0.0				0.0			0.0
Crosswalk Width(m)		5.0			5.0				5.0			5.0
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	24	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	93.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	5.5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			87.5
Detector 2 Size(m)		5.5			5.5				5.5			5.5
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	58
Future Volume (vph)	58
Ideal Flow (vphpl)	1800
Storage Length (m)	20.0
Storage Lanes	1
Taper Length (m)	
Lane Util. Factor	1.00
Ped Bike Factor	0.96
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1498
Flt Permitted	
Satd. Flow (perm)	1435
Right Turn on Red	Yes
Satd. Flow (RTOR)	84
Link Speed (k/h)	
Link Distance (m)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	8
Peak Hour Factor	1.00
Heavy Vehicles (%)	1%
Adj. Flow (vph)	58
Shared Lane Traffic (%)	
Lane Group Flow (vph)	58
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(m)	
Link Offset(m)	
Crosswalk Width(m)	
Two way Left Turn Lane	
Headway Factor	1.09
Turning Speed (k/h)	14
Number of Detectors	1
Detector Template	Right
Leading Detector (m)	18.6
Trailing Detector (m)	0.0
Detector 1 Position(m)	0.0
Detector 1 Size(m)	18.6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(m)	
Detector 2 Size(m)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	20.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	30.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	23.0	23.0	67.0	67.0	23.0	67.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%	17.7%	17.7%	51.5%	51.5%	17.7%	51.5%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	16.5	16.5	60.7	60.7	16.5	60.7
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3	6.5	6.3
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		17.0
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		12
Act Effct Green (s)		21.9	21.9	21.9	21.9	21.9		8.4	73.0	73.0	15.8	82.8
Actuated g/C Ratio		0.17	0.17	0.17	0.17	0.17		0.06	0.56	0.56	0.12	0.64
v/c Ratio		0.21	0.06	0.67	0.07	0.53		0.36	0.72	0.07	0.72	0.85
Control Delay		45.3	0.3	65.3	41.7	9.5		66.4	25.8	1.9	62.4	26.8
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		45.3	0.3	65.3	41.7	9.5		66.4	25.8	1.9	62.4	26.8
LOS		D	A	E	D	A		E	C	A	E	C
Approach Delay		33.3			30.6				25.9			30.8
Approach LOS		C			C				C			C
Queue Length 50th (m)		10.1	0.0	30.0	4.4	0.0		8.8	119.3	0.0	30.7	215.3
Queue Length 95th (m)		18.9	0.0	45.4	10.4	18.4		18.9	176.2	3.7	m39.6	#292.0
Internal Link Dist (m)		223.8			309.9				530.1			610.3
Turn Bay Length (m)			20.0			60.0		100.0		80.0	185.0	
Base Capacity (vph)		355	436	306	454	552		212	1861	844	425	2133
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.14	0.04	0.44	0.05	0.42		0.18	0.72	0.07	0.67	0.85

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 102 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 29.1 — Intersection LOS: C
Intersection Capacity Utilization 103.0% — ICU Level of Service G
Analysis Period (min) 15

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBR
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	30.6
Total Split (s)	67.0
Total Split (%)	51.5%
Maximum Green (s)	60.7
Yellow Time (s)	3.7
All-Red Time (s)	2.6
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.3
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	12
Act Effct Green (s)	82.8
Actuated g/C Ratio	0.64
v/c Ratio	0.06
Control Delay	2.0
Queue Delay	0.0
Total Delay	2.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (m)	0.7
Queue Length 95th (m)	m3.2
Internal Link Dist (m)	
Turn Bay Length (m)	20.0
Base Capacity (vph)	944
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.06

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	393	155	52	157	26	26
Future Volume (vph)	393	155	52	157	26	26
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.962				0.932	
Flt Protected				0.988	0.976	
Satd. Flow (prot)	1679	0	0	1675	1535	0
Flt Permitted				0.988	0.976	
Satd. Flow (perm)	1679	0	0	1675	1535	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	336.6			459.4	751.0	
Travel Time (s)	24.2			33.1	54.1	
Confl. Peds. (#/hr)		11	11			
Confl. Bikes (#/hr)		8				1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	5%	5%	6%	5%
Adj. Flow (vph)	393	155	52	157	26	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	548	0	0	209	52	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	5.0			5.0	5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

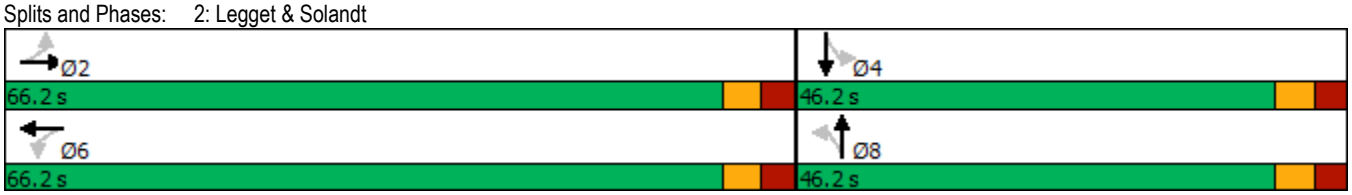
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	95	167	1	17	2	45	73	16	7	102	34
Future Volume (vph)	84	95	167	1	17	2	45	73	16	7	102	34
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	40.0		0.0	50.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	70.0			30.0			60.0			30.0		
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
Ped Bike Factor	0.99	0.99		1.00	1.00			0.99		0.98		
Frt		0.904			0.984			0.973			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1674	1570	0	1674	1538	0	1409	1622	0	1208	1671	0
Flt Permitted	0.745			0.597			0.670			0.699		
Satd. Flow (perm)	1298	1570	0	1050	1538	0	994	1622	0	868	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		121			2			11			17	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		245.5			306.0			489.3			751.0	
Travel Time (s)		17.7			22.0			35.2			54.1	
Confl. Peds. (#/hr)	4		1	1		4			9	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
Heavy Vehicles (%)	1%	1%	1%	1%	15%	1%	20%	7%	1%	40%	3%	1%
Adj. Flow (vph)	84	95	167	1	17	2	45	73	16	7	102	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	262	0	1	19	0	45	89	0	7	136	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)		7.0			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		5.0			5.0			5.0			5.0	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
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)	18.6	93.0		18.6	93.0		18.6	93.0		18.6	93.0	
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)	18.6	5.5		18.6	5.5		18.6	5.5		18.6	5.5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		87.5			87.5			87.5			87.5	
Detector 2 Size(m)		5.5			5.5			5.5			5.5	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.2	25.2		25.2	25.2		25.2	25.2		25.2	25.2	
Total Split (s)	66.2	66.2		66.2	66.2		46.2	46.2		46.2	46.2	
Total Split (%)	58.9%	58.9%		58.9%	58.9%		41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.2	6.2		6.2	6.2	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	1	1		4	4		9	9		1	1	
Act Effct Green (s)	20.5	20.5		20.5	20.5		11.6	11.6		11.6	11.6	
Actuated g/C Ratio	0.52	0.52		0.52	0.52		0.29	0.29		0.29	0.29	
v/c Ratio	0.13	0.30		0.00	0.02		0.16	0.19		0.03	0.27	
Control Delay	9.4	6.5		9.0	8.3		12.0	10.6		10.4	11.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.4	6.5		9.0	8.3		12.0	10.6		10.4	11.4	
LOS	A	A		A	A		B	B		B	B	
Approach Delay		7.2			8.3			11.1			11.3	
Approach LOS		A			A			B			B	
Queue Length 50th (m)	2.9	5.0		0.0	0.6		2.0	3.4		0.3	5.3	
Queue Length 95th (m)	11.0	19.7		0.7	3.6		7.0	10.5		2.1	14.6	
Internal Link Dist (m)		221.5			282.0			465.3			727.0	
Turn Bay Length (m)	110.0			40.0			50.0			30.0		
Base Capacity (vph)	1298	1570		1050	1538		953	1555		832	1603	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.17		0.00	0.01		0.05	0.06		0.01	0.08	

Intersection Summary	
Area Type:	Other
Cycle Length: 112.4	
Actuated Cycle Length: 39.8	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 8.9	Intersection LOS: A
Intersection Capacity Utilization 50.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Legget & Solandt



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	41	82	47	30	18	5	508	1634	326	3	77
Future Volume (vph)	13	41	82	47	30	18	5	508	1634	326	3	77
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.99		0.99					0.96		1.00
Frt			0.850		0.944					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1409	1695	1414	3095	1527	0	0	1674	3252	1498	0	1674
Flt Permitted	0.950			0.950				0.089				0.151
Satd. Flow (perm)	1401	1695	1395	3095	1527	0	0	157	3252	1445	0	266
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			130		18					293		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	4					4		2		3		3
Confl. Bikes (#/hr)			1			7				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
Heavy Vehicles (%)	20%	5%	7%	6%	9%	9%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	13	41	82	47	30	18	5	508	1634	326	3	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	41	82	47	48	0	0	513	1634	326	0	80
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2057	69
Future Volume (vph)	2057	69
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3283	1427
Flt Permitted		
Satd. Flow (perm)	3283	1403
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	6%
Adj. Flow (vph)	2057	69
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2057	69
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	13.0	32.0	32.0	13.0	32.0		39.0	39.0	85.0	85.0	46.0	46.0
Total Split (%)	10.0%	24.6%	24.6%	10.0%	24.6%		30.0%	30.0%	65.4%	65.4%	35.4%	35.4%
Maximum Green (s)	7.1	25.5	25.5	7.1	25.5		32.7	32.7	78.7	78.7	39.7	39.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		4	4		1				3	3	2	2
Act Effct Green (s)	6.4	13.0	13.0	6.7	18.1			93.9	93.9	93.9		42.2
Actuated g/C Ratio	0.05	0.10	0.10	0.05	0.14			0.72	0.72	0.72		0.32
v/c Ratio	0.19	0.24	0.32	0.30	0.21			0.80	0.70	0.29		0.93
Control Delay	65.4	55.3	4.6	64.1	35.8			22.5	7.5	0.7		125.3
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	65.4	55.3	4.6	64.1	35.8			22.5	7.5	0.7		125.3
LOS	E	E	A	E	D			C	A	A		F
Approach Delay		25.7			49.8				9.7			
Approach LOS		C			D				A			
Queue Length 50th (m)	3.0	9.3	0.0	5.5	6.0			70.7	113.5	4.8		18.5
Queue Length 95th (m)	9.4	17.5	2.7	11.4	16.1			m76.2	m115.1	m3.1		#49.2
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	76	332	378	169	313			643	2348	1124		86
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.17	0.12	0.22	0.28	0.15			0.80	0.70	0.29		0.93

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 15 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.93
Intersection Signal Delay: 196.9 Intersection LOS: F
Intersection Capacity Utilization 123.4% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 3: March & Solandt

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	46.0	46.0
Total Split (%)	35.4%	35.4%
Maximum Green (s)	39.7	39.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	42.2	42.2
Actuated g/C Ratio	0.32	0.32
v/c Ratio	1.93	0.13
Control Delay	449.3	0.5
Queue Delay	0.0	0.0
Total Delay	449.3	0.5
LOS	F	A
Approach Delay	423.5	
Approach LOS	F	
Queue Length 50th (m)	~398.1	0.0
Queue Length 95th (m)	#439.5	0.0
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1065	544
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.93	0.13

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	62	21	6	43	24	219	1	56	2310	122	2	160
Future Volume (vph)	62	21	6	43	24	219	1	56	2310	122	2	160
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0		185.0
Storage Lanes	0		1	1		2		1		1		2
Taper Length (m)	20.0			20.0				40.0				60.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Ped Bike Factor		0.99	0.98	0.99		0.98		1.00		0.96		1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.964		0.950				0.950				0.950
Satd. Flow (prot)	0	1674	1498	1566	1762	1498	0	1627	3283	1414	0	3248
Flt Permitted		0.765		0.703				0.950				0.950
Satd. Flow (perm)	0	1322	1461	1146	1762	1468	0	1623	3283	1359	0	3243
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			82			170				84		
Link Speed (k/h)		50			60				60			
Link Distance (m)		247.8			333.9				554.1			
Travel Time (s)		17.8			20.0				33.2			
Confl. Peds. (#/hr)	6		10	10		6		12		15		15
Confl. Bikes (#/hr)			1			1				7		
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 (%)	3%	1%	1%	8%	1%	1%	1%	4%	3%	7%	1%	1%
Adj. Flow (vph)	62	21	6	43	24	219	1	56	2310	122	2	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	6	43	24	219	0	57	2310	122	0	162
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		1.8			3.5				10.5			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	1

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1941	118
Future Volume (vph)	1941	118
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		20.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.95
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3252	1469
Flt Permitted		
Satd. Flow (perm)	3252	1392
Right Turn on Red		Yes
Satd. Flow (RTOR)		84
Link Speed (k/h)	60	
Link Distance (m)	634.3	
Travel Time (s)	38.1	
Confl. Peds. (#/hr)		12
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	4%	3%
Adj. Flow (vph)	1941	118
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1941	118
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	10.5	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	5.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	17.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	23.0	23.0	67.0	67.0	23.0	23.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%	17.7%	17.7%	51.5%	51.5%	17.7%	17.7%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	16.5	16.5	60.7	60.7	16.5	16.5
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.8
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)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3		6.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		
Act Effct Green (s)		20.1	20.1	20.1	20.1	20.1		9.9	78.8	78.8		11.8
Actuated g/C Ratio		0.15	0.15	0.15	0.15	0.15		0.08	0.61	0.61		0.09
v/c Ratio		0.41	0.02	0.24	0.09	0.59		0.46	1.16	0.14		0.55
Control Delay		52.4	0.2	47.1	42.2	18.4		68.6	104.1	6.4		85.3
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay		52.4	0.2	47.1	42.2	18.4		68.6	104.1	6.4		85.3
LOS		D	A	D	D	B		E	F	A		F
Approach Delay		48.9			24.7				98.5			
Approach LOS		D			C				F			
Queue Length 50th (m)		19.1	0.0	9.6	5.2	10.9		13.1	~317.4	2.9		21.1
Queue Length 95th (m)		29.1	0.0	17.3	10.8	29.4		25.3	#429.2	14.6		m10.5
Internal Link Dist (m)		223.8			309.9				530.1			
Turn Bay Length (m)			20.0			60.0		100.0		80.0		185.0
Base Capacity (vph)		340	437	295	454	504		206	1990	856		412
Starvation Cap Reductn		0	0	0	0	0		0	0	0		0
Spillback Cap Reductn		0	0	0	0	0		0	0	0		0
Storage Cap Reductn		0	0	0	0	0		0	0	0		0
Reduced v/c Ratio		0.24	0.01	0.15	0.05	0.43		0.28	1.16	0.14		0.39

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 68 (52%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 61.7 Intersection LOS: E
Intersection Capacity Utilization 120.3% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	30.6	30.6
Total Split (s)	67.0	67.0
Total Split (%)	51.5%	51.5%
Maximum Green (s)	60.7	60.7
Yellow Time (s)	3.7	3.7
All-Red Time (s)	2.6	2.6
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	17.0	17.0
Pedestrian Calls (#/hr)	12	12
Act Effct Green (s)	83.2	83.2
Actuated g/C Ratio	0.64	0.64
v/c Ratio	0.93	0.13
Control Delay	22.3	1.1
Queue Delay	0.0	0.0
Total Delay	22.3	1.1
LOS	C	A
Approach Delay	25.7	
Approach LOS	C	
Queue Length 50th (m)	116.8	0.0
Queue Length 95th (m)	m141.4	m1.7
Internal Link Dist (m)	610.3	
Turn Bay Length (m)		20.0
Base Capacity (vph)	2080	920
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.93	0.13

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	41	82	47	30	18	5	508	1634	326	3	77
Future Volume (vph)	13	41	82	47	30	18	5	508	1634	326	3	77
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.99		0.99					0.96		1.00
Frt			0.850		0.944					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1409	1695	1414	3095	1525	0	0	1674	3252	1498	0	1674
Flt Permitted	0.950			0.950				0.059				0.151
Satd. Flow (perm)	1400	1695	1395	3095	1525	0	0	104	3252	1443	0	266
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			113		17					304		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	4					4		2		3		3
Confl. Bikes (#/hr)			1			7				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
Heavy Vehicles (%)	20%	5%	7%	6%	9%	9%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	13	41	82	47	30	18	5	508	1634	326	3	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	41	82	47	48	0	0	513	1634	326	0	80
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2057	69
Future Volume (vph)	2057	69
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3283	1427
Flt Permitted		
Satd. Flow (perm)	3283	1403
Right Turn on Red		Yes
Satd. Flow (RTOR)		114
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	6%
Adj. Flow (vph)	2057	69
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2057	69
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	11.0	32.0	32.0	11.0	32.0		36.0	36.0	107.0	107.0	71.0	71.0
Total Split (%)	7.3%	21.3%	21.3%	7.3%	21.3%		24.0%	24.0%	71.3%	71.3%	47.3%	47.3%
Maximum Green (s)	5.1	25.5	25.5	5.1	25.5		29.7	29.7	100.7	100.7	64.7	64.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		4	4		1				3	3	2	2
Act Effct Green (s)	5.1	13.1	13.1	5.1	17.5			115.3	115.3	115.3		64.7
Actuated g/C Ratio	0.03	0.09	0.09	0.03	0.12			0.77	0.77	0.77		0.43
v/c Ratio	0.28	0.28	0.37	0.45	0.25			0.94	0.65	0.28		0.70
Control Delay	85.3	66.7	7.9	84.7	44.2			34.2	21.0	4.5		68.8
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	85.3	66.7	7.9	84.7	44.2			34.2	21.0	4.5		68.8
LOS	F	E	A	F	D			C	C	A		E
Approach Delay		33.0			64.3				21.5			
Approach LOS		C			E				C			
Queue Length 50th (m)	3.6	11.0	0.0	6.6	7.6			121.0	177.3	9.3		17.6
Queue Length 95th (m)	10.6	20.5	6.4	13.1	18.8			m#156.2	m206.0	m18.7		#45.2
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	47	288	330	105	273			543	2500	1179		114
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.28	0.14	0.25	0.45	0.18			0.94	0.65	0.28		0.70

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.45
Intersection Signal Delay: 115.0 — Intersection LOS: F
Intersection Capacity Utilization 123.4% — ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 3: March & Solandt

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	71.0	71.0
Total Split (%)	47.3%	47.3%
Maximum Green (s)	64.7	64.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	64.7	64.7
Actuated g/C Ratio	0.43	0.43
v/c Ratio	1.45	0.10
Control Delay	240.8	0.8
Queue Delay	0.0	0.0
Total Delay	240.8	0.8
LOS	F	A
Approach Delay	227.0	
Approach LOS	F	
Queue Length 50th (m)	~403.2	0.0
Queue Length 95th (m)	#440.3	1.3
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1416	669
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.45	0.10

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	62	21	6	43	24	219	1	56	2310	122	2	160
Future Volume (vph)	62	21	6	43	24	219	1	56	2310	122	2	160
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0		185.0
Storage Lanes	0		1	1		2		1		1		2
Taper Length (m)	20.0			20.0				40.0				60.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Ped Bike Factor		0.99	0.97	0.99		0.98		1.00		0.96		1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.964		0.950				0.950				0.950
Satd. Flow (prot)	0	1674	1498	1566	1762	1498	0	1627	3283	1414	0	3248
Flt Permitted		0.765		0.703				0.950				0.950
Satd. Flow (perm)	0	1321	1459	1145	1762	1467	0	1623	3283	1354	0	3242
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			71			79				73		
Link Speed (k/h)		50			60				60			
Link Distance (m)		247.8			333.9				554.1			
Travel Time (s)		17.8			20.0				33.2			
Confl. Peds. (#/hr)	6		10	10		6		12		15		15
Confl. Bikes (#/hr)			1			1				7		
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 (%)	3%	1%	1%	8%	1%	1%	1%	4%	3%	7%	1%	1%
Adj. Flow (vph)	62	21	6	43	24	219	1	56	2310	122	2	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	6	43	24	219	0	57	2310	122	0	162
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		1.8			3.5				10.5			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	1

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1941	118
Future Volume (vph)	1941	118
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		20.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.94
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3252	1469
Flt Permitted		
Satd. Flow (perm)	3252	1385
Right Turn on Red		Yes
Satd. Flow (RTOR)		73
Link Speed (k/h)	60	
Link Distance (m)	634.3	
Travel Time (s)	38.1	
Confl. Peds. (#/hr)		12
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	4%	3%
Adj. Flow (vph)	1941	118
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1941	118
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	10.5	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	5.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	17.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	18.0	18.0	92.0	92.0	18.0	18.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%	12.0%	12.0%	61.3%	61.3%	12.0%	12.0%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	11.5	11.5	85.7	85.7	11.5	11.5
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.8
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)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3		6.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		
Act Effct Green (s)		22.6	22.6	22.6	22.6	22.6		10.0	96.6	96.6		11.5
Actuated g/C Ratio		0.15	0.15	0.15	0.15	0.15		0.07	0.64	0.64		0.08
v/c Ratio		0.42	0.02	0.25	0.09	0.76		0.53	1.09	0.14		0.65
Control Delay		61.3	0.2	55.7	50.5	54.1		84.7	77.0	6.1		83.5
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay		61.3	0.2	55.7	50.5	54.1		84.7	77.0	6.1		83.5
LOS		E	A	E	D	D		F	E	A		F
Approach Delay		57.2			54.1				73.7			
Approach LOS		E			D				E			
Queue Length 50th (m)		21.3	0.0	10.7	5.9	38.5		15.3	~371.5	4.6		24.3
Queue Length 95th (m)		33.8	0.0	20.1	12.7	60.2		29.1	#445.1	14.5		m18.1
Internal Link Dist (m)		223.8			309.9				530.1			
Turn Bay Length (m)			20.0			60.0		100.0		80.0		185.0
Base Capacity (vph)		295	380	255	393	388		126	2114	897		259
Starvation Cap Reductn		0	0	0	0	0		0	0	0		0
Spillback Cap Reductn		0	0	0	0	0		0	0	0		0
Storage Cap Reductn		0	0	0	0	0		0	0	0		0
Reduced v/c Ratio		0.28	0.02	0.17	0.06	0.56		0.45	1.09	0.14		0.63

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 49.3 — Intersection LOS: D
Intersection Capacity Utilization 120.3% — ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	30.6	30.6
Total Split (s)	92.0	92.0
Total Split (%)	61.3%	61.3%
Maximum Green (s)	85.7	85.7
Yellow Time (s)	3.7	3.7
All-Red Time (s)	2.6	2.6
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	17.0	17.0
Pedestrian Calls (#/hr)	12	12
Act Effct Green (s)	100.7	100.7
Actuated g/C Ratio	0.67	0.67
v/c Ratio	0.89	0.12
Control Delay	17.1	0.0
Queue Delay	0.0	0.0
Total Delay	17.1	0.0
LOS	B	A
Approach Delay	21.1	
Approach LOS	C	
Queue Length 50th (m)	76.1	0.0
Queue Length 95th (m)	m7.2	m0.0
Internal Link Dist (m)	610.3	
Turn Bay Length (m)		20.0
Base Capacity (vph)	2182	953
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.89	0.12

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	41	82	47	30	18	5	508	1634	326	3	77
Future Volume (vph)	13	41	82	47	30	18	5	508	1634	326	3	77
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.99		0.99					0.96		1.00
Frt			0.850		0.944					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1409	1695	1414	3095	1525	0	0	1674	3252	1498	0	1674
Flt Permitted	0.950			0.950				0.059				0.151
Satd. Flow (perm)	1400	1695	1395	3095	1525	0	0	104	3252	1443	0	266
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			113		17					304		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	4					4		2		3		3
Confl. Bikes (#/hr)			1			7				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
Heavy Vehicles (%)	20%	5%	7%	6%	9%	9%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	13	41	82	47	30	18	5	508	1634	326	3	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	41	82	47	48	0	0	513	1634	326	0	80
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1417	69
Future Volume (vph)	1417	69
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3283	1427
Flt Permitted		
Satd. Flow (perm)	3283	1403
Right Turn on Red		Yes
Satd. Flow (RTOR)		114
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	6%
Adj. Flow (vph)	1417	69
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1417	69
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	11.0	32.0	32.0	11.0	32.0		36.0	36.0	107.0	107.0	71.0	71.0
Total Split (%)	7.3%	21.3%	21.3%	7.3%	21.3%		24.0%	24.0%	71.3%	71.3%	47.3%	47.3%
Maximum Green (s)	5.1	25.5	25.5	5.1	25.5		29.7	29.7	100.7	100.7	64.7	64.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		4	4		1				3	3	2	2
Act Effct Green (s)	5.1	13.1	13.1	5.1	17.5			115.3	115.3	115.3		64.7
Actuated g/C Ratio	0.03	0.09	0.09	0.03	0.12			0.77	0.77	0.77		0.43
v/c Ratio	0.28	0.28	0.37	0.45	0.25			0.94	0.65	0.28		0.70
Control Delay	85.3	66.7	7.9	84.7	44.2			45.2	20.8	4.6		68.8
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	85.3	66.7	7.9	84.7	44.2			45.2	20.8	4.6		68.8
LOS	F	E	A	F	D			D	C	A		E
Approach Delay		33.0			64.3				23.7			
Approach LOS		C			E				C			
Queue Length 50th (m)	3.6	11.0	0.0	6.6	7.6			122.7	174.4	9.0		17.6
Queue Length 95th (m)	10.6	20.5	6.4	13.1	18.8			m#180.1	m223.1	m23.9		#45.2
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	47	288	330	105	273			543	2500	1179		114
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.28	0.14	0.25	0.45	0.18			0.94	0.65	0.28		0.70

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 39.5 — Intersection LOS: D
Intersection Capacity Utilization 104.7% — ICU Level of Service G
Analysis Period (min) 15

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

Splits and Phases: 3: March & Solandt

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	71.0	71.0
Total Split (%)	47.3%	47.3%
Maximum Green (s)	64.7	64.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	64.7	64.7
Actuated g/C Ratio	0.43	0.43
v/c Ratio	1.00	0.10
Control Delay	66.3	0.8
Queue Delay	0.0	0.0
Total Delay	66.3	0.8
LOS	E	A
Approach Delay	63.6	
Approach LOS	E	
Queue Length 50th (m)	~202.6	0.0
Queue Length 95th (m)	#251.1	1.3
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1416	669
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.00	0.10

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	62	21	6	43	24	219	1	56	2120	122	2	160
Future Volume (vph)	62	21	6	43	24	219	1	56	2120	122	2	160
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0		185.0
Storage Lanes	0		1	1		2		1		1		2
Taper Length (m)	20.0			20.0				40.0				60.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Ped Bike Factor		0.99	0.97	0.99		0.98		1.00		0.96		1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.964		0.950				0.950				0.950
Satd. Flow (prot)	0	1674	1498	1566	1762	1498	0	1627	3283	1414	0	3248
Flt Permitted		0.765		0.703				0.950				0.950
Satd. Flow (perm)	0	1321	1459	1145	1762	1467	0	1623	3283	1354	0	3240
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			71			81				76		
Link Speed (k/h)		50			60				60			
Link Distance (m)		247.8			333.9				554.1			
Travel Time (s)		17.8			20.0				33.2			
Confl. Peds. (#/hr)	6		10	10		6		12		15		15
Confl. Bikes (#/hr)			1			1				7		
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 (%)	3%	1%	1%	8%	1%	1%	1%	4%	3%	7%	1%	1%
Adj. Flow (vph)	62	21	6	43	24	219	1	56	2120	122	2	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	6	43	24	219	0	57	2120	122	0	162
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		1.8			3.5				10.5			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	1

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1941	118
Future Volume (vph)	1941	118
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		20.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.94
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3252	1469
Flt Permitted		
Satd. Flow (perm)	3252	1385
Right Turn on Red		Yes
Satd. Flow (RTOR)		73
Link Speed (k/h)	60	
Link Distance (m)	634.3	
Travel Time (s)	38.1	
Confl. Peds. (#/hr)		12
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	4%	3%
Adj. Flow (vph)	1941	118
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1941	118
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	10.5	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	5.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	17.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	18.0	18.0	92.0	92.0	18.0	18.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%	12.0%	12.0%	61.3%	61.3%	12.0%	12.0%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	11.5	11.5	85.7	85.7	11.5	11.5
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.8
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)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3		6.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		
Act Effct Green (s)		22.5	22.5	22.5	22.5	22.5		10.0	96.7	96.7		11.5
Actuated g/C Ratio		0.15	0.15	0.15	0.15	0.15		0.07	0.64	0.64		0.08
v/c Ratio		0.42	0.02	0.25	0.09	0.76		0.53	1.00	0.14		0.65
Control Delay		61.5	0.2	55.8	50.6	53.4		84.7	47.1	5.9		87.6
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay		61.5	0.2	55.8	50.6	53.4		84.7	47.1	5.9		87.6
LOS		E	A	E	D	D		F	D	A		F
Approach Delay		57.3			53.5				45.8			
Approach LOS		E			D				D			
Queue Length 50th (m)		21.3	0.0	10.8	5.9	37.9		15.3	284.5	4.3		23.7
Queue Length 95th (m)		33.8	0.0	20.1	12.7	59.6		29.1	#389.8	14.1		m28.0
Internal Link Dist (m)		223.8			309.9				530.1			
Turn Bay Length (m)			20.0			60.0		100.0		80.0		185.0
Base Capacity (vph)		295	380	255	393	390		126	2116	900		259
Starvation Cap Reductn		0	0	0	0	0		0	0	0		0
Spillback Cap Reductn		0	0	0	0	0		0	0	0		0
Storage Cap Reductn		0	0	0	0	0		0	0	0		0
Reduced v/c Ratio		0.28	0.02	0.17	0.06	0.56		0.45	1.00	0.14		0.63

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 34.3 — Intersection LOS: C
Intersection Capacity Utilization 119.2% — ICU Level of Service H
Analysis Period (min) 15

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	30.6	30.6
Total Split (s)	92.0	92.0
Total Split (%)	61.3%	61.3%
Maximum Green (s)	85.7	85.7
Yellow Time (s)	3.7	3.7
All-Red Time (s)	2.6	2.6
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	17.0	17.0
Pedestrian Calls (#/hr)	12	12
Act Effct Green (s)	100.8	100.8
Actuated g/C Ratio	0.67	0.67
v/c Ratio	0.89	0.12
Control Delay	14.4	0.3
Queue Delay	0.0	0.0
Total Delay	14.4	0.3
LOS	B	A
Approach Delay	19.0	
Approach LOS	B	
Queue Length 50th (m)	39.4	0.0
Queue Length 95th (m)	m#318.4	m0.1
Internal Link Dist (m)	610.3	
Turn Bay Length (m)		20.0
Base Capacity (vph)	2184	954
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.89	0.12

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	206	79	31	439	84	56
Future Volume (vph)	206	79	31	439	84	56
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.963				0.946	
Flt Protected				0.997	0.971	
Satd. Flow (prot)	1655	0	0	1748	1569	0
Flt Permitted				0.997	0.971	
Satd. Flow (perm)	1655	0	0	1748	1569	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	336.6			459.4	751.0	
Travel Time (s)	24.2			33.1	54.1	
Confl. Peds. (#/hr)		24	24			
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	5%	9%	1%	1%	9%
Adj. Flow (vph)	206	79	31	439	84	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	285	0	0	470	140	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	5.0			5.0	5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	12	38	23	42	10	97	72	0	3	109	101
Future Volume (vph)	32	12	38	23	42	10	97	72	0	3	109	101
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	40.0		0.0	50.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	70.0			30.0			60.0			30.0		
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
Ped Bike Factor	0.99	0.98		0.99	0.99		0.99			0.99	0.99	
Frt		0.886			0.971						0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1674	1450	0	1610	1618	0	1642	1728	0	1271	1588	0
Flt Permitted	0.723			0.724			0.419			0.710		
Satd. Flow (perm)	1267	1450	0	1220	1618	0	720	1728	0	937	1588	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			10						42	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		245.5			306.0			489.3			751.0	
Travel Time (s)		17.7			22.0			35.2			54.1	
Confl. Peds. (#/hr)	2		2	2		2	3		5	5		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	15%	4%	5%	3%	20%	3%	3%	1%	33%	4%	1%
Adj. Flow (vph)	32	12	38	23	42	10	97	72	0	3	109	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	50	0	23	52	0	97	72	0	3	210	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)		7.0			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		5.0			5.0			5.0			5.0	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
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)	18.6	93.0		18.6	93.0		18.6	93.0		18.6	93.0	
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)	18.6	5.5		18.6	5.5		18.6	5.5		18.6	5.5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		87.5			87.5			87.5			87.5	
Detector 2 Size(m)		5.5			5.5			5.5			5.5	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	25.2	25.2		25.2	25.2		11.2	25.2		25.2	25.2	
Total Split (s)	41.2	41.2		41.2	41.2		31.2	77.4		46.2	46.2	
Total Split (%)	34.7%	34.7%		34.7%	34.7%		26.3%	65.3%		39.0%	39.0%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	71.2		40.0	40.0	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.2	6.2		6.2	6.2	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Pedestrian Calls (#/hr)	2	2		2	2			5		3	3	
Act Effct Green (s)	16.1	16.1		16.1	16.1		22.9	22.9		12.5	12.5	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.44	0.44		0.24	0.24	
v/c Ratio	0.08	0.10		0.06	0.10		0.22	0.09		0.01	0.51	
Control Delay	16.3	8.6		16.2	14.0		9.1	8.0		16.7	19.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.3	8.6		16.2	14.0		9.1	8.0		16.7	19.6	
LOS	B	A		B	B		A	A		B	B	
Approach Delay		11.6			14.7			8.6			19.5	
Approach LOS		B			B			A			B	
Queue Length 50th (m)	2.0	0.7		1.4	2.6		4.3	3.1		0.2	12.7	
Queue Length 95th (m)	7.8	7.1		6.1	9.9		11.0	8.6		1.8	30.3	
Internal Link Dist (m)		221.5			282.0			465.3			727.0	
Turn Bay Length (m)	110.0			40.0			50.0			30.0		
Base Capacity (vph)	883	1022		850	1130		843	1728		733	1252	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.05		0.03	0.05		0.12	0.04		0.00	0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 118.6	
Actuated Cycle Length: 51.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 14.2	Intersection LOS: B
Intersection Capacity Utilization 46.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Legget & Solandt

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	63	38	285	351	35	101	11	83	2162	94	10	25
Future Volume (vph)	63	38	285	351	35	101	11	83	2162	94	10	25
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.98	1.00	0.98					0.97		
Frt			0.850		0.889					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1642	1548	1498	3248	1522	0	0	1604	3316	1469	0	1639
Flt Permitted	0.950			0.950				0.065				0.073
Satd. Flow (perm)	1629	1548	1469	3232	1522	0	0	110	3316	1421	0	126
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			130		99					79		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	6		2	2		6		4		3		3
Confl. Bikes (#/hr)			4			7				3		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	15%	1%	1%	1%	2%	1%	6%	2%	3%	1%	4%
Adj. Flow (vph)	63	38	285	351	35	101	11	83	2162	94	10	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	38	285	351	136	0	0	94	2162	94	0	35
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1634	31
Future Volume (vph)	1634	31
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3316	1441
Flt Permitted		
Satd. Flow (perm)	3316	1411
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	2%	5%
Adj. Flow (vph)	1634	31
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1634	31
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

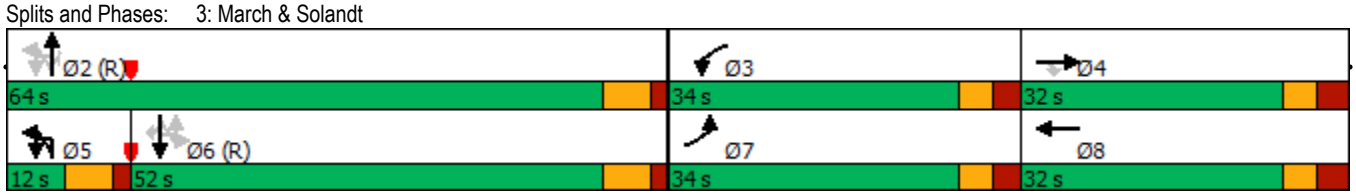
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	34.0	32.0	32.0	34.0	32.0		12.0	12.0	64.0	64.0	52.0	52.0
Total Split (%)	26.2%	24.6%	24.6%	26.2%	24.6%		9.2%	9.2%	49.2%	49.2%	40.0%	40.0%
Maximum Green (s)	28.1	25.5	25.5	28.1	25.5		5.7	5.7	57.7	57.7	45.7	45.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		6	6		2				3	3	4	4
Act Effct Green (s)	10.4	20.8	20.8	19.3	32.1			71.2	71.2	71.2		56.2
Actuated g/C Ratio	0.08	0.16	0.16	0.15	0.25			0.55	0.55	0.55		0.43
v/c Ratio	0.48	0.15	0.83	0.73	0.30			0.59	1.19	0.12		0.65
Control Delay	68.6	44.9	47.5	61.7	13.7			29.9	109.8	1.4		88.1
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	68.6	44.9	47.5	61.7	13.7			29.9	109.8	1.4		88.1
LOS	E	D	D	E	B			C	F	A		F
Approach Delay		50.7			48.3				102.3			
Approach LOS		D			D				F			
Queue Length 50th (m)	14.5	7.8	36.6	41.3	6.9			6.5	~333.8	1.6		6.6
Queue Length 95th (m)	27.3	15.9	62.5	53.8	20.6			m11.8	m#363.8	m2.8		#26.9
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	354	315	402	702	450			160	1816	813		54
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.18	0.12	0.71	0.50	0.30			0.59	1.19	0.12		0.65

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 30 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.19
Intersection Signal Delay: 93.6 — Intersection LOS: F
Intersection Capacity Utilization 117.7% — ICU Level of Service H
Analysis Period (min) 15

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

Splits and Phases: 3: March & Solandt



Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	52.0	52.0
Total Split (%)	40.0%	40.0%
Maximum Green (s)	45.7	45.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	4	4
Act Effct Green (s)	56.2	56.2
Actuated g/C Ratio	0.43	0.43
v/c Ratio	1.14	0.05
Control Delay	106.6	0.1
Queue Delay	0.0	0.0
Total Delay	106.6	0.1
LOS	F	A
Approach Delay	104.3	
Approach LOS	F	
Queue Length 50th (m)	~243.2	0.0
Queue Length 95th (m)	#310.4	0.0
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1433	685
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.14	0.05

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	36	13	18	134	22	234	5	33	1927	59	290	2246
Future Volume (vph)	36	13	18	134	22	234	5	33	1927	59	290	2246
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0	185.0	
Storage Lanes	0		1	1		2		1		1	2	
Taper Length (m)	20.0			20.0				40.0			60.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00	0.97	0.99		0.98		1.00		0.97	1.00	
Frt			0.850			0.850				0.850		
Flt Protected		0.965		0.950				0.950			0.950	
Satd. Flow (prot)	0	1701	1498	1580	1762	1498	0	1674	3316	1483	3248	3349
Flt Permitted		0.785		0.725				0.950			0.950	
Satd. Flow (perm)	0	1380	1458	1191	1762	1474	0	1673	3316	1439	3241	3349
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			82			234				84		
Link Speed (k/h)		50			60				60			60
Link Distance (m)		247.8			333.9				554.1			634.3
Travel Time (s)		17.8			20.0				33.2			38.1
Confl. Peds. (#/hr)	3		11	11		3		6		11	11	
Confl. Bikes (#/hr)			2			1				1		
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 (%)	1%	1%	1%	7%	1%	1%	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	36	13	18	134	22	234	5	33	1927	59	290	2246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	18	134	22	234	0	38	1927	59	290	2246
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(m)		1.8			3.5				10.5			10.5
Link Offset(m)		0.0			0.0				0.0			0.0
Crosswalk Width(m)		5.0			5.0				5.0			5.0
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	24	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	93.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	5.5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			87.5
Detector 2 Size(m)		5.5			5.5				5.5			5.5
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	58
Future Volume (vph)	58
Ideal Flow (vphpl)	1800
Storage Length (m)	20.0
Storage Lanes	1
Taper Length (m)	
Lane Util. Factor	1.00
Ped Bike Factor	0.96
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1498
Flt Permitted	
Satd. Flow (perm)	1435
Right Turn on Red	Yes
Satd. Flow (RTOR)	84
Link Speed (k/h)	
Link Distance (m)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	8
Peak Hour Factor	1.00
Heavy Vehicles (%)	1%
Adj. Flow (vph)	58
Shared Lane Traffic (%)	
Lane Group Flow (vph)	58
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(m)	
Link Offset(m)	
Crosswalk Width(m)	
Two way Left Turn Lane	
Headway Factor	1.09
Turning Speed (k/h)	14
Number of Detectors	1
Detector Template	Right
Leading Detector (m)	18.6
Trailing Detector (m)	0.0
Detector 1 Position(m)	0.0
Detector 1 Size(m)	18.6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(m)	
Detector 2 Size(m)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	20.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	30.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	23.0	23.0	67.0	67.0	23.0	67.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%	17.7%	17.7%	51.5%	51.5%	17.7%	51.5%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	16.5	16.5	60.7	60.7	16.5	60.7
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3	6.5	6.3
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		17.0
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		12
Act Effct Green (s)		21.9	21.9	21.9	21.9	21.9		8.4	72.9	72.9	15.9	82.8
Actuated g/C Ratio		0.17	0.17	0.17	0.17	0.17		0.06	0.56	0.56	0.12	0.64
v/c Ratio		0.21	0.06	0.67	0.07	0.53		0.36	1.04	0.07	0.73	1.05
Control Delay		45.3	0.3	65.3	41.7	9.5		66.4	60.4	1.9	62.8	56.8
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		45.3	0.3	65.3	41.7	9.5		66.4	60.4	1.9	62.8	56.8
LOS		D	A	E	D	A		E	E	A	E	E
Approach Delay		33.3			30.5				58.8			56.2
Approach LOS		C			C				E			E
Queue Length 50th (m)		10.1	0.0	30.0	4.4	0.0		8.8	~259.5	0.0	31.3	~318.7
Queue Length 95th (m)		18.9	0.0	45.4	10.4	18.2		18.9	#335.8	3.7	m31.9	m#334.6
Internal Link Dist (m)		223.8			309.9				530.1			610.3
Turn Bay Length (m)			20.0			60.0		100.0		80.0	185.0	
Base Capacity (vph)		355	436	306	454	553		212	1858	843	426	2133
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.14	0.04	0.44	0.05	0.42		0.18	1.04	0.07	0.68	1.05

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 102 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 55.0 Intersection LOS: D
Intersection Capacity Utilization 115.6% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBR
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	30.6
Total Split (s)	67.0
Total Split (%)	51.5%
Maximum Green (s)	60.7
Yellow Time (s)	3.7
All-Red Time (s)	2.6
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.3
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	12
Act Effct Green (s)	82.8
Actuated g/C Ratio	0.64
v/c Ratio	0.06
Control Delay	2.1
Queue Delay	0.0
Total Delay	2.1
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (m)	0.5
Queue Length 95th (m)	m2.5
Internal Link Dist (m)	
Turn Bay Length (m)	20.0
Base Capacity (vph)	944
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.06

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	63	38	285	351	35	101	11	83	2162	94	10	25
Future Volume (vph)	63	38	285	351	35	101	11	83	2162	94	10	25
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.98	0.99	0.98					0.97		
Frt			0.850		0.889					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1642	1548	1498	3248	1523	0	0	1604	3316	1469	0	1639
Flt Permitted	0.950			0.950				0.050				0.054
Satd. Flow (perm)	1627	1548	1467	3230	1523	0	0	84	3316	1419	0	93
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			156		59					111		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	6		2	2		6		4		3		3
Confl. Bikes (#/hr)			4			7				3		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	15%	1%	1%	1%	2%	1%	6%	2%	3%	1%	4%
Adj. Flow (vph)	63	38	285	351	35	101	11	83	2162	94	10	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	38	285	351	136	0	0	94	2162	94	0	35
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1634	31
Future Volume (vph)	1634	31
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3316	1441
Flt Permitted		
Satd. Flow (perm)	3316	1410
Right Turn on Red		Yes
Satd. Flow (RTOR)		157
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	2%	5%
Adj. Flow (vph)	1634	31
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1634	31
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	18.0	32.0	32.0	32.0	46.0		12.0	12.0	86.0	86.0	74.0	74.0
Total Split (%)	12.0%	21.3%	21.3%	21.3%	30.7%		8.0%	8.0%	57.3%	57.3%	49.3%	49.3%
Maximum Green (s)	12.1	25.5	25.5	26.1	39.5		5.7	5.7	79.7	79.7	67.7	67.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		6	6		2				3	3	4	4
Act Effct Green (s)	10.2	20.0	20.0	21.3	33.5			90.0	90.0	90.0		75.0
Actuated g/C Ratio	0.07	0.13	0.13	0.14	0.22			0.60	0.60	0.60		0.50
v/c Ratio	0.56	0.18	0.86	0.76	0.35			0.68	1.09	0.10		0.76
Control Delay	86.5	56.9	52.3	72.9	29.1			56.6	60.2	0.6		116.9
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	86.5	56.9	52.3	72.9	29.1			56.6	60.2	0.6		116.9
LOS	F	E	D	E	C			E	E	A		F
Approach Delay		58.3			60.7				57.7			
Approach LOS		E			E				E			
Queue Length 50th (m)	16.9	9.3	36.0	48.3	17.7			14.7	~349.7	0.3		8.0
Queue Length 95th (m)	31.4	19.2	#66.9	62.0	34.0			m#17.9	m#387.7	m0.4		#30.7
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	132	266	380	565	444			138	1990	896		46
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.48	0.14	0.75	0.62	0.31			0.68	1.09	0.10		0.76

Intersection Summary

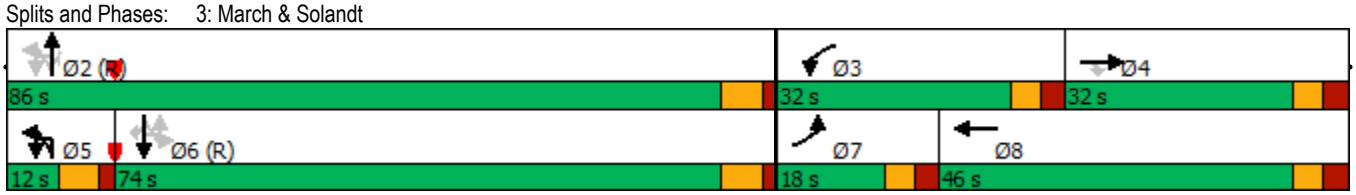
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 37 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.09
Intersection Signal Delay: 57.5 Intersection LOS: E
Intersection Capacity Utilization 117.7% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 3: March & Solandt



Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	74.0	74.0
Total Split (%)	49.3%	49.3%
Maximum Green (s)	67.7	67.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	4	4
Act Effct Green (s)	75.0	75.0
Actuated g/C Ratio	0.50	0.50
v/c Ratio	0.99	0.04
Control Delay	56.0	0.1
Queue Delay	0.0	0.0
Total Delay	56.0	0.1
LOS	E	A
Approach Delay	56.2	
Approach LOS	E	
Queue Length 50th (m)	~254.2	0.0
Queue Length 95th (m)	#303.6	0.0
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1658	783
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.99	0.04

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	36	13	18	134	22	234	5	33	1927	59	290	2246
Future Volume (vph)	36	13	18	134	22	234	5	33	1927	59	290	2246
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0	185.0	
Storage Lanes	0		1	1		2		1		1	2	
Taper Length (m)	20.0			20.0				40.0			60.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00	0.97	0.99		0.98		1.00		0.97	1.00	
Frt			0.850			0.850				0.850		
Flt Protected		0.965		0.950				0.950			0.950	
Satd. Flow (prot)	0	1701	1498	1580	1762	1498	0	1674	3316	1483	3248	3349
Flt Permitted		0.784		0.725				0.950			0.950	
Satd. Flow (perm)	0	1378	1455	1189	1762	1473	0	1673	3316	1435	3240	3349
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			71			138				73		
Link Speed (k/h)		50			60				60			60
Link Distance (m)		247.8			333.9				554.1			634.3
Travel Time (s)		17.8			20.0				33.2			38.1
Confl. Peds. (#/hr)	3		11	11		3		6		11	11	
Confl. Bikes (#/hr)			2			1				1		
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 (%)	1%	1%	1%	7%	1%	1%	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	36	13	18	134	22	234	5	33	1927	59	290	2246
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	18	134	22	234	0	38	1927	59	290	2246
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(m)		1.8			3.5				10.5			10.5
Link Offset(m)		0.0			0.0				0.0			0.0
Crosswalk Width(m)		5.0			5.0				5.0			5.0
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	24	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	93.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	5.5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			87.5
Detector 2 Size(m)		5.5			5.5				5.5			5.5
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	58
Future Volume (vph)	58
Ideal Flow (vphpl)	1800
Storage Length (m)	20.0
Storage Lanes	1
Taper Length (m)	
Lane Util. Factor	1.00
Ped Bike Factor	0.96
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1498
Flt Permitted	
Satd. Flow (perm)	1433
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (k/h)	
Link Distance (m)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	8
Peak Hour Factor	1.00
Heavy Vehicles (%)	1%
Adj. Flow (vph)	58
Shared Lane Traffic (%)	
Lane Group Flow (vph)	58
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(m)	
Link Offset(m)	
Crosswalk Width(m)	
Two way Left Turn Lane	
Headway Factor	1.09
Turning Speed (k/h)	14
Number of Detectors	1
Detector Template	Right
Leading Detector (m)	18.6
Trailing Detector (m)	0.0
Detector 1 Position(m)	0.0
Detector 1 Size(m)	18.6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(m)	
Detector 2 Size(m)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	20.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	30.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	18.0	18.0	92.0	92.0	18.0	92.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%	12.0%	12.0%	61.3%	61.3%	12.0%	61.3%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	11.5	11.5	85.7	85.7	11.5	85.7
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3	6.5	6.3
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		17.0
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		12
Act Effct Green (s)		24.6	24.6	24.6	24.6	24.6		8.7	87.4	87.4	18.7	99.8
Actuated g/C Ratio		0.16	0.16	0.16	0.16	0.16		0.06	0.58	0.58	0.12	0.67
v/c Ratio		0.22	0.06	0.69	0.08	0.66		0.40	1.00	0.07	0.72	1.01
Control Delay		53.3	0.4	75.7	49.3	31.2		79.1	51.1	2.1	58.1	53.4
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		53.3	0.4	75.7	49.3	31.2		79.1	51.1	2.1	58.1	53.4
LOS		D	A	E	D	C		E	D	A	E	D
Approach Delay		39.1			47.5				50.2			52.9
Approach LOS		D			D				D			D
Queue Length 50th (m)		11.9	0.0	35.3	5.2	24.8		10.2	~292.8	0.0	37.0	~340.4
Queue Length 95th (m)		21.9	0.0	53.0	12.0	48.2		21.4	#330.5	4.2	m#59.3	m#401.8
Internal Link Dist (m)		223.8			309.9				530.1			610.3
Turn Bay Length (m)			20.0			60.0		100.0		80.0	185.0	
Base Capacity (vph)		307	380	265	393	436		128	1932	866	405	2229
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.16	0.05	0.51	0.06	0.54		0.30	1.00	0.07	0.72	1.01

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 51.2 Intersection LOS: D
Intersection Capacity Utilization 115.6% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBR
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	30.6
Total Split (s)	92.0
Total Split (%)	61.3%
Maximum Green (s)	85.7
Yellow Time (s)	3.7
All-Red Time (s)	2.6
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.3
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	12
Act Effct Green (s)	99.8
Actuated g/C Ratio	0.67
v/c Ratio	0.06
Control Delay	7.4
Queue Delay	0.0
Total Delay	7.4
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (m)	1.4
Queue Length 95th (m)	m4.1
Internal Link Dist (m)	
Turn Bay Length (m)	20.0
Base Capacity (vph)	978
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.06

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	63	38	285	351	35	101	11	83	1992	94	10	25
Future Volume (vph)	63	38	285	351	35	101	11	83	1992	94	10	25
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.98	0.99	0.98					0.97		
Frt			0.850		0.889					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1642	1548	1498	3248	1523	0	0	1604	3316	1469	0	1639
Flt Permitted	0.950			0.950				0.050				0.054
Satd. Flow (perm)	1627	1548	1467	3230	1523	0	0	84	3316	1419	0	93
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			156		61					111		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	6		2	2		6		4		3		3
Confl. Bikes (#/hr)			4			7				3		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	15%	1%	1%	1%	2%	1%	6%	2%	3%	1%	4%
Adj. Flow (vph)	63	38	285	351	35	101	11	83	1992	94	10	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	38	285	351	136	0	0	94	1992	94	0	35
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1634	31
Future Volume (vph)	1634	31
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3316	1441
Flt Permitted		
Satd. Flow (perm)	3316	1410
Right Turn on Red		Yes
Satd. Flow (RTOR)		157
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	2%	5%
Adj. Flow (vph)	1634	31
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1634	31
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	18.0	32.0	32.0	32.0	46.0		12.0	12.0	86.0	86.0	74.0	74.0
Total Split (%)	12.0%	21.3%	21.3%	21.3%	30.7%		8.0%	8.0%	57.3%	57.3%	49.3%	49.3%
Maximum Green (s)	12.1	25.5	25.5	26.1	39.5		5.7	5.7	79.7	79.7	67.7	67.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		6	6		2				3	3	4	4
Act Effct Green (s)	10.2	20.0	20.0	21.3	33.5			90.0	90.0	90.0		75.0
Actuated g/C Ratio	0.07	0.13	0.13	0.14	0.22			0.60	0.60	0.60		0.50
v/c Ratio	0.56	0.18	0.86	0.76	0.35			0.68	1.00	0.10		0.76
Control Delay	86.5	56.9	52.3	72.9	28.3			55.3	27.5	0.5		116.9
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	86.5	56.9	52.3	72.9	28.3			55.3	27.5	0.5		116.9
LOS	F	E	D	E	C			E	C	A		F
Approach Delay		58.3			60.4				27.5			
Approach LOS		E			E				C			
Queue Length 50th (m)	16.9	9.3	36.0	48.3	17.3			14.8	~67.0	0.3		8.0
Queue Length 95th (m)	31.4	19.2	#66.9	62.0	33.5			m#17.6	m#334.7	m0.4		#30.7
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	132	266	380	565	445			138	1990	896		46
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.48	0.14	0.75	0.62	0.31			0.68	1.00	0.10		0.76

Intersection Summary

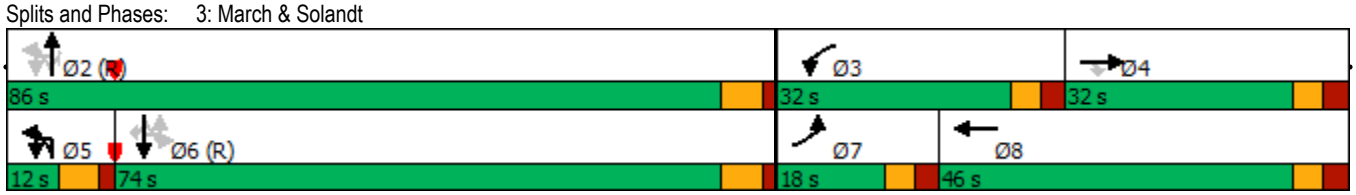
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 37 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 43.7 Intersection LOS: D
Intersection Capacity Utilization 115.3% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 3: March & Solandt



Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	74.0	74.0
Total Split (%)	49.3%	49.3%
Maximum Green (s)	67.7	67.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	4	4
Act Effct Green (s)	75.0	75.0
Actuated g/C Ratio	0.50	0.50
v/c Ratio	0.99	0.04
Control Delay	56.0	0.1
Queue Delay	0.0	0.0
Total Delay	56.0	0.1
LOS	E	A
Approach Delay	56.2	
Approach LOS	E	
Queue Length 50th (m)	~254.2	0.0
Queue Length 95th (m)	#303.6	0.0
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1658	783
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.99	0.04

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	36	13	18	134	22	234	5	33	1927	59	290	2236
Future Volume (vph)	36	13	18	134	22	234	5	33	1927	59	290	2236
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0	185.0	
Storage Lanes	0		1	1		2		1		1	2	
Taper Length (m)	20.0			20.0				40.0			60.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00	0.97	0.99		0.98		1.00		0.97	1.00	
Frt			0.850			0.850				0.850		
Flt Protected		0.965		0.950				0.950			0.950	
Satd. Flow (prot)	0	1701	1498	1580	1762	1498	0	1674	3316	1483	3248	3349
Flt Permitted		0.784		0.725				0.950			0.950	
Satd. Flow (perm)	0	1378	1455	1189	1762	1473	0	1673	3316	1435	3240	3349
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			71			138				73		
Link Speed (k/h)		50			60				60			60
Link Distance (m)		247.8			333.9				554.1			634.3
Travel Time (s)		17.8			20.0				33.2			38.1
Confl. Peds. (#/hr)	3		11	11		3		6		11	11	
Confl. Bikes (#/hr)			2			1				1		
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 (%)	1%	1%	1%	7%	1%	1%	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	36	13	18	134	22	234	5	33	1927	59	290	2236
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	18	134	22	234	0	38	1927	59	290	2236
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(m)		1.8			3.5				10.5			10.5
Link Offset(m)		0.0			0.0				0.0			0.0
Crosswalk Width(m)		5.0			5.0				5.0			5.0
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	24	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	93.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	5.5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			87.5
Detector 2 Size(m)		5.5			5.5				5.5			5.5
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	58
Future Volume (vph)	58
Ideal Flow (vphpl)	1800
Storage Length (m)	20.0
Storage Lanes	1
Taper Length (m)	
Lane Util. Factor	1.00
Ped Bike Factor	0.96
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1498
Flt Permitted	
Satd. Flow (perm)	1433
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (k/h)	
Link Distance (m)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	8
Peak Hour Factor	1.00
Heavy Vehicles (%)	1%
Adj. Flow (vph)	58
Shared Lane Traffic (%)	
Lane Group Flow (vph)	58
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(m)	
Link Offset(m)	
Crosswalk Width(m)	
Two way Left Turn Lane	
Headway Factor	1.09
Turning Speed (k/h)	14
Number of Detectors	1
Detector Template	Right
Leading Detector (m)	18.6
Trailing Detector (m)	0.0
Detector 1 Position(m)	0.0
Detector 1 Size(m)	18.6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(m)	
Detector 2 Size(m)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	20.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	30.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	18.0	18.0	92.0	92.0	18.0	92.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%	12.0%	12.0%	61.3%	61.3%	12.0%	61.3%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	11.5	11.5	85.7	85.7	11.5	85.7
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3	6.5	6.3
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		17.0
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		12
Act Effct Green (s)		24.6	24.6	24.6	24.6	24.6		8.7	87.4	87.4	18.7	99.8
Actuated g/C Ratio		0.16	0.16	0.16	0.16	0.16		0.06	0.58	0.58	0.12	0.67
v/c Ratio		0.22	0.06	0.69	0.08	0.66		0.40	1.00	0.07	0.72	1.00
Control Delay		53.3	0.4	75.7	49.3	31.2		79.1	51.1	2.1	57.9	52.4
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		53.3	0.4	75.7	49.3	31.2		79.1	51.1	2.1	57.9	52.4
LOS		D	A	E	D	C		E	D	A	E	D
Approach Delay		39.1			47.5				50.2			52.0
Approach LOS		D			D				D			D
Queue Length 50th (m)		11.9	0.0	35.3	5.2	24.8		10.2	~292.8	0.0	36.9	~337.1
Queue Length 95th (m)		21.9	0.0	53.0	12.0	48.2		21.4	#330.5	4.2	m#59.3	m#398.8
Internal Link Dist (m)		223.8			309.9				530.1			610.3
Turn Bay Length (m)			20.0			60.0		100.0		80.0	185.0	
Base Capacity (vph)		307	380	265	393	436		128	1932	866	405	2229
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.16	0.05	0.51	0.06	0.54		0.30	1.00	0.07	0.72	1.00

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 50.7 Intersection LOS: D
Intersection Capacity Utilization 115.3% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBR
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	30.6
Total Split (s)	92.0
Total Split (%)	61.3%
Maximum Green (s)	85.7
Yellow Time (s)	3.7
All-Red Time (s)	2.6
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.3
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	12
Act Effct Green (s)	99.8
Actuated g/C Ratio	0.67
v/c Ratio	0.06
Control Delay	7.4
Queue Delay	0.0
Total Delay	7.4
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (m)	1.4
Queue Length 95th (m)	m4.1
Internal Link Dist (m)	
Turn Bay Length (m)	20.0
Base Capacity (vph)	978
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.06

Intersection Summary

APPENDIX M

Transportation Demand Management

TDM-Supportive Development Design and Infrastructure Checklist:
Non-Residential Developments (office, institutional, retail or industrial)

Legend

REQUIRED	The Official Plan or Zoning By-law provides related guidance that must be followed
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance

		TDM-supportive design & infrastructure measures: *Non-residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	1.	**WALKING & CYCLING: ROUTES**	
	1.1	**Building location & access points**	
BASIC	1.1.1	Locate building close to the street, and do not locate parking areas between the street and building entrances	☑
BASIC	1.1.2	Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	☐
BASIC	1.1.3	Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	☐
	1.2	**Facilities for walking & cycling**	
REQUIRED	1.2.1	Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations *(see Official Plan policy 4.3.3)*	☐ - N/A; no rapid transit routes within 600m
REQUIRED	1.2.2	Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible *(see Official Plan policy 4.3.12)*	☑

TDM-supportive design & infrastructure measures: *Non-residential developments*			Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3	Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks *(see Official Plan policy 4.3.10)*	☑
REQUIRED	1.2.4	Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps *(see Official Plan policy 4.3.10)*	☑
REQUIRED	1.2.5	Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians *(see Official Plan policy 4.3.11)*	☑
BASIC	1.2.6	Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	☑
BASIC	1.2.7	Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	☐
BASIC	1.2.8	Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	☐
	1.3	**Amenities for walking & cycling**	
BASIC	1.3.1	Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	☐
BASIC	1.3.2	Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	☐

		TDM-supportive design & infrastructure measures: *Non-residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	2.	**WALKING & CYCLING: END-OF-TRIP FACILITIES**	
	2.1	**Bicycle parking**	
REQUIRED	2.1.1	Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible *(see Official Plan policy 4.3.6)*	☑
REQUIRED	2.1.2	Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas *(see Zoning By-law Section 111)*	☑
REQUIRED	2.1.3	Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored *(see Zoning By-law Section 111)*	☑
BASIC	2.1.4	Provide bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met), plus the expected peak number of customer/visitor cyclists	☐
BETTER	2.1.5	Provide bicycle parking spaces equivalent to the expected number of commuter and customer/visitor cyclists, plus an additional buffer (e.g. 25 percent extra) to encourage other cyclists and ensure adequate capacity in peak cycling season	☐
	2.2	**Secure bicycle parking**	
REQUIRED	2.2.1	Where more than 50 bicycle parking spaces are provided for a single office building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers *(see Zoning By-law Section 111)*	☐ - N/A
BETTER	2.2.2	Provide secure bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met)	☐
	2.3	**Shower & change facilities**	
BASIC	2.3.1	Provide shower and change facilities for the use of active commuters	☐ - Shower and change facilities are provided for patrons
BETTER	2.3.2	In addition to shower and change facilities, provide dedicated lockers, grooming stations, drying racks and laundry facilities for the use of active commuters	☐
	2.4	**Bicycle repair station**	
BETTER	2.4.1	Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	☐

		TDM-supportive design & infrastructure measures: *Non-residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	3.	**TRANSIT**	
	3.1	**Customer amenities**	
BASIC	3.1.1	Provide shelters, lighting and benches at any on-site transit stops	☐
BASIC	3.1.2	Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	☐
BETTER	3.1.3	Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	☐
	4.	**RIDESHARING**	
	4.1	**Pick-up & drop-off facilities**	
BASIC	4.1.1	Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	☐
	4.2	**Carpool parking**	
BASIC	4.2.1	Provide signed parking spaces for carpools in a priority location close to a major building entrance, sufficient in number to accommodate the mode share target for carpools	☐
BETTER	4.2.2	At large developments, provide spaces for carpools in a separate, access-controlled parking area to simplify enforcement	☐
	5.	**CARSHARING & BIKESHARING**	
	5.1	**Carshare parking spaces**	
BETTER	5.1.1	Provide carshare parking spaces in permitted non-residential zones, occupying either required or provided parking spaces *(see Zoning By-law Section 94)*	☐
	5.2	**Bikeshare station location**	
BETTER	5.2.1	Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	☐

		TDM-supportive design & infrastructure measures: *Non-residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	6.	**PARKING**	
	6.1	**Number of parking spaces**	
REQUIRED	6.1.1	Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	☑
BASIC	6.1.2	Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	☐
BASIC	6.1.3	Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly *(see Zoning By-law Section 104)*	☐
BETTER	6.1.4	Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking *(see Zoning By-law Section 111)*	☐
	6.2	**Separate long-term & short-term parking areas**	
BETTER	6.2.1	Separate short-term and long-term parking areas using signage or physical barriers, to permit access controls and simplify enforcement (i.e. to discourage employees from parking in visitor spaces, and vice versa)	☐
	7.	**OTHER**	
	7.1	**On-site amenities to minimize off-site trips**	
BETTER	7.1.1	Provide on-site amenities to minimize mid-day or mid-commute errands	☑

TDM Measures Checklist:
Non-Residential Developments (office, institutional, retail or industrial)

Legend

BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance
★	The measure is one of the most dependably effective tools to encourage the use of sustainable modes

			TDM measures: *Non-residential developments*	Check if proposed & add descriptions
		1.	**TDM PROGRAM MANAGEMENT**	
		1.1	**Program coordinator**	
BASIC	★	1.1.1	Designate an internal coordinator, or contract with an external coordinator	☐
		1.2	**Travel surveys**	
BETTER		1.2.1	Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	☐
		2.	**WALKING AND CYCLING**	
		2.1	**Information on walking/cycling routes & destinations**	
BASIC		2.1.1	Display local area maps with walking/cycling access routes and key destinations at major entrances	☑
		2.2	**Bicycle skills training** *Commuter travel*	
BETTER	★	2.2.1	Offer on-site cycling courses for commuters, or subsidize off-site courses	☐
		2.3	**Valet bike parking** *Visitor travel*	
BETTER		2.3.1	Offer secure valet bike parking during public events when demand exceeds fixed supply (e.g. for festivals, concerts, games)	☐

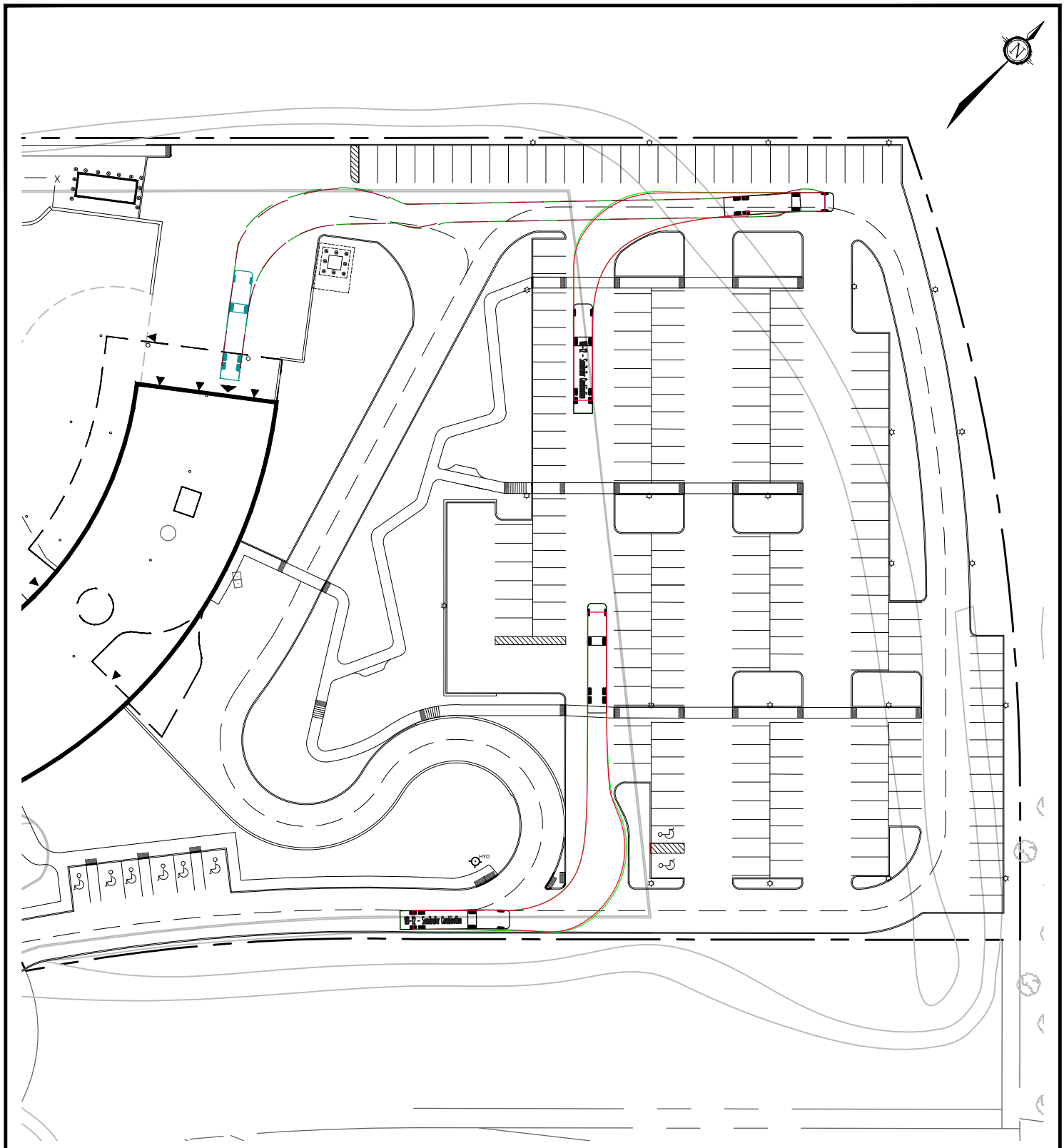
		TDM measures: *Non-residential developments*	Check if proposed & add descriptions
	3.	**TRANSIT**	
	3.1	**Transit information**	
BASIC	3.1.1	Display relevant transit schedules and route maps at entrances	☑
BASIC	3.1.2	Provide online links to OC Transpo and STO information	☑
BETTER	3.1.3	Provide real-time arrival information display at entrances	☐
	3.2	**Transit fare incentives**	
		Commuter travel	
BETTER	3.2.1	Offer preloaded PRESTO cards to encourage commuters to use transit	☐
BETTER ★	3.2.2	Subsidize or reimburse monthly transit pass purchases by employees	☐
		Visitor travel	
BETTER	3.2.3	Arrange inclusion of same-day transit fare in price of tickets (e.g. for festivals, concerts, games)	☐
	3.3	**Enhanced public transit service**	
		Commuter travel	
BETTER	3.3.1	Contract with OC Transpo to provide enhanced transit services (e.g. for shift changes, weekends)	☐
		Visitor travel	
BETTER	3.3.2	Contract with OC Transpo to provide enhanced transit services (e.g. for festivals, concerts, games)	☐
	3.4	**Private transit service**	
		Commuter travel	
BETTER	3.4.1	Provide shuttle service when OC Transpo cannot offer sufficient quality or capacity to serve demand (e.g. for shift changes, weekends)	☐
		Visitor travel	
BETTER	3.4.2	Provide shuttle service when OC Transpo cannot offer sufficient quality or capacity to serve demand (e.g. for festivals, concerts, games)	☐

		TDM measures: *Non-residential developments*	Check if proposed & add descriptions
	4.	**RIDESHARING**	
	4.1	**Ridematching service**	
		Commuter travel	
BASIC	★ 4.1.1	Provide a dedicated ridematching portal at OttawaRideMatch.com	☐
	4.2	**Carpool parking price incentives**	
		Commuter travel	
BETTER	4.2.1	Provide discounts on parking costs for registered carpools	☐
	4.3	**Vanpool service**	
		Commuter travel	
BETTER	4.3.1	Provide a vanpooling service for long-distance commuters	☐
	5.	**CARSHARING & BIKESHARING**	
	5.1	**Bikeshare stations & memberships**	
BETTER	5.1.1	Contract with provider to install on-site bikeshare station for use by commuters and visitors	☐
		Commuter travel	
BETTER	5.1.2	Provide employees with bikeshare memberships for local business travel	☐
	5.2	**Carshare vehicles & memberships**	
		Commuter travel	
BETTER	5.2.1	Contract with provider to install on-site carshare vehicles and promote their use by tenants	☐
BETTER	5.2.2	Provide employees with carshare memberships for local business travel	☐
	6.	**PARKING**	
	6.1	**Priced parking**	
		Commuter travel	
BASIC	★ 6.1.1	Charge for long-term parking (daily, weekly, monthly)	☐
BASIC	6.1.2	Unbundle parking cost from lease rates at multi-tenant sites	☐
		Visitor travel	
BETTER	6.1.3	Charge for short-term parking (hourly)	☐

			TDM measures: *Non-residential developments*	Check if proposed & add descriptions
		7.	**TDM MARKETING & COMMUNICATIONS**	
		7.1	**Multimodal travel information**	
			Commuter travel	
BASIC	★	7.1.1	Provide a multimodal travel option information package to new/relocating employees and students	☐
			Visitor travel	
BETTER	★	7.1.2	Include multimodal travel option information in invitations or advertising that attract visitors or customers (e.g. for festivals, concerts, games)	☐
		7.2	**Personalized trip planning**	
			Commuter travel	
BETTER	★	7.2.1	Offer personalized trip planning to new/relocating employees	☐
		7.3	**Promotions**	
			Commuter travel	
BETTER		7.3.1	Deliver promotions and incentives to maintain awareness, build understanding, and encourage trial of sustainable modes	☐
		8.	**OTHER INCENTIVES & AMENITIES**	
		8.1	**Emergency ride home**	
			Commuter travel	
BETTER	★	8.1.1	Provide emergency ride home service to non-driving commuters	☐
		8.2	**Alternative work arrangements**	
			Commuter travel	
BASIC	★	8.2.1	Encourage flexible work hours	☐
BETTER		8.2.2	Encourage compressed workweeks	☐
BETTER	★	8.2.3	Encourage telework	☐
		8.3	**Local business travel options**	
			Commuter travel	
BASIC	★	8.3.1	Provide local business travel options that minimize the need for employees to bring a personal car to work	☐
		8.4	**Commuter incentives**	
			Commuter travel	
BETTER		8.4.1	Offer employees a taxable, mode-neutral commuting allowance	☐
		8.5	**On-site amenities**	
			Commuter travel	
BETTER		8.5.1	Provide on-site amenities/services to minimize mid-day or mid-commute errands	☑

APPENDIX N

Turning Movements



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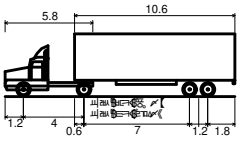

WB-12 - Tractor & Semi-Trailer

Overall Length	16.20m
Overall Width	2.60m
Overall Body Height	4.15m
Min Body Ground Clearance	0.435m
Track Width	2.60m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.20m

SERENVITA

TURNING MOVEMENT (WB-12)

SCALE 1 : 750 (0, 10, 20, 30)

DATE	JOB	FIGURE
JAN 2026	124150A	FIGURE 1

SHT8X11.DWG - 216mmx279mm

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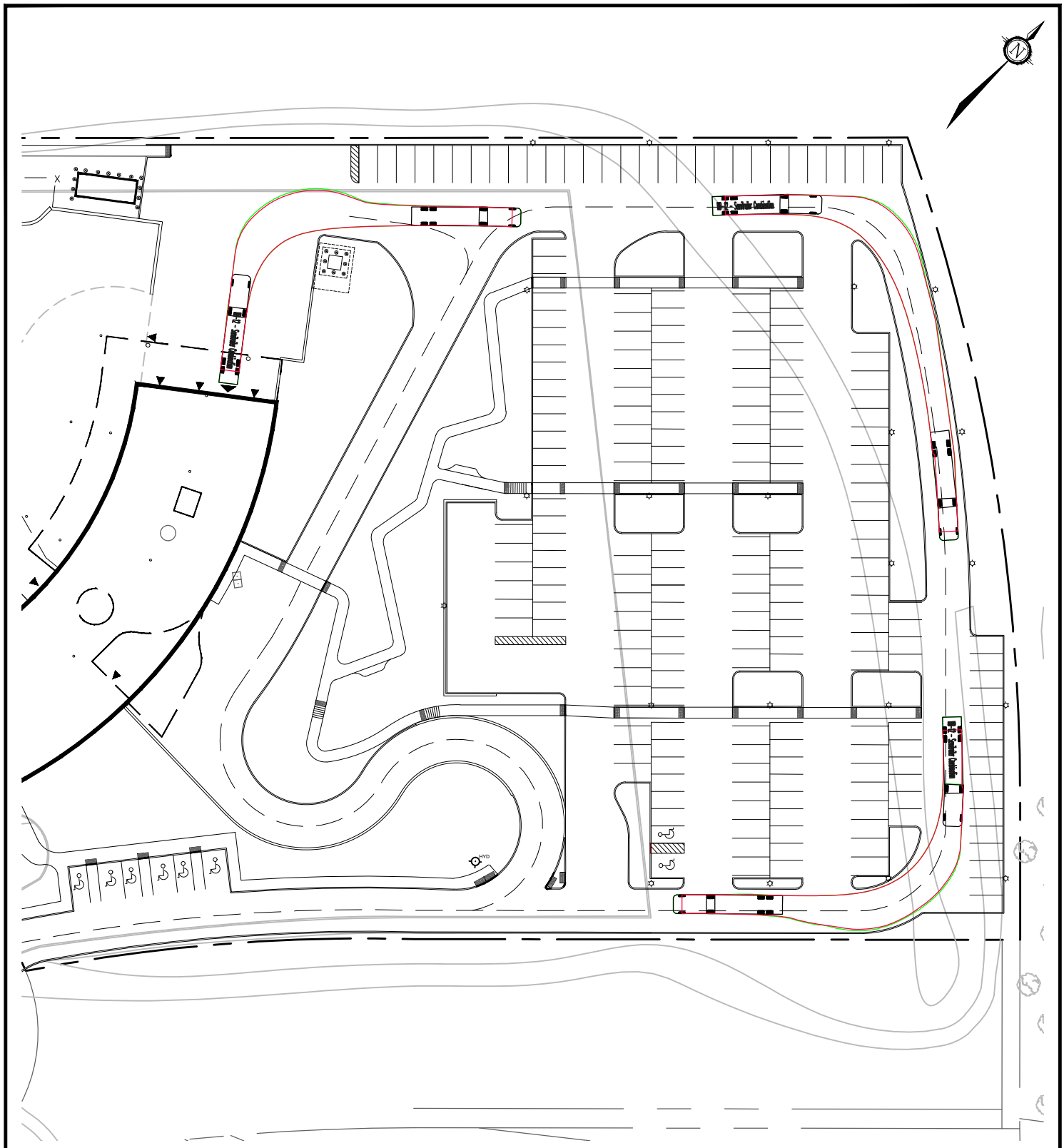

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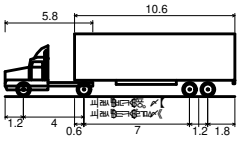

WB-12 - Tractor & Semi-Trailer

Overall Length	16.20m
Overall Width	2.60m
Overall Body Height	4.15m
Min Body Ground Clearance	0.435m
Track Width	2.60m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	12.20m

SERENVITA

TURNING MOVEMENT (WB-12)

SCALE 1 : 750 (0, 10, 20, 30)

DATE	JOB	FIGURE
JAN 2026	124150A	FIGURE 2

SHT8X11.DWG - 216mmx279mm

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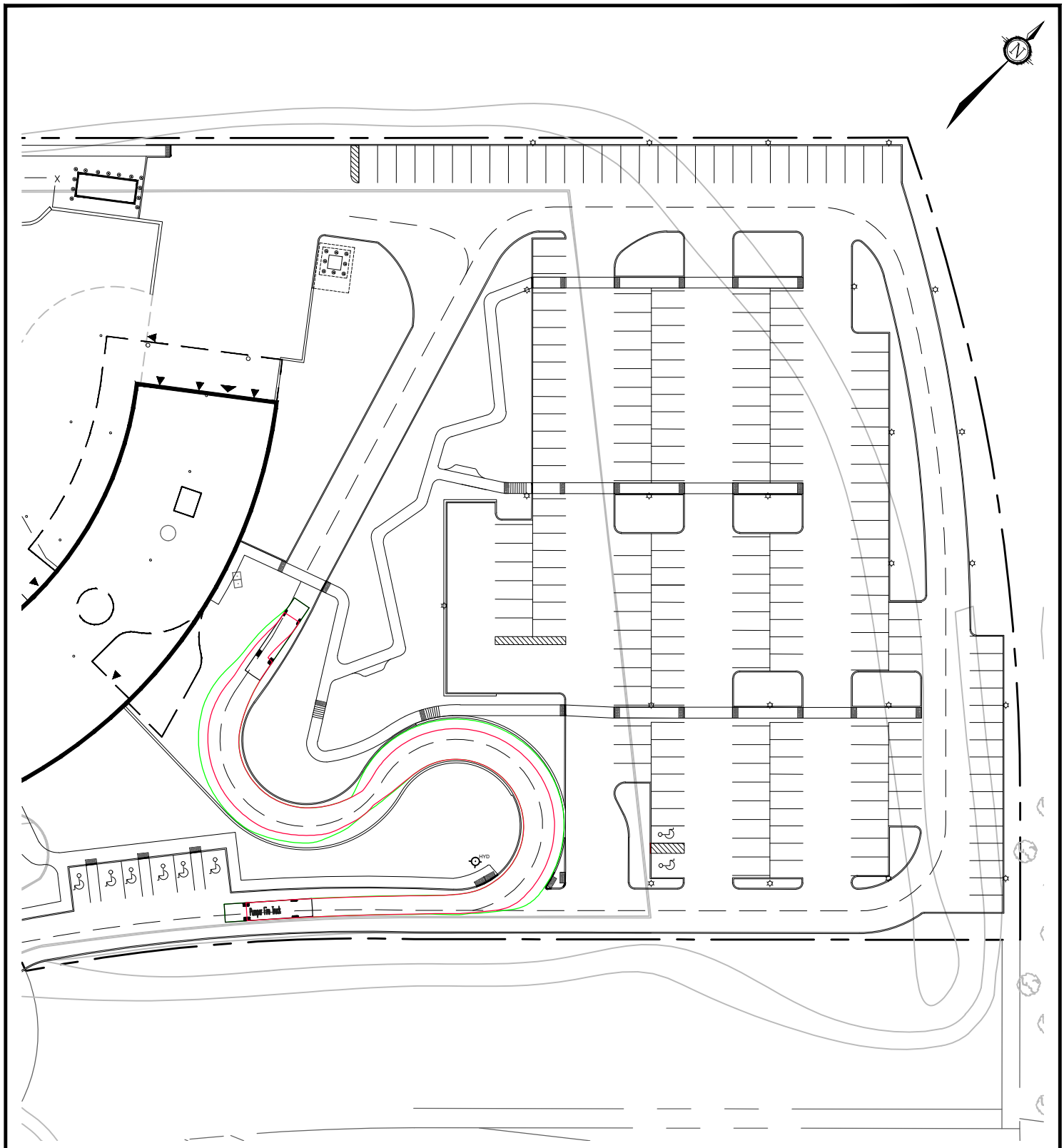

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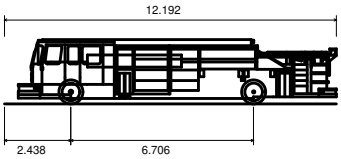

Pumper Fire Truck

Overall Length	12.192m
Overall Width	2.489m
Overall Body Height	2.361m
Min Body Ground Clearance	0.200m
Track Width	2.489m
Lock-to-lock time	5.00s
Max Wheel Angle	[illegible]

SERENVITA

TURNING MOVEMENT (FIRE TRUCK)

SCALE 1 : 750 (0 10 20 30)

DATE	JOB	FIGURE
JAN 2026	124150A	FIGURE 3

SHT8X11.DWG - 216mmx279mm

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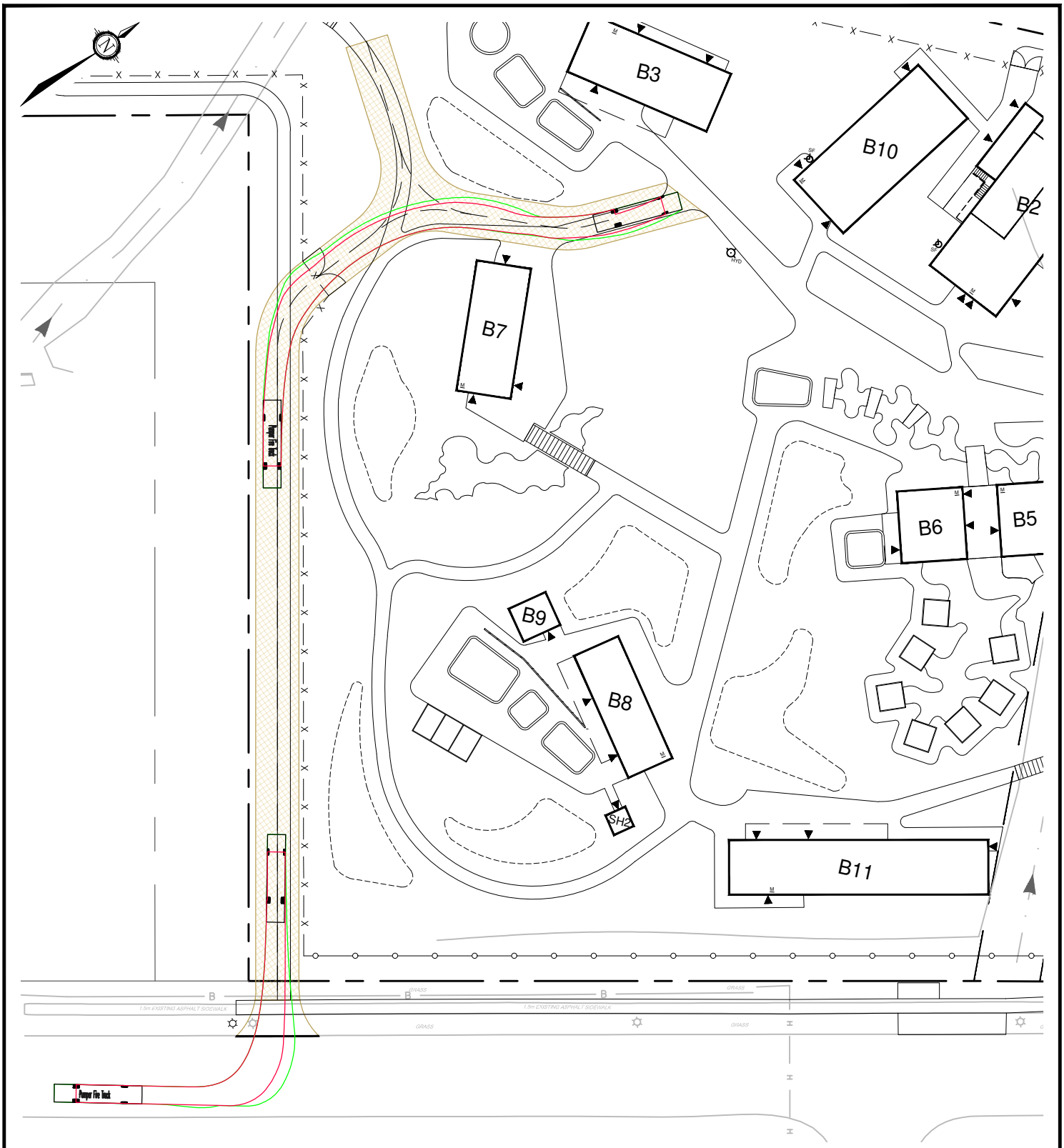

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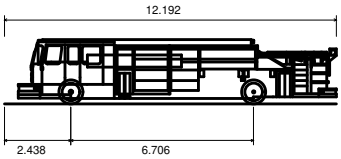

Pumper Fire Truck

Overall Length	12.192m
Overall Width	2.489m
Overall Body Height	2.361m
Min Body Ground Clearance	0.200m
Track Width	2.489m
Lock-to-lock time	5.00s
Max Wheel Angle	[illegible]

SERENVITA

TURNING MOVEMENT (FIRE TRUCK)

SCALE 1 : 750 (0, 10, 20, 30)

DATE	JOB	FIGURE
JAN 2026	124150A	FIGURE 4

SHT8X11.DWG - 216mmx279mm

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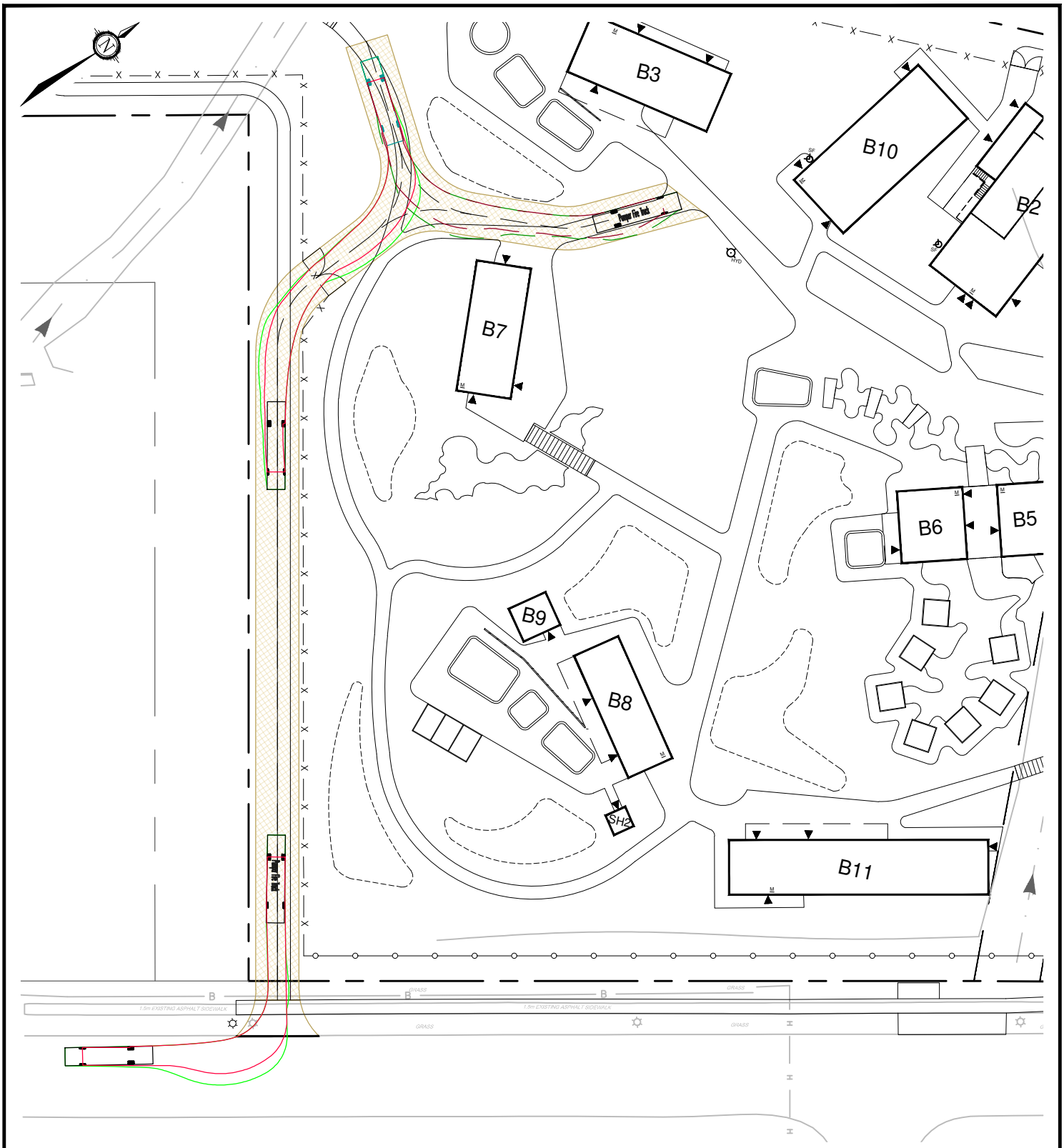

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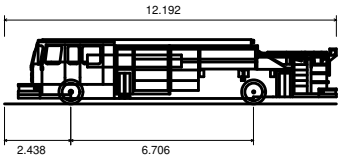

Pumper Fire Truck

Overall Length	12.192m
Overall Width	2.489m
Overall Body Height	2.361m
Min Body Ground Clearance	0.200m
Track Width	2.489m
Lock-to-lock time	5.00s
Max Wheel Angle	[illegible]

SERENVITA

TURNING MOVEMENT (FIRE TRUCK)

SCALE 1 : 750 (0 10 20 30)

DATE	JOB	FIGURE
JAN 2026	124150A	FIGURE 5

SHT8X11.DWG - 216mmx279mm

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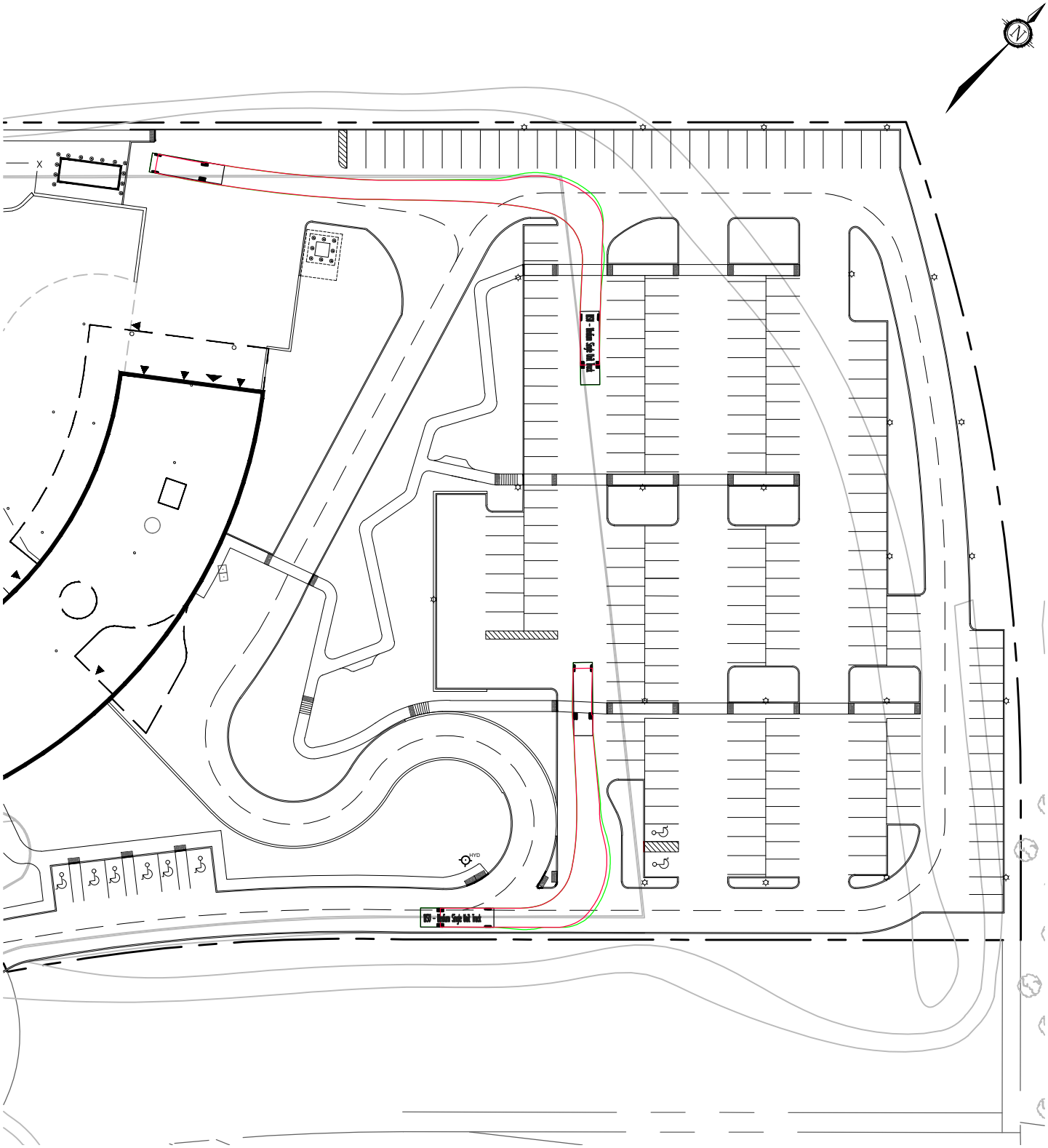

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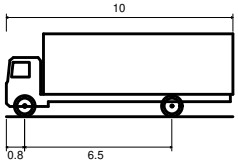

MSU - Medium Single Unit Truck

Overall Length	10.000m
Overall Width	2.600m
Overall Body Height	3.650m
Min Body Ground Clearance	0.445m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.100m

SERENVITA

TURNING MOVEMENT (MSU / GARBAGE TRUCK)

SCALE 1 : 750 (0 10 20 30)

DATE JAN 2026 | JOB 124150A | FIGURE FIGURE 6

SHT8X11.DWG - 216mmx279mm

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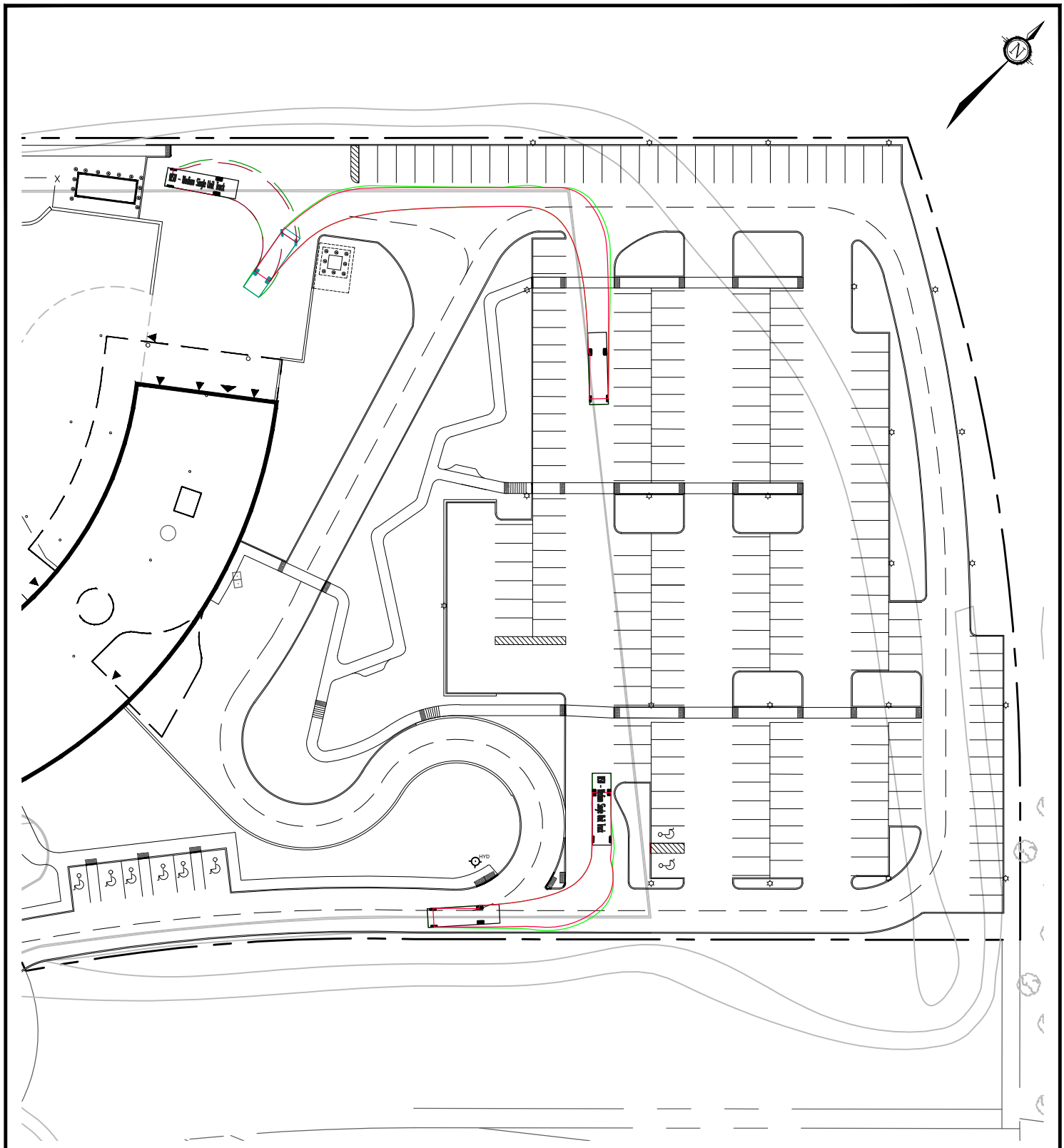

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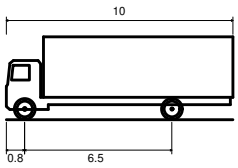

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Overall Length	10.000m
Overall Width	2.600m
Overall Body Height	3.650m
Min Body Ground Clearance	0.445m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	11.100m

SERENVITA

TURNING MOVEMENT (MSU / GARBAGE TRUCK)

SCALE 1 : 750 (0 10 20 30)

DATE	JOB	FIGURE
JAN 2026	124150A	FIGURE 7

SHT8X11.DWG - 216mmx279mm

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APPENDIX O

MMLOS Analysis

Multi-Modal Level of Service - Segments Form

Project: 2505 & 2707 Solandt
Consultant: Novatech
Date: Jan 2026
Scenario: Existing Conditions

	Segment Name	SOLANDT ROAD			
	OP Transect / Policy Area	Downtown Core, Inner Urban,Hub and/or Special District			
	Segment Component	Majority (>50%)		Critical	
	Side of Street	N	S	N	S
Pedestrian	PLOS Inputs				
	Posted Speed (km/h)	50 km/h		50 km/h	
	Two-Way ADT	1,240		1,240	
	Pedestrian Facility	Sidewalk	None	Sidewalk	None
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, does the location have a low volume of peak daily users AND are pedestrian volumes likely less than 20% of total users?	Yes	No	Yes	No
	Facility Width (m)	1.50m	-	1.50m	-
	Offset from Motor Vehicle Travel Lanes (m)	-	-	-	-
	Presence of Adjacent Parking?	-	-	-	-
	General Purpose Curb Lane ADT	-	-	-	-
	Max. Distance between Controlled Crossings (m)	-	-	-	-
	Score	2.00	0.00	2.00	0.00
	PLOS	D	F	D	F
	Target PLOS	A			
Bicycle	BLOS Inputs				
	Cycling Route Classification	Elsewhere			
	Cycling Facility	Shared Operating Space	Shared Operating Space	Shared Operating Space	Shared Operating Space
	Is the minimum level of separation provided according to OTM Book 18 Pre-Selection Nomograph - Rural Context (Figure 5.6)? (for paved shoulders)	-	-	-	-
	Facility Operation	-	-	-	-
	Pedestrian/Cyclist Volume	-	-	-	-
	Facility Width	-	-	-	-
	Boulevard/Buffer Width (excluding curb)	-	-	-	-
	Unsignalized Roadway Crossing Type (where cyclists are required to yield)	None	None	None	None
	Number of Travel Lanes at Crossing	-	-	-	-
	Crossing includes Median Refuge (≥ 2.7m)	-	-	-	-
	Cross-street Posted Speed (km/h)	-	-	-	-
	Cycling Path Blockages (e.g. bus stops and/or loading zones)	Rare	Rare	Rare	Rare
	Score	1.60	1.60	1.60	1.60
	BLOS	D	D	D	D
	Target BLOS	B			
Transit	TLOS Inputs				
	Transit Facility	Mixed Traffic			
	Facility Type	Mixed Traffic	Mixed Traffic		
	Expected Transit Running Time	Slightly Impeded	Slightly Impeded		
	Transit Travel Speed (if available)	Enter Speed (if available)	Enter Speed (if available)		
	TLOS	C	C		
	Target TLOS	E (D for frequent transit routes)			
Public Realm	PRLOS Inputs				
	Context	Other Streets	Other Streets		
	Inner Boulevard Width	2.0-3.99m	≤ 0.6m		
	Middle Boulevard Width	≤ 0.5m	≤ 0.5m		
	Outer Boulevard (Frontage) Width	≥ 3.0m	≥ 3.0m		
	Transit Route on Segment?	Yes	No		
	Bus Stop Elements	No platform, landing zone or shelter	-		
	Number of Midblock Traffic Lanes (both travel directions)	≤ 2			
	Score	19.20	18.60		
	PRLOS	C	C		
		C			

Multi-Modal Level of Service - Intersections Form

Project: 2505 & 2707 Solandt
Consultant: Novatech
Date: Jan 2026
Scenario: Existing Conditions

	Intersection Name	LEGGET DRIVE / SOLANDT ROAD				MARCH ROAD / SOLANDT ROAD				MARCH ROAD / CARLING AVENUE / STATION ROAD			
	OP Transect / Policy Area	Downtown Core, Inner Urban,Hub and/or Special District				Downtown Core, Inner Urban,Hub and/or Special District				Downtown Core, Inner Urban,Hub and/or Special District			
Pedestrian	PLOS Inputs												
	Pedestrians Crossing the	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg
	Number of Travel Lanes Crossed	1-3	1-3	1-3	1-3	7	7	6	6	8	8	6	1-3
	Median Refuge (≥2.7m)	No	No	No	No	No	No	No	No	No	No	No	No
	Crosswalk Treatment	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings
	Signal Cycle Length (sec)	112.4				130.0				130.0			
	Effective Walk Time (sec)	48.0	48.0	28.0	28.0	7.5	7.5	27.7	45.7	7.5	7.5	43.7	43.7
	Conflict with Right-Turn Vehicles (For PLOS & BLOS)	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR	WBR	EBR	NBR	SBR
	Right-Turn Geometry	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	Right-Turn With No Channel	Conventional Right-Turn Channel	Conventional Right-Turn Channel	Conventional Right-Turn Channel	Conventional Right-Turn Channel	Conventional Right-Turn Channel	Conventional Right-Turn Channel	Conventional Right-Turn Channel	Right-Turn With No Channel
	Right-Turn Signal Phasing	Permissive	Permissive	Permissive	Permissive	-	-	-	-	-	-	-	Permissive
	Right-Turn Volume	≤ 150 veh/h	> 150 to 300 veh/h	≤ 150 veh/h	> 150 to 300 veh/h	≤ 150 veh/h	> 150 to 300 veh/h	> 300 veh/h	≤ 150 veh/h	> 150 to 300 veh/h	≤ 150 veh/h	≤ 150 veh/h	≤ 150 veh/h
	Right-Turn Effective Corner Radius	> 8m	> 8m	> 8m	> 8m	-	-	-	-	-	-	-	> 8m
	Cross-street Posted Speed (km/h)	50 km/h		50 km/h		50 km/h		80 km/h		60 km/h		60 km/h	
	Conflict with Left-Turn Vehicles (For PLOS & BLOS)	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL	EBL	WBL	SBL	NBL
	Left-Turn Signal Phasing	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm	Fully Protected	Fully Protected	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm	Fully Protected	Fully Protected
	Left-Turn Volume	> 100 veh/h	≤ 50 veh/h	≤ 50 veh/h	> 50 to 100 veh/h	-	-	> 50 to 100 veh/h	> 100 veh/h	> 50 to 100 veh/h	> 100 veh/h	-	-
	Left-Turn Opposing Lanes	-	-	-	≤ 1	-	-	≥ 2	-	≤ 1	-	-	-
	Score	4.40	4.15	4.30	3.85	1.30	1.30	1.55	2.00	0.70	0.50	2.20	4.30
	PLOS	B	B	B	B	E	E	D	D	E	E	D	B
		B				D				D			
	Target PLOS	A				A				A			
Bicycle	BLOS Inputs												
	Cycling Route Classification	Elsewhere				Cross-Town Bikeway				Cross-Town Bikeway			
	Cyclists Crossing the	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg	North Leg	South Leg	East Leg	West Leg
	Type of Cycling Facility Across Leg	Mixed Traffic	Mixed Traffic	Mixed Traffic	Bike Lane Through Intersection	Mixed Traffic	Mixed Traffic	Bike Lane Through Intersection	Bike Lane Through Intersection	Bike Lane Through Intersection	Bike Lane Through Intersection	Bike Lane Through Intersection	Bike Lane Through Intersection
	Two-Way ADT (in Cyclist Travel Direction)	3,670		4,370		6,580		34,010		5,330		36,550	
	Floating Bike Lane or Right-Turn Lane Crossover Approaching the Crossing?	No	No	No	No	No	No	Yes	Yes	Yes	No	Yes	Yes
	Crossride Operation	-	-	-	-	-	-	-	-	-	-	-	-
	Target Crossride Setback Met?	-	-	-	-	-	-	-	-	-	-	-	-
	Right-Turn Vehicle Volume from Adjacent Roadway > 100 veh/h?	-	-	-	-	-	-	-	-	-	-	-	-
	Cyclist Left-Turn Operation	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL	WBL	EBL	NBL	SBL
	Cyclist Left-Turn Treatment Type	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	Two-Stage Queue Box	Two-Stage Queue Box	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Through-Left or Single Left-Turn Lane	General Purpose Dual Left-Turn Lanes
	Vehicle Lanes Crossed by Cyclists	One Lane Crossed	One Lane Crossed	One Lane Crossed	One Lane Crossed	Two or More Lanes Crossed	Two or More Lanes Crossed	-	-	One Lane Crossed	No Lane Crossed	Two or More Lanes Crossed	-
	Score	10	20	50	45	10	10	15	15	35	15	25	25
	BLOS	F	E	D	D	F	F	E	E	D	E	E	E
		D				F				E			
	Target BLOS	B				A				A			
Transit	TLOS Inputs												
	Transit Facility	Mixed Traffic				Rapid Transit Corridor				Rapid Transit Corridor			
	Vehicles Travelling	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound	Southbound	Northbound	Westbound	Eastbound
	Average Transit Delay (if available)	11-20 sec	11-20 sec		11-20 sec	> 80 sec	21-35 sec	36-55 sec	36-55 sec	21-35 sec	36-55 sec	21-35 sec	
	Example Transit Priority Treatment	-	-		-	-	-	-	-	-	-	-	
	TLOS	B	B	-	B	F	C	D	D	C	D	C	-
		B				D				C			
	Target TLOS	E (D for frequent transit routes)				A				A			
Auto	AutoLOS Inputs												
	Overall Intersection Volume to Capacity Ratio	0 to 0.60				0.71 to 0.80				0.71 to 0.80			
	Individual Movements V/C Ratios and Queue Lengths	See Separate Traffic Operations Table				See Separate Traffic Operations Table				See Separate Traffic Operations Table			
	AutoLOS	A				C				C			
	Target AutoLOS	E				E				E			

APPENDIX P

Total Synchro Reports

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	311	162	48	120	25	23
Future Volume (vph)	311	162	48	120	25	23
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.954				0.935	
Flt Protected				0.986	0.975	
Satd. Flow (prot)	1665	0	0	1672	1538	0
Flt Permitted				0.986	0.975	
Satd. Flow (perm)	1665	0	0	1672	1538	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	336.6			459.4	751.0	
Travel Time (s)	24.2			33.1	54.1	
Confl. Peds. (#/hr)		11	11			
Confl. Bikes (#/hr)		8				1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	5%	5%	6%	5%
Adj. Flow (vph)	311	162	48	120	25	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	473	0	0	168	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	5.0			5.0	5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

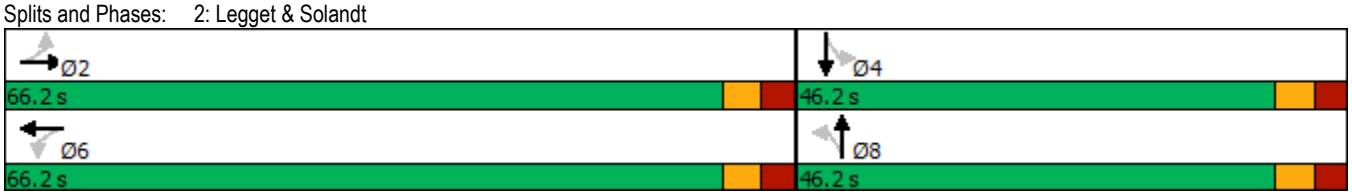
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	149	165	1	17	2	35	72	20	17	99	26
Future Volume (vph)	84	149	165	1	17	2	35	72	20	17	99	26
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	40.0		0.0	50.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	70.0			30.0			60.0			30.0		
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
Ped Bike Factor	0.99	0.99		1.00	1.00			0.99		0.98		
Frt		0.921			0.984			0.967			0.969	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1674	1604	0	1674	1538	0	1409	1612	0	1208	1681	0
Flt Permitted	0.745			0.570			0.677			0.697		
Satd. Flow (perm)	1298	1604	0	1003	1538	0	1004	1612	0	865	1681	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		76			2			14			13	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		245.5			306.0			489.3			751.0	
Travel Time (s)		17.7			22.0			35.2			54.1	
Confl. Peds. (#/hr)	4		1	1		4			9	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
Heavy Vehicles (%)	1%	1%	1%	1%	15%	1%	20%	7%	1%	40%	3%	1%
Adj. Flow (vph)	84	149	165	1	17	2	35	72	20	17	99	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	314	0	1	19	0	35	92	0	17	125	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)		7.0			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		5.0			5.0			5.0			5.0	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
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)	18.6	93.0		18.6	93.0		18.6	93.0		18.6	93.0	
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)	18.6	5.5		18.6	5.5		18.6	5.5		18.6	5.5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		87.5			87.5			87.5			87.5	
Detector 2 Size(m)		5.5			5.5			5.5			5.5	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.2	25.2		25.2	25.2		25.2	25.2		25.2	25.2	
Total Split (s)	66.2	66.2		66.2	66.2		46.2	46.2		46.2	46.2	
Total Split (%)	58.9%	58.9%		58.9%	58.9%		41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.2	6.2		6.2	6.2	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	1	1		4	4		9	9		1	1	
Act Effct Green (s)	21.4	21.4		21.4	21.4		11.6	11.6		11.6	11.6	
Actuated g/C Ratio	0.53	0.53		0.53	0.53		0.29	0.29		0.29	0.29	
v/c Ratio	0.12	0.36		0.00	0.02		0.12	0.20		0.07	0.26	
Control Delay	9.0	8.3		8.0	7.9		12.4	11.2		11.9	12.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.0	8.3		8.0	7.9		12.4	11.2		11.9	12.1	
LOS	A	A		A	A		B	B		B	B	
Approach Delay		8.5			7.9			11.5			12.1	
Approach LOS		A			A			B			B	
Queue Length 50th (m)	2.9	8.9		0.0	0.6		1.5	3.4		0.7	5.0	
Queue Length 95th (m)	10.8	28.9		0.7	3.5		6.4	11.6		4.0	15.2	
Internal Link Dist (m)		221.5			282.0			465.3			727.0	
Turn Bay Length (m)	110.0			40.0			50.0			30.0		
Base Capacity (vph)	1298	1604		1003	1538		953	1531		821	1596	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.20		0.00	0.01		0.04	0.06		0.02	0.08	

Intersection Summary	
Area Type:	Other
Cycle Length: 112.4	
Actuated Cycle Length: 40.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 9.8	Intersection LOS: A
Intersection Capacity Utilization 53.1%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Legget & Solandt



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	42	82	36	26	11	5	508	1247	291	3	79
Future Volume (vph)	13	42	82	36	26	11	5	508	1247	291	3	79
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.99		0.99					0.96		1.00
Frt			0.850		0.955					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1409	1695	1414	3095	1548	0	0	1674	3252	1498	0	1674
Flt Permitted	0.950			0.950				0.084				0.224
Satd. Flow (perm)	1401	1695	1395	3095	1548	0	0	148	3252	1445	0	394
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			130		11					291		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	4					4		2		3		3
Confl. Bikes (#/hr)			1			7				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
Heavy Vehicles (%)	20%	5%	7%	6%	9%	9%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	13	42	82	36	26	11	5	508	1247	291	3	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	42	82	36	37	0	0	513	1247	291	0	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1320	71
Future Volume (vph)	1320	71
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3283	1427
Flt Permitted		
Satd. Flow (perm)	3283	1403
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	6%
Adj. Flow (vph)	1320	71
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1320	71
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	13.0	32.0	32.0	13.0	32.0		39.0	39.0	85.0	85.0	46.0	46.0
Total Split (%)	10.0%	24.6%	24.6%	10.0%	24.6%		30.0%	30.0%	65.4%	65.4%	35.4%	35.4%
Maximum Green (s)	7.1	25.5	25.5	7.1	25.5		32.7	32.7	78.7	78.7	39.7	39.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		4	4		1				3	3	2	2
Act Effct Green (s)	6.4	13.0	13.0	6.6	15.6			96.4	96.4	96.4		45.1
Actuated g/C Ratio	0.05	0.10	0.10	0.05	0.12			0.74	0.74	0.74		0.35
v/c Ratio	0.19	0.25	0.32	0.23	0.19			0.80	0.52	0.25		0.60
Control Delay	65.4	55.5	4.6	62.7	39.6			26.3	4.4	0.7		58.4
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	65.4	55.5	4.6	62.7	39.6			26.3	4.4	0.7		58.4
LOS	E	E	A	E	D			C	A	A		E
Approach Delay		26.0			51.0				9.3			
Approach LOS		C			D				A			
Queue Length 50th (m)	3.0	9.6	0.0	4.2	5.2			68.7	70.5	4.8		16.7
Queue Length 95th (m)	9.4	17.9	2.7	9.4	14.1			m#136.9	m69.2	m3.6		#41.1
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	76	332	378	169	312			638	2412	1147		136
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.17	0.13	0.22	0.21	0.12			0.80	0.52	0.25		0.60

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 15 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.16
Intersection Signal Delay: 50.7 — Intersection LOS: D
Intersection Capacity Utilization 101.8% — ICU Level of Service G
Analysis Period (min) 15

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

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

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

Splits and Phases: 3: March & Solandt

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	46.0	46.0
Total Split (%)	35.4%	35.4%
Maximum Green (s)	39.7	39.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	45.1	45.1
Actuated g/C Ratio	0.35	0.35
v/c Ratio	1.16	0.12
Control Delay	119.8	0.5
Queue Delay	0.0	0.0
Total Delay	119.8	0.5
LOS	F	A
Approach Delay	110.6	
Approach LOS	F	
Queue Length 50th (m)	~207.0	0.0
Queue Length 95th (m)	#250.4	0.0
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1139	573
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.16	0.12

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	62	21	6	43	24	217	1	56	1891	122	2	159
Future Volume (vph)	62	21	6	43	24	217	1	56	1891	122	2	159
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0		185.0
Storage Lanes	0		1	1		2		1		1		2
Taper Length (m)	20.0			20.0				40.0				60.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Ped Bike Factor		0.99	0.98	0.99		0.98		0.99		0.96		1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.964		0.950				0.950				0.950
Satd. Flow (prot)	0	1674	1498	1566	1762	1498	0	1627	3283	1414	0	3248
Flt Permitted		0.765		0.703				0.950				0.950
Satd. Flow (perm)	0	1322	1461	1146	1762	1468	0	1617	3283	1359	0	3239
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			82			172				84		
Link Speed (k/h)		50			60				60			
Link Distance (m)		247.8			333.9				554.1			
Travel Time (s)		17.8			20.0				33.2			
Confl. Peds. (#/hr)	6		10	10		6		12		15		15
Confl. Bikes (#/hr)			1			1				7		
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 (%)	3%	1%	1%	8%	1%	1%	1%	4%	3%	7%	1%	1%
Adj. Flow (vph)	62	21	6	43	24	217	1	56	1891	122	2	159
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	6	43	24	217	0	57	1891	122	0	161
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		1.8			3.5				10.5			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	1

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1195	118
Future Volume (vph)	1195	118
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		20.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.95
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3252	1469
Flt Permitted		
Satd. Flow (perm)	3252	1392
Right Turn on Red		Yes
Satd. Flow (RTOR)		84
Link Speed (k/h)	60	
Link Distance (m)	634.3	
Travel Time (s)	38.1	
Confl. Peds. (#/hr)		12
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	4%	3%
Adj. Flow (vph)	1195	118
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1195	118
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	10.5	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	5.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	17.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	23.0	23.0	67.0	67.0	23.0	23.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%	17.7%	17.7%	51.5%	51.5%	17.7%	17.7%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	16.5	16.5	60.7	60.7	16.5	16.5
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.8
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)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3		6.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		
Act Effct Green (s)		20.1	20.1	20.1	20.1	20.1		9.9	78.9	78.9		11.8
Actuated g/C Ratio		0.15	0.15	0.15	0.15	0.15		0.08	0.61	0.61		0.09
v/c Ratio		0.41	0.02	0.24	0.09	0.58		0.46	0.95	0.14		0.55
Control Delay		52.4	0.2	47.1	42.2	17.5		68.6	36.9	6.4		86.3
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay		52.4	0.2	47.1	42.2	17.5		68.6	36.9	6.4		86.3
LOS		D	A	D	D	B		E	D	A		F
Approach Delay		48.9			24.1				35.9			
Approach LOS		D			C				D			
Queue Length 50th (m)		19.1	0.0	9.6	5.2	10.0		13.1	176.0	2.9		20.8
Queue Length 95th (m)		29.1	0.0	17.3	10.8	28.7		25.3	#322.3	14.6		m16.6
Internal Link Dist (m)		223.8			309.9				530.1			
Turn Bay Length (m)			20.0			60.0		100.0		80.0		185.0
Base Capacity (vph)		340	437	295	454	505		206	1991	857		412
Starvation Cap Reductn		0	0	0	0	0		0	0	0		0
Spillback Cap Reductn		0	0	0	0	0		0	0	0		0
Storage Cap Reductn		0	0	0	0	0		0	0	0		0
Reduced v/c Ratio		0.24	0.01	0.15	0.05	0.43		0.28	0.95	0.14		0.39

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 68 (52%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 28.1 Intersection LOS: C
Intersection Capacity Utilization 112.4% ICU Level of Service H
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: March & Station/Carling

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	30.6	30.6
Total Split (s)	67.0	67.0
Total Split (%)	51.5%	51.5%
Maximum Green (s)	60.7	60.7
Yellow Time (s)	3.7	3.7
All-Red Time (s)	2.6	2.6
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	17.0	17.0
Pedestrian Calls (#/hr)	12	12
Act Effct Green (s)	83.2	83.2
Actuated g/C Ratio	0.64	0.64
v/c Ratio	0.57	0.13
Control Delay	8.9	1.0
Queue Delay	0.0	0.0
Total Delay	8.9	1.0
LOS	A	A
Approach Delay	16.7	
Approach LOS	B	
Queue Length 50th (m)	9.4	0.0
Queue Length 95th (m)	m136.0	m3.5
Internal Link Dist (m)	610.3	
Turn Bay Length (m)		20.0
Base Capacity (vph)	2080	920
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.57	0.13

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	68	0	0	0	0	0
Future Volume (vph)	68	0	0	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1658	0	1745	0	0	1745
Flt Permitted	0.950					
Satd. Flow (perm)	1658	0	1745	0	0	1745
Link Speed (k/h)		50	50		50	
Link Distance (m)		156.7	29.0		88.7	
Travel Time (s)		11.3	2.1		6.4	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	68	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.5	3.5		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		5.0	5.0		5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24			14	24	14
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 7.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	42	82	36	26	11	5	508	1247	291	3	79
Future Volume (vph)	13	42	82	36	26	11	5	508	1247	291	3	79
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.99		0.99					0.96		1.00
Frt			0.850		0.955					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1409	1695	1414	3095	1547	0	0	1674	3252	1498	0	1674
Flt Permitted	0.950			0.950				0.059				0.224
Satd. Flow (perm)	1400	1695	1395	3095	1547	0	0	104	3252	1443	0	394
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			113		11					291		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	4					4		2		3		3
Confl. Bikes (#/hr)			1			7				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
Heavy Vehicles (%)	20%	5%	7%	6%	9%	9%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	13	42	82	36	26	11	5	508	1247	291	3	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	42	82	36	37	0	0	513	1247	291	0	82
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1320	71
Future Volume (vph)	1320	71
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3283	1427
Flt Permitted		
Satd. Flow (perm)	3283	1403
Right Turn on Red		Yes
Satd. Flow (RTOR)		114
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	6%
Adj. Flow (vph)	1320	71
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1320	71
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	11.0	32.0	32.0	11.0	32.0		36.0	36.0	107.0	107.0	71.0	71.0
Total Split (%)	7.3%	21.3%	21.3%	7.3%	21.3%		24.0%	24.0%	71.3%	71.3%	47.3%	47.3%
Maximum Green (s)	5.1	25.5	25.5	5.1	25.5		29.7	29.7	100.7	100.7	64.7	64.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		4	4		1				3	3	2	2
Act Effct Green (s)	5.1	13.1	13.1	5.1	17.5			115.3	115.3	115.3		64.7
Actuated g/C Ratio	0.03	0.09	0.09	0.03	0.12			0.77	0.77	0.77		0.43
v/c Ratio	0.28	0.28	0.36	0.34	0.19			0.94	0.50	0.25		0.49
Control Delay	85.3	66.8	7.9	79.9	46.9			50.4	16.1	4.3		42.6
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	85.3	66.8	7.9	79.9	46.9			50.4	16.1	4.3		42.6
LOS	F	E	A	E	D			D	B	A		D
Approach Delay		33.3			63.2				23.0			
Approach LOS		C			E				C			
Queue Length 50th (m)	3.6	11.2	0.0	5.1	6.3			128.0	109.3	9.8		16.0
Queue Length 95th (m)	10.6	20.7	6.4	10.8	16.0			m#213.1	181.3	m24.2		33.5
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	47	288	330	105	272			543	2499	1176		169
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.28	0.15	0.25	0.34	0.14			0.94	0.50	0.25		0.49

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 34.8 — Intersection LOS: C
Intersection Capacity Utilization 101.8% — ICU Level of Service G
Analysis Period (min) 15

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

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

Splits and Phases: 3: March & Solandt

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	71.0	71.0
Total Split (%)	47.3%	47.3%
Maximum Green (s)	64.7	64.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	64.7	64.7
Actuated g/C Ratio	0.43	0.43
v/c Ratio	0.93	0.11
Control Delay	53.2	1.0
Queue Delay	0.0	0.0
Total Delay	53.2	1.0
LOS	D	A
Approach Delay	50.1	
Approach LOS	D	
Queue Length 50th (m)	179.2	0.0
Queue Length 95th (m)	#222.4	1.7
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1416	669
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.93	0.11

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	144	86	28	377	87	51
Future Volume (vph)	144	86	28	377	87	51
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.950				0.950	
Flt Protected				0.997	0.969	
Satd. Flow (prot)	1630	0	0	1748	1576	0
Flt Permitted				0.997	0.969	
Satd. Flow (perm)	1630	0	0	1748	1576	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	336.6			459.4	751.0	
Travel Time (s)	24.2			33.1	54.1	
Confl. Peds. (#/hr)		24	24			
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	5%	9%	1%	1%	9%
Adj. Flow (vph)	144	86	28	377	87	51
Shared Lane Traffic (%)						
Lane Group Flow (vph)	230	0	0	405	138	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	5.0			5.0	5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.3%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	66	26	26	96	20	85	69	4	13	107	96
Future Volume (vph)	31	66	26	26	96	20	85	69	4	13	107	96
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	40.0		0.0	50.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	70.0			30.0			60.0			30.0		
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
Ped Bike Factor	0.99	0.99		0.99	1.00		0.99	1.00		0.99	0.99	
Frt		0.958			0.974			0.992			0.929	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1674	1513	0	1610	1629	0	1642	1713	0	1271	1590	0
Flt Permitted	0.682			0.697			0.420			0.709		
Satd. Flow (perm)	1196	1513	0	1175	1629	0	722	1713	0	936	1590	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			9			4			41	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		245.5			306.0			489.3			751.0	
Travel Time (s)		17.7			22.0			35.2			54.1	
Confl. Peds. (#/hr)	2		2	2		2	3		5	5		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	15%	4%	5%	3%	20%	3%	3%	1%	33%	4%	1%
Adj. Flow (vph)	31	66	26	26	96	20	85	69	4	13	107	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	92	0	26	116	0	85	73	0	13	203	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)		7.0			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		5.0			5.0			5.0			5.0	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
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)	18.6	93.0		18.6	93.0		18.6	93.0		18.6	93.0	
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)	18.6	5.5		18.6	5.5		18.6	5.5		18.6	5.5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		87.5			87.5			87.5			87.5	
Detector 2 Size(m)		5.5			5.5			5.5			5.5	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	25.2	25.2		25.2	25.2		11.2	25.2		25.2	25.2	
Total Split (s)	41.2	41.2		41.2	41.2		31.2	77.4		46.2	46.2	
Total Split (%)	34.7%	34.7%		34.7%	34.7%		26.3%	65.3%		39.0%	39.0%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	71.2		40.0	40.0	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.2	6.2		6.2	6.2	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Pedestrian Calls (#/hr)	2	2		2	2			5		3	3	
Act Effct Green (s)	16.1	16.1		16.1	16.1		22.7	22.7		12.4	12.4	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.44	0.44		0.24	0.24	
v/c Ratio	0.08	0.19		0.07	0.23		0.19	0.10		0.06	0.49	
Control Delay	16.2	14.5		16.1	16.1		8.9	7.8		17.2	19.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.2	14.5		16.1	16.1		8.9	7.8		17.2	19.2	
LOS	B	B		B	B		A	A		B	B	
Approach Delay		14.9			16.1			8.4			19.1	
Approach LOS		B			B			A			B	
Queue Length 50th (m)	1.9	4.6		1.6	6.7		3.7	3.0		0.9	12.1	
Queue Length 95th (m)	7.5	15.1		6.6	19.3		9.9	8.4		4.2	29.1	
Internal Link Dist (m)		221.5			282.0			465.3			727.0	
Turn Bay Length (m)	110.0			40.0			50.0			30.0		
Base Capacity (vph)	838	1065		823	1144		846	1713		737	1260	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.09		0.03	0.10		0.10	0.04		0.02	0.16	

Intersection Summary	
Area Type:	Other
Cycle Length: 118.6	
Actuated Cycle Length: 51.6	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 46.0%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Legget & Solandt

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	63	36	285	325	35	102	11	83	1580	121	10	46
Future Volume (vph)	63	36	285	325	35	102	11	83	1580	121	10	46
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.98	1.00	0.98					0.97		
Frt			0.850		0.888					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1642	1548	1498	3248	1520	0	0	1604	3316	1469	0	1634
Flt Permitted	0.950			0.950				0.068				0.075
Satd. Flow (perm)	1629	1548	1469	3232	1520	0	0	115	3316	1421	0	129
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			130		100					80		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	6		2	2		6		4		3		3
Confl. Bikes (#/hr)			4			7				3		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	15%	1%	1%	1%	2%	1%	6%	2%	3%	1%	4%
Adj. Flow (vph)	63	36	285	325	35	102	11	83	1580	121	10	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	36	285	325	137	0	0	94	1580	121	0	56
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1257	38
Future Volume (vph)	1257	38
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3316	1441
Flt Permitted		
Satd. Flow (perm)	3316	1411
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	2%	5%
Adj. Flow (vph)	1257	38
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1257	38
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	34.0	32.0	32.0	34.0	32.0		12.0	12.0	64.0	64.0	52.0	52.0
Total Split (%)	26.2%	24.6%	24.6%	26.2%	24.6%		9.2%	9.2%	49.2%	49.2%	40.0%	40.0%
Maximum Green (s)	28.1	25.5	25.5	28.1	25.5		5.7	5.7	57.7	57.7	45.7	45.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		6	6		2				3	3	4	4
Act Effct Green (s)	10.4	21.0	21.0	18.3	31.4			72.0	72.0	72.0		57.0
Actuated g/C Ratio	0.08	0.16	0.16	0.14	0.24			0.55	0.55	0.55		0.44
v/c Ratio	0.48	0.14	0.82	0.71	0.31			0.58	0.86	0.15		1.00
Control Delay	68.6	44.3	46.6	62.0	13.9			31.9	23.2	1.9		164.3
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	68.6	44.3	46.6	62.0	13.9			31.9	23.2	1.9		164.3
LOS	E	D	D	E	B			C	C	A		F
Approach Delay		50.0			47.7				22.2			
Approach LOS		D			D				C			
Queue Length 50th (m)	14.5	7.4	36.6	38.2	7.0			5.9	189.8	3.4		~14.0
Queue Length 95th (m)	27.3	15.1	61.7	50.5	20.6			m#25.5	#259.6	m6.1		#42.3
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	354	317	404	702	444			163	1835	822		56
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.18	0.11	0.71	0.46	0.31			0.58	0.86	0.15		1.00

Intersection Summary

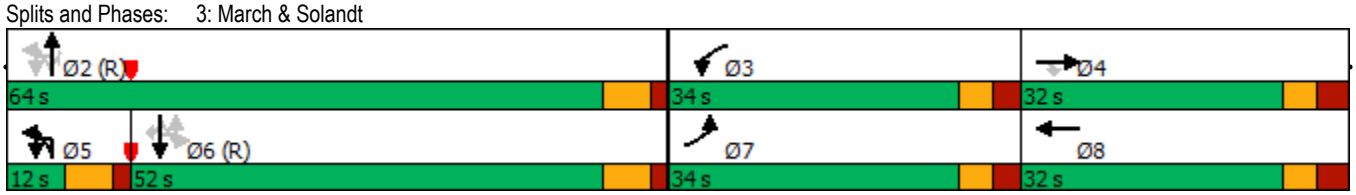
Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 30 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 35.9 Intersection LOS: D
Intersection Capacity Utilization 102.5% ICU Level of Service G
Analysis Period (min) 15

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

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

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

Splits and Phases: 3: March & Solandt



Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	52.0	52.0
Total Split (%)	40.0%	40.0%
Maximum Green (s)	45.7	45.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	4	4
Act Effct Green (s)	57.0	57.0
Actuated g/C Ratio	0.44	0.44
v/c Ratio	0.86	0.05
Control Delay	42.1	0.2
Queue Delay	0.0	0.0
Total Delay	42.1	0.2
LOS	D	A
Approach Delay	46.0	
Approach LOS	D	
Queue Length 50th (m)	142.4	0.0
Queue Length 95th (m)	#212.8	0.0
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1454	692
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.86	0.05

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	36	13	18	134	22	240	5	33	1367	59	293	1839
Future Volume (vph)	36	13	18	134	22	240	5	33	1367	59	293	1839
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0	185.0	
Storage Lanes	0		1	1		2		1		1	2	
Taper Length (m)	20.0			20.0				40.0			60.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00	0.97	0.99		0.98		1.00		0.97	1.00	
Frt			0.850			0.850				0.850		
Flt Protected		0.965		0.950				0.950			0.950	
Satd. Flow (prot)	0	1701	1498	1580	1762	1498	0	1674	3316	1483	3248	3349
Flt Permitted		0.785		0.725				0.950			0.950	
Satd. Flow (perm)	0	1380	1458	1191	1762	1474	0	1672	3316	1439	3234	3349
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			82			240				84		
Link Speed (k/h)		50			60				60			60
Link Distance (m)		247.8			333.9				554.1			634.3
Travel Time (s)		17.8			20.0				33.2			38.1
Confl. Peds. (#/hr)	3		11	11		3		6		11	11	
Confl. Bikes (#/hr)			2			1				1		
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 (%)	1%	1%	1%	7%	1%	1%	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	36	13	18	134	22	240	5	33	1367	59	293	1839
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	18	134	22	240	0	38	1367	59	293	1839
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(m)		1.8			3.5				10.5			10.5
Link Offset(m)		0.0			0.0				0.0			0.0
Crosswalk Width(m)		5.0			5.0				5.0			5.0
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	24	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	93.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	5.5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			87.5
Detector 2 Size(m)		5.5			5.5				5.5			5.5
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	58
Future Volume (vph)	58
Ideal Flow (vphpl)	1800
Storage Length (m)	20.0
Storage Lanes	1
Taper Length (m)	
Lane Util. Factor	1.00
Ped Bike Factor	0.96
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1498
Flt Permitted	
Satd. Flow (perm)	1435
Right Turn on Red	Yes
Satd. Flow (RTOR)	84
Link Speed (k/h)	
Link Distance (m)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	8
Peak Hour Factor	1.00
Heavy Vehicles (%)	1%
Adj. Flow (vph)	58
Shared Lane Traffic (%)	
Lane Group Flow (vph)	58
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(m)	
Link Offset(m)	
Crosswalk Width(m)	
Two way Left Turn Lane	
Headway Factor	1.09
Turning Speed (k/h)	14
Number of Detectors	1
Detector Template	Right
Leading Detector (m)	18.6
Trailing Detector (m)	0.0
Detector 1 Position(m)	0.0
Detector 1 Size(m)	18.6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(m)	
Detector 2 Size(m)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	20.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	30.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	23.0	23.0	67.0	67.0	23.0	67.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%	17.7%	17.7%	51.5%	51.5%	17.7%	51.5%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	16.5	16.5	60.7	60.7	16.5	60.7
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3	6.5	6.3
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		17.0
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		12
Act Effct Green (s)		21.9	21.9	21.9	21.9	21.9		8.4	72.8	72.8	16.0	82.8
Actuated g/C Ratio		0.17	0.17	0.17	0.17	0.17		0.06	0.56	0.56	0.12	0.64
v/c Ratio		0.21	0.06	0.67	0.07	0.54		0.36	0.74	0.07	0.73	0.86
Control Delay		45.3	0.3	65.3	41.7	9.6		66.4	26.4	1.9	63.3	26.6
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		45.3	0.3	65.3	41.7	9.6		66.4	26.4	1.9	63.3	26.6
LOS		D	A	E	D	A		E	C	A	E	C
Approach Delay		33.3			30.2				26.4			30.9
Approach LOS		C			C				C			C
Queue Length 50th (m)		10.1	0.0	30.0	4.4	0.0		8.8	123.5	0.0	31.4	219.0
Queue Length 95th (m)		18.9	0.0	45.4	10.4	18.6		18.9	181.5	3.7	m40.6	#297.2
Internal Link Dist (m)		223.8			309.9				530.1			610.3
Turn Bay Length (m)			20.0			60.0		100.0		80.0	185.0	
Base Capacity (vph)		355	436	306	454	557		212	1856	842	427	2133
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.14	0.04	0.44	0.05	0.43		0.18	0.74	0.07	0.69	0.86

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 102 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.86
Intersection Signal Delay: 29.3 Intersection LOS: C
Intersection Capacity Utilization 103.7% ICU Level of Service G
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 4: March & Station/Carling

Lane Group	SBR
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	30.6
Total Split (s)	67.0
Total Split (%)	51.5%
Maximum Green (s)	60.7
Yellow Time (s)	3.7
All-Red Time (s)	2.6
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.3
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	12
Act Effct Green (s)	82.8
Actuated g/C Ratio	0.64
v/c Ratio	0.06
Control Delay	1.9
Queue Delay	0.0
Total Delay	1.9
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (m)	0.6
Queue Length 95th (m)	m3.2
Internal Link Dist (m)	
Turn Bay Length (m)	20.0
Base Capacity (vph)	944
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.06

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	68	0	0	0	0	67
Future Volume (vph)	68	0	0	0	0	67
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected	0.950					
Satd. Flow (prot)	1658	0	1745	0	0	1510
Flt Permitted	0.950					
Satd. Flow (perm)	1658	0	1745	0	0	1510
Link Speed (k/h)		50	50		50	
Link Distance (m)		156.7	29.0		88.7	
Travel Time (s)		11.3	2.1		6.4	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	68	0	0	0	0	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	0	0	67
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.5	3.5		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		5.0	5.0		5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	97			97	97	97
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 7.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	393	162	55	157	26	26
Future Volume (vph)	393	162	55	157	26	26
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.961				0.932	
Flt Protected				0.987	0.976	
Satd. Flow (prot)	1677	0	0	1673	1535	0
Flt Permitted				0.987	0.976	
Satd. Flow (perm)	1677	0	0	1673	1535	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	336.6			459.4	751.0	
Travel Time (s)	24.2			33.1	54.1	
Confl. Peds. (#/hr)		11	11			
Confl. Bikes (#/hr)		8				1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	5%	5%	6%	5%
Adj. Flow (vph)	393	162	55	157	26	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	555	0	0	212	52	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	5.0			5.0	5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

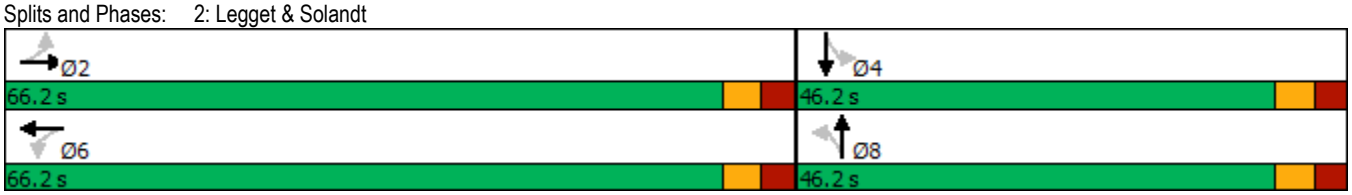
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	149	167	1	17	2	45	73	20	17	102	34
Future Volume (vph)	84	149	167	1	17	2	45	73	20	17	102	34
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	40.0		0.0	50.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	70.0			30.0			60.0			30.0		
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
Ped Bike Factor	0.99	0.99		1.00	1.00			0.99		0.98		
Frt		0.921			0.984			0.968			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1674	1604	0	1674	1538	0	1409	1614	0	1208	1671	0
Flt Permitted	0.745			0.569			0.670			0.697		
Satd. Flow (perm)	1298	1604	0	1001	1538	0	994	1614	0	865	1671	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		77			2			14			17	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		245.5			306.0			489.3			751.0	
Travel Time (s)		17.7			22.0			35.2			54.1	
Confl. Peds. (#/hr)	4		1	1		4			9	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
Heavy Vehicles (%)	1%	1%	1%	1%	15%	1%	20%	7%	1%	40%	3%	1%
Adj. Flow (vph)	84	149	167	1	17	2	45	73	20	17	102	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	316	0	1	19	0	45	93	0	17	136	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)		7.0			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		5.0			5.0			5.0			5.0	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
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)	18.6	93.0		18.6	93.0		18.6	93.0		18.6	93.0	
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)	18.6	5.5		18.6	5.5		18.6	5.5		18.6	5.5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		87.5			87.5			87.5			87.5	
Detector 2 Size(m)		5.5			5.5			5.5			5.5	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.2	25.2		25.2	25.2		25.2	25.2		25.2	25.2	
Total Split (s)	66.2	66.2		66.2	66.2		46.2	46.2		46.2	46.2	
Total Split (%)	58.9%	58.9%		58.9%	58.9%		41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)	60.0	60.0		60.0	60.0		40.0	40.0		40.0	40.0	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.2	6.2		6.2	6.2	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	
Pedestrian Calls (#/hr)	1	1		4	4		9	9		1	1	
Act Effct Green (s)	21.4	21.4		21.4	21.4		11.6	11.6		11.6	11.6	
Actuated g/C Ratio	0.53	0.53		0.53	0.53		0.29	0.29		0.29	0.29	
v/c Ratio	0.12	0.36		0.00	0.02		0.16	0.20		0.07	0.28	
Control Delay	9.0	8.3		8.0	7.9		13.0	11.2		11.9	12.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.0	8.3		8.0	7.9		13.0	11.2		11.9	12.2	
LOS	A	A		A	A		B	B		B	B	
Approach Delay		8.5			7.9			11.8			12.2	
Approach LOS		A			A			B			B	
Queue Length 50th (m)	2.9	9.0		0.0	0.6		2.0	3.5		0.7	5.3	
Queue Length 95th (m)	10.8	29.1		0.7	3.5		7.8	11.8		4.0	16.1	
Internal Link Dist (m)		221.5			282.0			465.3			727.0	
Turn Bay Length (m)	110.0			40.0			50.0			30.0		
Base Capacity (vph)	1298	1604		1001	1538		943	1533		821	1587	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.06	0.20		0.00	0.01		0.05	0.06		0.02	0.09	

Intersection Summary	
Area Type:	Other
Cycle Length: 112.4	
Actuated Cycle Length: 40.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay: 9.9	Intersection LOS: A
Intersection Capacity Utilization 53.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Legget & Solandt



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	44	82	47	30	18	5	508	1634	357	3	97
Future Volume (vph)	13	44	82	47	30	18	5	508	1634	357	3	97
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.99		0.99					0.96		1.00
Frt			0.850		0.944					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1409	1695	1414	3095	1527	0	0	1674	3252	1498	0	1674
Flt Permitted	0.950			0.950				0.089				0.151
Satd. Flow (perm)	1401	1695	1395	3095	1527	0	0	157	3252	1445	0	266
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			130		18					320		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	4					4		2		3		3
Confl. Bikes (#/hr)			1			7				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
Heavy Vehicles (%)	20%	5%	7%	6%	9%	9%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	13	44	82	47	30	18	5	508	1634	357	3	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	44	82	47	48	0	0	513	1634	357	0	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2057	69
Future Volume (vph)	2057	69
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3283	1427
Flt Permitted		
Satd. Flow (perm)	3283	1403
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	6%
Adj. Flow (vph)	2057	69
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2057	69
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	13.0	32.0	32.0	13.0	32.0		39.0	39.0	85.0	85.0	46.0	46.0
Total Split (%)	10.0%	24.6%	24.6%	10.0%	24.6%		30.0%	30.0%	65.4%	65.4%	35.4%	35.4%
Maximum Green (s)	7.1	25.5	25.5	7.1	25.5		32.7	32.7	78.7	78.7	39.7	39.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		4	4		1				3	3	2	2
Act Effct Green (s)	6.4	13.0	13.0	6.7	18.1			93.9	93.9	93.9		42.2
Actuated g/C Ratio	0.05	0.10	0.10	0.05	0.14			0.72	0.72	0.72		0.32
v/c Ratio	0.19	0.26	0.32	0.30	0.21			0.80	0.70	0.32		1.16
Control Delay	65.4	55.7	4.6	64.1	35.8			22.7	7.4	0.7		188.7
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	65.4	55.7	4.6	64.1	35.8			22.7	7.4	0.7		188.7
LOS	E	E	A	E	D			C	A	A		F
Approach Delay		26.5			49.8				9.6			
Approach LOS		C			D				A			
Queue Length 50th (m)	3.0	10.0	0.0	5.5	6.0			70.9	112.5	5.3		~28.6
Queue Length 95th (m)	9.4	18.5	2.7	11.4	16.1			m74.8	m107.2	m3.4		#62.5
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	76	332	378	169	313			642	2348	1132		86
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.17	0.13	0.22	0.28	0.15			0.80	0.70	0.32		1.16

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 15 (12%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.93
Intersection Signal Delay: 196.5 — Intersection LOS: F
Intersection Capacity Utilization 123.4% — ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 3: March & Solandt

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	46.0	46.0
Total Split (%)	35.4%	35.4%
Maximum Green (s)	39.7	39.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	42.2	42.2
Actuated g/C Ratio	0.32	0.32
v/c Ratio	1.93	0.13
Control Delay	449.3	0.5
Queue Delay	0.0	0.0
Total Delay	449.3	0.5
LOS	F	A
Approach Delay	423.7	
Approach LOS	F	
Queue Length 50th (m)	~398.1	0.0
Queue Length 95th (m)	#439.5	0.0
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1065	544
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.93	0.13

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	62	21	6	43	24	226	1	56	2334	122	2	160
Future Volume (vph)	62	21	6	43	24	226	1	56	2334	122	2	160
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0		185.0
Storage Lanes	0		1	1		2		1		1		2
Taper Length (m)	20.0			20.0				40.0				60.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Ped Bike Factor		0.99	0.98	0.99		0.98		1.00		0.96		1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.964		0.950				0.950				0.950
Satd. Flow (prot)	0	1674	1498	1566	1762	1498	0	1627	3283	1414	0	3248
Flt Permitted		0.765		0.703				0.950				0.950
Satd. Flow (perm)	0	1322	1461	1146	1762	1468	0	1623	3283	1359	0	3243
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			82			170				84		
Link Speed (k/h)		50			60				60			
Link Distance (m)		247.8			333.9				554.1			
Travel Time (s)		17.8			20.0				33.2			
Confl. Peds. (#/hr)	6		10	10		6		12		15		15
Confl. Bikes (#/hr)			1			1				7		
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 (%)	3%	1%	1%	8%	1%	1%	1%	4%	3%	7%	1%	1%
Adj. Flow (vph)	62	21	6	43	24	226	1	56	2334	122	2	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	6	43	24	226	0	57	2334	122	0	162
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		1.8			3.5				10.5			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	1

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1941	118
Future Volume (vph)	1941	118
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		20.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.95
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3252	1469
Flt Permitted		
Satd. Flow (perm)	3252	1392
Right Turn on Red		Yes
Satd. Flow (RTOR)		84
Link Speed (k/h)	60	
Link Distance (m)	634.3	
Travel Time (s)	38.1	
Confl. Peds. (#/hr)		12
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	4%	3%
Adj. Flow (vph)	1941	118
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1941	118
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	10.5	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	5.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	17.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	23.0	23.0	67.0	67.0	23.0	23.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%	17.7%	17.7%	51.5%	51.5%	17.7%	17.7%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	16.5	16.5	60.7	60.7	16.5	16.5
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.8
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)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3		6.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		
Act Effct Green (s)		20.1	20.1	20.1	20.1	20.1		9.9	78.8	78.8		11.8
Actuated g/C Ratio		0.15	0.15	0.15	0.15	0.15		0.08	0.61	0.61		0.09
v/c Ratio		0.41	0.02	0.24	0.09	0.61		0.46	1.17	0.14		0.55
Control Delay		52.4	0.2	47.1	42.2	19.8		68.6	109.2	6.4		85.3
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay		52.4	0.2	47.1	42.2	19.8		68.6	109.2	6.4		85.3
LOS		D	A	D	D	B		E	F	A		F
Approach Delay		48.9			25.7				103.2			
Approach LOS		D			C				F			
Queue Length 50th (m)		19.1	0.0	9.6	5.2	12.5		13.1	~323.6	2.9		21.1
Queue Length 95th (m)		29.1	0.0	17.3	10.8	31.4		25.3	#435.4	14.6		m10.5
Internal Link Dist (m)		223.8			309.9				530.1			
Turn Bay Length (m)			20.0			60.0		100.0		80.0		185.0
Base Capacity (vph)		340	437	295	454	504		206	1990	856		412
Starvation Cap Reductn		0	0	0	0	0		0	0	0		0
Spillback Cap Reductn		0	0	0	0	0		0	0	0		0
Storage Cap Reductn		0	0	0	0	0		0	0	0		0
Reduced v/c Ratio		0.24	0.01	0.15	0.05	0.45		0.28	1.17	0.14		0.39

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 68 (52%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 64.2 Intersection LOS: E
Intersection Capacity Utilization 120.6% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	30.6	30.6
Total Split (s)	67.0	67.0
Total Split (%)	51.5%	51.5%
Maximum Green (s)	60.7	60.7
Yellow Time (s)	3.7	3.7
All-Red Time (s)	2.6	2.6
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	17.0	17.0
Pedestrian Calls (#/hr)	12	12
Act Effct Green (s)	83.2	83.2
Actuated g/C Ratio	0.64	0.64
v/c Ratio	0.93	0.13
Control Delay	22.3	1.1
Queue Delay	0.0	0.0
Total Delay	22.3	1.1
LOS	C	A
Approach Delay	25.7	
Approach LOS	C	
Queue Length 50th (m)	116.8	0.0
Queue Length 95th (m)	m141.4	m1.7
Internal Link Dist (m)	610.3	
Turn Bay Length (m)		20.0
Base Capacity (vph)	2080	920
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.93	0.13

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	68	0	0	0	0	0
Future Volume (vph)	68	0	0	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected	0.950					
Satd. Flow (prot)	1658	0	1745	0	0	1745
Flt Permitted	0.950					
Satd. Flow (perm)	1658	0	1745	0	0	1745
Link Speed (k/h)		50	50		50	
Link Distance (m)		156.7	29.0		88.7	
Travel Time (s)		11.3	2.1		6.4	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	68	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.5	3.5		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		5.0	5.0		5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	97			97	97	97
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 7.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	44	82	47	30	18	5	508	1634	357	3	97
Future Volume (vph)	13	44	82	47	30	18	5	508	1634	357	3	97
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.99		0.99					0.96		1.00
Frt			0.850		0.944					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1409	1695	1414	3095	1525	0	0	1674	3252	1498	0	1674
Flt Permitted	0.950			0.950				0.059				0.151
Satd. Flow (perm)	1400	1695	1395	3095	1525	0	0	104	3252	1443	0	266
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			113		17					333		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	4					4		2		3		3
Confl. Bikes (#/hr)			1			7				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
Heavy Vehicles (%)	20%	5%	7%	6%	9%	9%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	13	44	82	47	30	18	5	508	1634	357	3	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	44	82	47	48	0	0	513	1634	357	0	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	2057	69
Future Volume (vph)	2057	69
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3283	1427
Flt Permitted		
Satd. Flow (perm)	3283	1403
Right Turn on Red		Yes
Satd. Flow (RTOR)		114
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	6%
Adj. Flow (vph)	2057	69
Shared Lane Traffic (%)		
Lane Group Flow (vph)	2057	69
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	11.0	32.0	32.0	11.0	32.0		36.0	36.0	107.0	107.0	71.0	71.0
Total Split (%)	7.3%	21.3%	21.3%	7.3%	21.3%		24.0%	24.0%	71.3%	71.3%	47.3%	47.3%
Maximum Green (s)	5.1	25.5	25.5	5.1	25.5		29.7	29.7	100.7	100.7	64.7	64.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		4	4		1				3	3	2	2
Act Effct Green (s)	5.1	13.2	13.2	5.1	17.6			115.2	115.2	115.2		64.7
Actuated g/C Ratio	0.03	0.09	0.09	0.03	0.12			0.77	0.77	0.77		0.43
v/c Ratio	0.28	0.30	0.36	0.45	0.25			0.95	0.65	0.30		0.88
Control Delay	85.3	67.2	7.9	84.7	44.1			34.1	21.1	4.7		97.5
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	85.3	67.2	7.9	84.7	44.1			34.1	21.1	4.7		97.5
LOS	F	E	A	F	D			C	C	A		F
Approach Delay		33.9			64.2				21.4			
Approach LOS		C			E				C			
Queue Length 50th (m)	3.6	11.8	0.0	6.6	7.6			120.8	180.6	10.8		24.7
Queue Length 95th (m)	10.6	21.2	6.4	13.1	18.8			m#152.5	m201.9	m19.8		#60.0
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	47	288	330	105	273			542	2498	1185		114
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.28	0.15	0.25	0.45	0.18			0.95	0.65	0.30		0.88

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.45
Intersection Signal Delay: 114.7 — Intersection LOS: F
Intersection Capacity Utilization 123.4% — ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 3: March & Solandt

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	71.0	71.0
Total Split (%)	47.3%	47.3%
Maximum Green (s)	64.7	64.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	64.7	64.7
Actuated g/C Ratio	0.43	0.43
v/c Ratio	1.45	0.10
Control Delay	240.8	0.8
Queue Delay	0.0	0.0
Total Delay	240.8	0.8
LOS	F	A
Approach Delay	226.9	
Approach LOS	F	
Queue Length 50th (m)	~403.2	0.0
Queue Length 95th (m)	#440.3	1.3
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1416	669
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.45	0.10

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	62	21	6	43	24	226	1	56	2334	122	2	160
Future Volume (vph)	62	21	6	43	24	226	1	56	2334	122	2	160
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0		185.0
Storage Lanes	0		1	1		2		1		1		2
Taper Length (m)	20.0			20.0				40.0				60.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Ped Bike Factor		0.99	0.97	0.99		0.98		1.00		0.96		1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.964		0.950				0.950				0.950
Satd. Flow (prot)	0	1674	1498	1566	1762	1498	0	1627	3283	1414	0	3248
Flt Permitted		0.765		0.703				0.950				0.950
Satd. Flow (perm)	0	1321	1459	1145	1762	1467	0	1624	3283	1354	0	3242
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			71			79				73		
Link Speed (k/h)		50			60				60			
Link Distance (m)		247.8			333.9				554.1			
Travel Time (s)		17.8			20.0				33.2			
Confl. Peds. (#/hr)	6		10	10		6		12		15		15
Confl. Bikes (#/hr)			1			1				7		
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 (%)	3%	1%	1%	8%	1%	1%	1%	4%	3%	7%	1%	1%
Adj. Flow (vph)	62	21	6	43	24	226	1	56	2334	122	2	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	6	43	24	226	0	57	2334	122	0	162
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		1.8			3.5				10.5			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	1

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1941	118
Future Volume (vph)	1941	118
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		20.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.94
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3252	1469
Flt Permitted		
Satd. Flow (perm)	3252	1385
Right Turn on Red		Yes
Satd. Flow (RTOR)		73
Link Speed (k/h)	60	
Link Distance (m)	634.3	
Travel Time (s)	38.1	
Confl. Peds. (#/hr)		12
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	4%	3%
Adj. Flow (vph)	1941	118
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1941	118
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	10.5	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	5.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	17.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	18.0	18.0	92.0	92.0	18.0	18.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%	12.0%	12.0%	61.3%	61.3%	12.0%	12.0%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	11.5	11.5	85.7	85.7	11.5	11.5
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.8
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)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3		6.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		
Act Effct Green (s)		23.2	23.2	23.2	23.2	23.2		10.0	96.0	96.0		11.5
Actuated g/C Ratio		0.15	0.15	0.15	0.15	0.15		0.07	0.64	0.64		0.08
v/c Ratio		0.41	0.02	0.24	0.09	0.77		0.53	1.11	0.14		0.65
Control Delay		60.5	0.2	55.1	50.2	55.2		84.7	84.5	6.2		84.0
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay		60.5	0.2	55.1	50.2	55.2		84.7	84.5	6.2		84.0
LOS		E	A	E	D	E		F	F	A		F
Approach Delay		56.4			54.7				80.7			
Approach LOS		E			D				F			
Queue Length 50th (m)		21.0	0.0	10.6	5.8	40.1		15.3	~384.3	4.8		24.3
Queue Length 95th (m)		33.8	0.0	20.1	12.7	62.8		29.1	#452.3	14.5		m18.1
Internal Link Dist (m)		223.8			309.9				530.1			
Turn Bay Length (m)			20.0			60.0		100.0		80.0		185.0
Base Capacity (vph)		295	380	255	393	388		126	2101	892		259
Starvation Cap Reductn		0	0	0	0	0		0	0	0		0
Spillback Cap Reductn		0	0	0	0	0		0	0	0		0
Storage Cap Reductn		0	0	0	0	0		0	0	0		0
Reduced v/c Ratio		0.28	0.02	0.17	0.06	0.58		0.45	1.11	0.14		0.63

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 53.0 — Intersection LOS: D
Intersection Capacity Utilization 120.6% — ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	30.6	30.6
Total Split (s)	92.0	92.0
Total Split (%)	61.3%	61.3%
Maximum Green (s)	85.7	85.7
Yellow Time (s)	3.7	3.7
All-Red Time (s)	2.6	2.6
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	17.0	17.0
Pedestrian Calls (#/hr)	12	12
Act Effct Green (s)	100.1	100.1
Actuated g/C Ratio	0.67	0.67
v/c Ratio	0.89	0.12
Control Delay	17.3	0.0
Queue Delay	0.0	0.0
Total Delay	17.3	0.0
LOS	B	A
Approach Delay	21.2	
Approach LOS	C	
Queue Length 50th (m)	76.1	0.0
Queue Length 95th (m)	m7.2	m0.0
Internal Link Dist (m)	610.3	
Turn Bay Length (m)		20.0
Base Capacity (vph)	2169	948
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.89	0.12

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	13	44	82	47	30	18	5	508	1634	357	3	97
Future Volume (vph)	13	44	82	47	30	18	5	508	1634	357	3	97
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.99		0.99					0.96		1.00
Frt			0.850		0.944					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1409	1695	1414	3095	1525	0	0	1674	3252	1498	0	1674
Flt Permitted	0.950			0.950				0.059				0.151
Satd. Flow (perm)	1400	1695	1395	3095	1525	0	0	104	3252	1443	0	266
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			113		17					333		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	4					4		2		3		3
Confl. Bikes (#/hr)			1			7				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
Heavy Vehicles (%)	20%	5%	7%	6%	9%	9%	1%	1%	4%	1%	1%	1%
Adj. Flow (vph)	13	44	82	47	30	18	5	508	1634	357	3	97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	44	82	47	48	0	0	513	1634	357	0	100
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1417	69
Future Volume (vph)	1417	69
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3283	1427
Flt Permitted		
Satd. Flow (perm)	3283	1403
Right Turn on Red		Yes
Satd. Flow (RTOR)		114
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		2
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	3%	6%
Adj. Flow (vph)	1417	69
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1417	69
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	11.0	32.0	32.0	11.0	32.0		36.0	36.0	107.0	107.0	71.0	71.0
Total Split (%)	7.3%	21.3%	21.3%	7.3%	21.3%		24.0%	24.0%	71.3%	71.3%	47.3%	47.3%
Maximum Green (s)	5.1	25.5	25.5	5.1	25.5		29.7	29.7	100.7	100.7	64.7	64.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		4	4		1				3	3	2	2
Act Effct Green (s)	5.1	13.2	13.2	5.1	17.6			115.2	115.2	115.2		64.7
Actuated g/C Ratio	0.03	0.09	0.09	0.03	0.12			0.77	0.77	0.77		0.43
v/c Ratio	0.28	0.30	0.36	0.45	0.25			0.95	0.65	0.30		0.88
Control Delay	85.3	67.2	7.9	84.7	44.1			46.4	20.7	4.7		97.5
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	85.3	67.2	7.9	84.7	44.1			46.4	20.7	4.7		97.5
LOS	F	E	A	F	D			D	C	A		F
Approach Delay		33.9			64.2				23.7			
Approach LOS		C			E				C			
Queue Length 50th (m)	3.6	11.8	0.0	6.6	7.6			121.1	176.2	10.0		24.7
Queue Length 95th (m)	10.6	21.2	6.4	13.1	18.8			m#182.6	m223.4	m26.7		#60.0
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	47	288	330	105	273			542	2498	1185		114
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.28	0.15	0.25	0.45	0.18			0.95	0.65	0.30		0.88

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 124 (83%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 40.2 — Intersection LOS: D
Intersection Capacity Utilization 104.7% — ICU Level of Service G
Analysis Period (min) 15

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

Splits and Phases: 3: March & Solandt

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	71.0	71.0
Total Split (%)	47.3%	47.3%
Maximum Green (s)	64.7	64.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	2	2
Act Effct Green (s)	64.7	64.7
Actuated g/C Ratio	0.43	0.43
v/c Ratio	1.00	0.10
Control Delay	66.3	0.8
Queue Delay	0.0	0.0
Total Delay	66.3	0.8
LOS	E	A
Approach Delay	65.4	
Approach LOS	E	
Queue Length 50th (m)	~202.6	0.0
Queue Length 95th (m)	#251.1	1.3
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1416	669
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.00	0.10

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	62	21	6	43	24	226	1	56	2104	122	2	160
Future Volume (vph)	62	21	6	43	24	226	1	56	2104	122	2	160
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0		185.0
Storage Lanes	0		1	1		2		1		1		2
Taper Length (m)	20.0			20.0				40.0				60.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.95	0.97
Ped Bike Factor		0.99	0.97	0.99		0.98		1.00		0.96		1.00
Frt			0.850			0.850				0.850		
Flt Protected		0.964		0.950				0.950				0.950
Satd. Flow (prot)	0	1674	1498	1566	1762	1498	0	1627	3283	1414	0	3248
Flt Permitted		0.765		0.703				0.950				0.950
Satd. Flow (perm)	0	1321	1459	1145	1762	1467	0	1623	3283	1354	0	3240
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			71			81				77		
Link Speed (k/h)		50			60				60			
Link Distance (m)		247.8			333.9				554.1			
Travel Time (s)		17.8			20.0				33.2			
Confl. Peds. (#/hr)	6		10	10		6		12		15		15
Confl. Bikes (#/hr)			1			1				7		
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 (%)	3%	1%	1%	8%	1%	1%	1%	4%	3%	7%	1%	1%
Adj. Flow (vph)	62	21	6	43	24	226	1	56	2104	122	2	160
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	83	6	43	24	226	0	57	2104	122	0	162
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		1.8			3.5				10.5			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	1

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1941	118
Future Volume (vph)	1941	118
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		20.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.94
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3252	1469
Flt Permitted		
Satd. Flow (perm)	3252	1385
Right Turn on Red		Yes
Satd. Flow (RTOR)		73
Link Speed (k/h)	60	
Link Distance (m)	634.3	
Travel Time (s)	38.1	
Confl. Peds. (#/hr)		12
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	4%	3%
Adj. Flow (vph)	1941	118
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1941	118
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	10.5	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	5.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	17.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	18.0	18.0	92.0	92.0	18.0	18.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%	12.0%	12.0%	61.3%	61.3%	12.0%	12.0%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	11.5	11.5	85.7	85.7	11.5	11.5
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.8
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)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3		6.5
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		
Act Effct Green (s)		23.1	23.1	23.1	23.1	23.1		10.0	96.1	96.1		11.5
Actuated g/C Ratio		0.15	0.15	0.15	0.15	0.15		0.07	0.64	0.64		0.08
v/c Ratio		0.41	0.02	0.24	0.09	0.77		0.53	1.00	0.14		0.65
Control Delay		60.6	0.2	55.2	50.2	54.5		84.7	47.1	5.8		88.0
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
Total Delay		60.6	0.2	55.2	50.2	54.5		84.7	47.1	5.8		88.0
LOS		E	A	E	D	D		F	D	A		F
Approach Delay		56.6			54.3				45.8			
Approach LOS		E			D				D			
Queue Length 50th (m)		21.0	0.0	10.6	5.8	39.6		15.3	~289.4	4.4		23.7
Queue Length 95th (m)		33.8	0.0	20.1	12.7	62.2		29.1	#385.3	14.0		m28.0
Internal Link Dist (m)		223.8			309.9				530.1			
Turn Bay Length (m)			20.0			60.0		100.0		80.0		185.0
Base Capacity (vph)		295	380	255	393	390		126	2103	895		259
Starvation Cap Reductn		0	0	0	0	0		0	0	0		0
Spillback Cap Reductn		0	0	0	0	0		0	0	0		0
Storage Cap Reductn		0	0	0	0	0		0	0	0		0
Reduced v/c Ratio		0.28	0.02	0.17	0.06	0.58		0.45	1.00	0.14		0.63

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 34.4 — Intersection LOS: C
Intersection Capacity Utilization 119.1% — ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	30.6	30.6
Total Split (s)	92.0	92.0
Total Split (%)	61.3%	61.3%
Maximum Green (s)	85.7	85.7
Yellow Time (s)	3.7	3.7
All-Red Time (s)	2.6	2.6
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	17.0	17.0
Pedestrian Calls (#/hr)	12	12
Act Effct Green (s)	100.2	100.2
Actuated g/C Ratio	0.67	0.67
v/c Ratio	0.89	0.12
Control Delay	14.7	0.3
Queue Delay	0.0	0.0
Total Delay	14.7	0.3
LOS	B	A
Approach Delay	19.3	
Approach LOS	B	
Queue Length 50th (m)	40.7	0.0
Queue Length 95th (m)	m#318.4	m0.1
Internal Link Dist (m)	610.3	
Turn Bay Length (m)		20.0
Base Capacity (vph)	2171	949
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.89	0.12

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	206	86	34	439	91	59
Future Volume (vph)	206	86	34	439	91	59
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.960				0.947	
Flt Protected				0.996	0.971	
Satd. Flow (prot)	1650	0	0	1745	1572	0
Flt Permitted				0.996	0.971	
Satd. Flow (perm)	1650	0	0	1745	1572	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	336.6			459.4	751.0	
Travel Time (s)	24.2			33.1	54.1	
Confl. Peds. (#/hr)		24	24			
Confl. Bikes (#/hr)		1				1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	5%	9%	1%	1%	9%
Adj. Flow (vph)	206	86	34	439	91	59
Shared Lane Traffic (%)						
Lane Group Flow (vph)	292	0	0	473	150	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.0			3.0	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	5.0			5.0	5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.1%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	66	38	26	96	20	97	72	4	13	109	101
Future Volume (vph)	32	66	38	26	96	20	97	72	4	13	109	101
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	40.0		0.0	50.0		0.0	30.0		0.0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (m)	70.0			30.0			60.0			30.0		
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
Ped Bike Factor	0.99	0.99		0.99	1.00		0.99	1.00		0.99	0.99	
Frt		0.945			0.974			0.992			0.928	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1674	1501	0	1610	1629	0	1642	1713	0	1271	1588	0
Flt Permitted	0.682			0.690			0.419			0.708		
Satd. Flow (perm)	1196	1501	0	1163	1629	0	720	1713	0	934	1588	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			9			4			42	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		245.5			306.0			489.3			751.0	
Travel Time (s)		17.7			22.0			35.2			54.1	
Confl. Peds. (#/hr)	2		2	2		2	3		5	5		3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	15%	4%	5%	3%	20%	3%	3%	1%	33%	4%	1%
Adj. Flow (vph)	32	66	38	26	96	20	97	72	4	13	109	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	104	0	26	116	0	97	76	0	13	210	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)		7.0			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		5.0			5.0			5.0			5.0	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
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)	18.6	93.0		18.6	93.0		18.6	93.0		18.6	93.0	
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)	18.6	5.5		18.6	5.5		18.6	5.5		18.6	5.5	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		87.5			87.5			87.5			87.5	
Detector 2 Size(m)		5.5			5.5			5.5			5.5	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		2			6		3	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		3	8		4	4	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	15.0	15.0		15.0	15.0		5.0	10.0		10.0	10.0	
Minimum Split (s)	25.2	25.2		25.2	25.2		11.2	25.2		25.2	25.2	
Total Split (s)	41.2	41.2		41.2	41.2		31.2	77.4		46.2	46.2	
Total Split (%)	34.7%	34.7%		34.7%	34.7%		26.3%	65.3%		39.0%	39.0%	
Maximum Green (s)	35.0	35.0		35.0	35.0		25.0	71.2		40.0	40.0	
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.2	6.2		6.2	6.2		6.2	6.2		6.2	6.2	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0			12.0		12.0	12.0	
Pedestrian Calls (#/hr)	2	2		2	2			5		3	3	
Act Effct Green (s)	16.1	16.1		16.1	16.1		22.9	22.9		12.5	12.5	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.44	0.44		0.24	0.24	
v/c Ratio	0.09	0.22		0.07	0.23		0.22	0.10		0.06	0.51	
Control Delay	16.4	14.2		16.3	16.3		9.1	7.7		17.3	19.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.4	14.2		16.3	16.3		9.1	7.7		17.3	19.6	
LOS	B	B		B	B		A	A		B	B	
Approach Delay		14.7			16.3			8.5			19.4	
Approach LOS		B			B			A			B	
Queue Length 50th (m)	2.0	4.9		1.6	6.8		4.3	3.1		0.9	12.7	
Queue Length 95th (m)	7.8	16.2		6.7	19.4		11.0	8.7		4.3	30.3	
Internal Link Dist (m)		221.5			282.0			465.3			727.0	
Turn Bay Length (m)	110.0			40.0			50.0			30.0		
Base Capacity (vph)	833	1054		810	1138		843	1713		731	1252	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.10		0.03	0.10		0.12	0.04		0.02	0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 118.6	
Actuated Cycle Length: 51.9	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 46.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 2: Legget & Solandt

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	63	41	285	381	39	121	11	83	2162	125	10	45
Future Volume (vph)	63	41	285	381	39	121	11	83	2162	125	10	45
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.98	1.00	0.98					0.97		
Frt			0.850		0.887					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1642	1548	1498	3248	1518	0	0	1604	3316	1469	0	1635
Flt Permitted	0.950			0.950				0.066				0.074
Satd. Flow (perm)	1629	1548	1469	3232	1518	0	0	111	3316	1421	0	127
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			130		107					79		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	6		2	2		6		4		3		3
Confl. Bikes (#/hr)			4			7				3		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	15%	1%	1%	1%	2%	1%	6%	2%	3%	1%	4%
Adj. Flow (vph)	63	41	285	381	39	121	11	83	2162	125	10	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	41	285	381	160	0	0	94	2162	125	0	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1634	31
Future Volume (vph)	1634	31
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3316	1441
Flt Permitted		
Satd. Flow (perm)	3316	1411
Right Turn on Red		Yes
Satd. Flow (RTOR)		132
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	2%	5%
Adj. Flow (vph)	1634	31
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1634	31
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	34.0	32.0	32.0	34.0	32.0		12.0	12.0	64.0	64.0	52.0	52.0
Total Split (%)	26.2%	24.6%	24.6%	26.2%	24.6%		9.2%	9.2%	49.2%	49.2%	40.0%	40.0%
Maximum Green (s)	28.1	25.5	25.5	28.1	25.5		5.7	5.7	57.7	57.7	45.7	45.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		6	6		2				3	3	4	4
Act Effct Green (s)	10.4	20.5	20.5	20.5	33.0			70.3	70.3	70.3		55.5
Actuated g/C Ratio	0.08	0.16	0.16	0.16	0.25			0.54	0.54	0.54		0.43
v/c Ratio	0.48	0.17	0.84	0.75	0.34			0.60	1.21	0.16		1.02
Control Delay	68.6	45.7	48.6	61.3	15.5			29.9	116.7	1.8		174.2
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	68.6	45.7	48.6	61.3	15.5			29.9	116.7	1.8		174.2
LOS	E	D	D	E	B			C	F	A		F
Approach Delay		51.5			47.8				107.2			
Approach LOS		D			D				F			
Queue Length 50th (m)	14.5	8.4	36.6	44.7	9.9			6.6	~338.2	2.9		~14.3
Queue Length 95th (m)	27.3	17.0	63.4	57.5	25.1			m11.3	m#357.4	m4.4		#41.5
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	354	311	399	702	465			157	1793	804		54
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.18	0.13	0.71	0.54	0.34			0.60	1.21	0.16		1.02

Intersection Summary

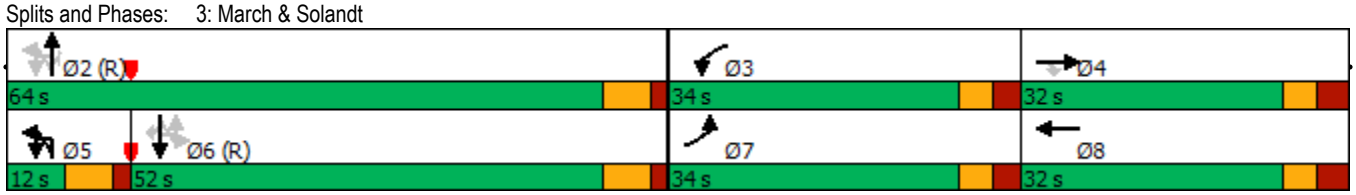
Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 30 (23%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.21
Intersection Signal Delay: 98.3 — Intersection LOS: F
Intersection Capacity Utilization 118.7% — ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 3: March & Solandt



Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	52.0	52.0
Total Split (%)	40.0%	40.0%
Maximum Green (s)	45.7	45.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	4	4
Act Effct Green (s)	55.5	55.5
Actuated g/C Ratio	0.43	0.43
v/c Ratio	1.15	0.05
Control Delay	112.5	0.1
Queue Delay	0.0	0.0
Total Delay	112.5	0.1
LOS	F	A
Approach Delay	112.5	
Approach LOS	F	
Queue Length 50th (m)	~247.1	0.0
Queue Length 95th (m)	#310.4	0.0
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1416	678
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.15	0.05

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	36	13	18	134	22	241	5	33	1951	59	297	2269
Future Volume (vph)	36	13	18	134	22	241	5	33	1951	59	297	2269
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0	185.0	
Storage Lanes	0		1	1		2		1		1	2	
Taper Length (m)	20.0			20.0				40.0			60.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00	0.97	0.99		0.98		1.00		0.97	1.00	
Frt			0.850			0.850				0.850		
Flt Protected		0.965		0.950				0.950			0.950	
Satd. Flow (prot)	0	1701	1498	1580	1762	1498	0	1674	3316	1483	3248	3349
Flt Permitted		0.785		0.725				0.950			0.950	
Satd. Flow (perm)	0	1380	1458	1191	1762	1474	0	1673	3316	1439	3242	3349
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			82			236				84		
Link Speed (k/h)		50			60				60			60
Link Distance (m)		247.8			333.9				554.1			634.3
Travel Time (s)		17.8			20.0				33.2			38.1
Confl. Peds. (#/hr)	3		11	11		3		6		11	11	
Confl. Bikes (#/hr)			2			1				1		
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 (%)	1%	1%	1%	7%	1%	1%	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	36	13	18	134	22	241	5	33	1951	59	297	2269
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	18	134	22	241	0	38	1951	59	297	2269
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(m)		1.8			3.5				10.5			10.5
Link Offset(m)		0.0			0.0				0.0			0.0
Crosswalk Width(m)		5.0			5.0				5.0			5.0
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	24	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	93.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	5.5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			87.5
Detector 2 Size(m)		5.5			5.5				5.5			5.5
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	58
Future Volume (vph)	58
Ideal Flow (vphpl)	1800
Storage Length (m)	20.0
Storage Lanes	1
Taper Length (m)	
Lane Util. Factor	1.00
Ped Bike Factor	0.96
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1498
Flt Permitted	
Satd. Flow (perm)	1435
Right Turn on Red	Yes
Satd. Flow (RTOR)	84
Link Speed (k/h)	
Link Distance (m)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	8
Peak Hour Factor	1.00
Heavy Vehicles (%)	1%
Adj. Flow (vph)	58
Shared Lane Traffic (%)	
Lane Group Flow (vph)	58
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(m)	
Link Offset(m)	
Crosswalk Width(m)	
Two way Left Turn Lane	
Headway Factor	1.09
Turning Speed (k/h)	14
Number of Detectors	1
Detector Template	Right
Leading Detector (m)	18.6
Trailing Detector (m)	0.0
Detector 1 Position(m)	0.0
Detector 1 Size(m)	18.6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(m)	
Detector 2 Size(m)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	20.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	30.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	23.0	23.0	67.0	67.0	23.0	67.0
Total Split (%)	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%	17.7%	17.7%	51.5%	51.5%	17.7%	51.5%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	16.5	16.5	60.7	60.7	16.5	60.7
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3	6.5	6.3
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		17.0
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		12
Act Effct Green (s)		21.9	21.9	21.9	21.9	21.9		8.4	72.6	72.6	16.2	82.8
Actuated g/C Ratio		0.17	0.17	0.17	0.17	0.17		0.06	0.56	0.56	0.12	0.64
v/c Ratio		0.21	0.06	0.67	0.07	0.54		0.36	1.05	0.07	0.74	1.06
Control Delay		45.3	0.3	65.3	41.7	10.2		66.4	65.7	1.9	63.0	60.3
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		45.3	0.3	65.3	41.7	10.2		66.4	65.7	1.9	63.0	60.3
LOS		D	A	E	D	B		E	E	A	E	E
Approach Delay		33.3			30.6				63.9			59.3
Approach LOS		C			C				E			E
Queue Length 50th (m)		10.1	0.0	30.0	4.4	1.0		8.8	~266.7	0.0	32.1	~323.5
Queue Length 95th (m)		18.9	0.0	45.4	10.4	19.9		18.9	#342.0	3.7	m32.9	m#337.1
Internal Link Dist (m)		223.8			309.9				530.1			610.3
Turn Bay Length (m)			20.0			60.0		100.0		80.0	185.0	
Base Capacity (vph)		355	436	306	454	555		212	1852	841	429	2133
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.14	0.04	0.44	0.05	0.43		0.18	1.05	0.07	0.69	1.06

Intersection Summary

Area Type: Other
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 102 (78%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 58.6 Intersection LOS: E
Intersection Capacity Utilization 116.2% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBR
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	30.6
Total Split (s)	67.0
Total Split (%)	51.5%
Maximum Green (s)	60.7
Yellow Time (s)	3.7
All-Red Time (s)	2.6
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.3
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	12
Act Effct Green (s)	82.8
Actuated g/C Ratio	0.64
v/c Ratio	0.06
Control Delay	2.0
Queue Delay	0.0
Total Delay	2.0
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (m)	0.5
Queue Length 95th (m)	m2.3
Internal Link Dist (m)	
Turn Bay Length (m)	20.0
Base Capacity (vph)	944
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.06

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	68	0	0	0	0	67
Future Volume (vph)	68	0	0	0	0	67
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865
Flt Protected	0.950					
Satd. Flow (prot)	1658	0	1745	0	0	1510
Flt Permitted	0.950					
Satd. Flow (perm)	1658	0	1745	0	0	1510
Link Speed (k/h)		50	50		50	
Link Distance (m)		156.7	29.0		88.7	
Travel Time (s)		11.3	2.1		6.4	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	68	0	0	0	0	67
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	0	0	67
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.5	3.5		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		5.0	5.0		5.0	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	97			97	97	97
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 7.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	63	41	285	381	39	121	11	83	2162	125	10	45
Future Volume (vph)	63	41	285	381	39	121	11	83	2162	125	10	45
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.98	0.99	0.98					0.97		
Frt			0.850		0.887					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1642	1548	1498	3248	1518	0	0	1604	3316	1469	0	1635
Flt Permitted	0.950			0.950				0.050				0.055
Satd. Flow (perm)	1628	1548	1467	3230	1518	0	0	84	3316	1419	0	95
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			156		59					111		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	6		2	2		6		4		3		3
Confl. Bikes (#/hr)			4			7				3		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	15%	1%	1%	1%	2%	1%	6%	2%	3%	1%	4%
Adj. Flow (vph)	63	41	285	381	39	121	11	83	2162	125	10	45
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	41	285	381	160	0	0	94	2162	125	0	55
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1634	31
Future Volume (vph)	1634	31
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3316	1441
Flt Permitted		
Satd. Flow (perm)	3316	1410
Right Turn on Red		Yes
Satd. Flow (RTOR)		157
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	2%	5%
Adj. Flow (vph)	1634	31
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1634	31
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	18.0	32.0	32.0	32.0	46.0		12.0	12.0	86.0	86.0	74.0	74.0
Total Split (%)	12.0%	21.3%	21.3%	21.3%	30.7%		8.0%	8.0%	57.3%	57.3%	49.3%	49.3%
Maximum Green (s)	12.1	25.5	25.5	26.1	39.5		5.7	5.7	79.7	79.7	67.7	67.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		6	6		2				3	3	4	4
Act Effct Green (s)	10.2	19.9	19.9	22.3	34.5			89.0	89.0	89.0		74.3
Actuated g/C Ratio	0.07	0.13	0.13	0.15	0.23			0.59	0.59	0.59		0.50
v/c Ratio	0.56	0.20	0.86	0.79	0.41			0.70	1.10	0.14		1.20
Control Delay	86.5	57.4	52.5	73.6	32.9			56.2	65.4	1.2		229.7
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	86.5	57.4	52.5	73.6	32.9			56.2	65.4	1.2		229.7
LOS	F	E	D	E	C			E	E	A		F
Approach Delay		58.5			61.6				61.6			
Approach LOS		E			E				E			
Queue Length 50th (m)	16.9	10.1	36.0	52.4	23.6			14.6	~354.4	0.6		~18.8
Queue Length 95th (m)	31.4	20.5	#66.9	67.2	41.8			m#18.1	m#378.7	m0.7		#35.6
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	132	265	380	565	443			135	1968	887		46
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.48	0.15	0.75	0.67	0.36			0.70	1.10	0.14		1.20

Intersection Summary

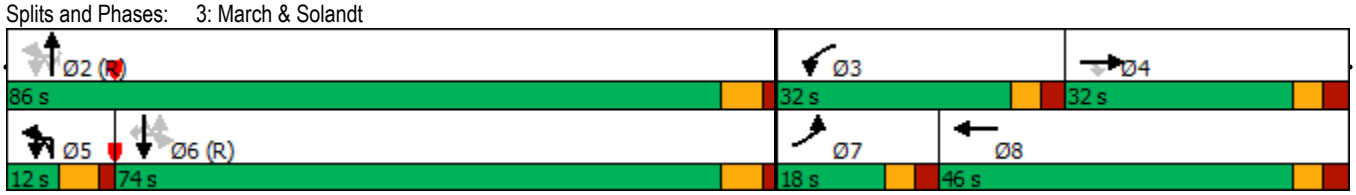
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 37 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.20
Intersection Signal Delay: 62.0 — Intersection LOS: E
Intersection Capacity Utilization 118.7% — ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 3: March & Solandt



Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	74.0	74.0
Total Split (%)	49.3%	49.3%
Maximum Green (s)	67.7	67.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	4	4
Act Effct Green (s)	74.3	74.3
Actuated g/C Ratio	0.50	0.50
v/c Ratio	1.00	0.04
Control Delay	58.9	0.1
Queue Delay	0.0	0.0
Total Delay	58.9	0.1
LOS	E	A
Approach Delay	63.3	
Approach LOS	E	
Queue Length 50th (m)	~259.1	0.0
Queue Length 95th (m)	#303.6	0.0
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1641	777
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.00	0.04

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	36	13	18	134	22	241	5	33	1951	59	297	2269
Future Volume (vph)	36	13	18	134	22	241	5	33	1951	59	297	2269
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0	185.0	
Storage Lanes	0		1	1		2		1		1	2	
Taper Length (m)	20.0			20.0				40.0			60.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00	0.97	0.99		0.98		1.00		0.97	1.00	
Frt			0.850			0.850				0.850		
Flt Protected		0.965		0.950				0.950			0.950	
Satd. Flow (prot)	0	1701	1498	1580	1762	1498	0	1674	3316	1483	3248	3349
Flt Permitted		0.784		0.725				0.950			0.950	
Satd. Flow (perm)	0	1378	1455	1189	1762	1473	0	1673	3316	1435	3241	3349
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			71			137				73		
Link Speed (k/h)		50			60				60			60
Link Distance (m)		247.8			333.9				554.1			634.3
Travel Time (s)		17.8			20.0				33.2			38.1
Confl. Peds. (#/hr)	3		11	11		3		6		11	11	
Confl. Bikes (#/hr)			2			1				1		
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 (%)	1%	1%	1%	7%	1%	1%	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	36	13	18	134	22	241	5	33	1951	59	297	2269
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	18	134	22	241	0	38	1951	59	297	2269
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(m)		1.8			3.5				10.5			10.5
Link Offset(m)		0.0			0.0				0.0			0.0
Crosswalk Width(m)		5.0			5.0				5.0			5.0
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	24	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	93.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	5.5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			87.5
Detector 2 Size(m)		5.5			5.5				5.5			5.5
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	58
Future Volume (vph)	58
Ideal Flow (vphpl)	1800
Storage Length (m)	20.0
Storage Lanes	1
Taper Length (m)	
Lane Util. Factor	1.00
Ped Bike Factor	0.96
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1498
Flt Permitted	
Satd. Flow (perm)	1433
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (k/h)	
Link Distance (m)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	8
Peak Hour Factor	1.00
Heavy Vehicles (%)	1%
Adj. Flow (vph)	58
Shared Lane Traffic (%)	
Lane Group Flow (vph)	58
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(m)	
Link Offset(m)	
Crosswalk Width(m)	
Two way Left Turn Lane	
Headway Factor	1.09
Turning Speed (k/h)	14
Number of Detectors	1
Detector Template	Right
Leading Detector (m)	18.6
Trailing Detector (m)	0.0
Detector 1 Position(m)	0.0
Detector 1 Size(m)	18.6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(m)	
Detector 2 Size(m)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	20.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	30.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	18.0	18.0	92.0	92.0	18.0	92.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%	12.0%	12.0%	61.3%	61.3%	12.0%	61.3%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	11.5	11.5	85.7	85.7	11.5	85.7
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3	6.5	6.3
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		17.0
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		12
Act Effct Green (s)		24.6	24.6	24.6	24.6	24.6		8.7	86.9	86.9	19.2	99.8
Actuated g/C Ratio		0.16	0.16	0.16	0.16	0.16		0.06	0.58	0.58	0.13	0.67
v/c Ratio		0.22	0.06	0.69	0.08	0.68		0.40	1.02	0.07	0.72	1.02
Control Delay		53.3	0.4	75.7	49.3	33.5		79.1	55.8	2.1	57.8	56.1
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		53.3	0.4	75.7	49.3	33.5		79.1	55.8	2.1	57.8	56.1
LOS		D	A	E	D	C		E	E	A	E	E
Approach Delay		39.1			48.6				54.7			55.2
Approach LOS		D			D				D			E
Queue Length 50th (m)		11.9	0.0	35.3	5.2	27.1		10.2	~300.0	0.0	38.0	~346.8
Queue Length 95th (m)		21.9	0.0	53.0	12.0	51.1		21.4	#337.4	4.2	m#61.2	m#405.0
Internal Link Dist (m)		223.8			309.9				530.1			610.3
Turn Bay Length (m)			20.0			60.0		100.0		80.0	185.0	
Base Capacity (vph)		307	380	265	393	435		128	1921	862	415	2229
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.16	0.05	0.51	0.06	0.55		0.30	1.02	0.07	0.72	1.02

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 54.3 Intersection LOS: D
Intersection Capacity Utilization 116.2% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBR
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	30.6
Total Split (s)	92.0
Total Split (%)	61.3%
Maximum Green (s)	85.7
Yellow Time (s)	3.7
All-Red Time (s)	2.6
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.3
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	12
Act Effct Green (s)	99.8
Actuated g/C Ratio	0.67
v/c Ratio	0.06
Control Delay	7.2
Queue Delay	0.0
Total Delay	7.2
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (m)	1.4
Queue Length 95th (m)	m3.5
Internal Link Dist (m)	
Turn Bay Length (m)	20.0
Base Capacity (vph)	978
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.06

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (vph)	63	41	285	381	39	121	11	83	1972	125	10	35
Future Volume (vph)	63	41	285	381	39	121	11	83	1972	125	10	35
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0		60.0	85.0		0.0		165.0		0.0		155.0
Storage Lanes	1		1	2		0		1		1		1
Taper Length (m)	50.0			95.0				40.0				25.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Ped Bike Factor	0.99		0.98	0.99	0.98					0.97		
Frt			0.850		0.887					0.850		
Flt Protected	0.950			0.950				0.950				0.950
Satd. Flow (prot)	1642	1548	1498	3248	1518	0	0	1604	3316	1469	0	1636
Flt Permitted	0.950			0.950				0.050				0.055
Satd. Flow (perm)	1628	1548	1467	3230	1518	0	0	84	3316	1419	0	95
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			156		61					111		
Link Speed (k/h)		50			50				80			
Link Distance (m)		123.9			245.5				634.3			
Travel Time (s)		8.9			17.7				28.5			
Confl. Peds. (#/hr)	6		2	2		6		4		3		3
Confl. Bikes (#/hr)			4			7				3		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	15%	1%	1%	1%	2%	1%	6%	2%	3%	1%	4%
Adj. Flow (vph)	63	41	285	381	39	121	11	83	1972	125	10	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	41	285	381	160	0	0	94	1972	125	0	45
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	R NA	Left
Median Width(m)		7.0			10.5				7.0			
Link Offset(m)		0.0			0.0				0.0			
Crosswalk Width(m)		5.0			5.0				5.0			
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	14	24
Number of Detectors	1	2	1	1	2		1	1	2	1	1	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Left	Thru	Right	Left	Left
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0		18.6	18.6	93.0	18.6	18.6	18.6
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5		18.6	18.6	5.5	18.6	18.6	18.6
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			
Detector 2 Size(m)		5.5			5.5				5.5			
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	pm+pt	NA	Perm	Perm	Perm
Protected Phases	7	4		3	8		5	5	2			
Permitted Phases			4				2	2		2	6	6
Detector Phase	7	4	4	3	8		5	5	2	2	6	6

Lane Group	SBT	SBR
Lane Configurations		
Traffic Volume (vph)	1634	31
Future Volume (vph)	1634	31
Ideal Flow (vphpl)	1800	1800
Storage Length (m)		75.0
Storage Lanes		1
Taper Length (m)		
Lane Util. Factor	0.95	1.00
Ped Bike Factor		0.98
Frt		0.850
Flt Protected		
Satd. Flow (prot)	3316	1441
Flt Permitted		
Satd. Flow (perm)	3316	1410
Right Turn on Red		Yes
Satd. Flow (RTOR)		157
Link Speed (k/h)	80	
Link Distance (m)	855.0	
Travel Time (s)	38.5	
Confl. Peds. (#/hr)		4
Confl. Bikes (#/hr)		1
Peak Hour Factor	1.00	1.00
Heavy Vehicles (%)	2%	5%
Adj. Flow (vph)	1634	31
Shared Lane Traffic (%)		
Lane Group Flow (vph)	1634	31
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(m)	7.0	
Link Offset(m)	0.0	
Crosswalk Width(m)	5.0	
Two way Left Turn Lane		
Headway Factor	1.09	1.09
Turning Speed (k/h)		14
Number of Detectors	2	1
Detector Template	Thru	Right
Leading Detector (m)	93.0	18.6
Trailing Detector (m)	0.0	0.0
Detector 1 Position(m)	0.0	0.0
Detector 1 Size(m)	5.5	18.6
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(m)	87.5	
Detector 2 Size(m)	5.5	
Detector 2 Type	Cl+Ex	
Detector 2 Channel		
Detector 2 Extend (s)	0.0	
Turn Type	NA	Perm
Protected Phases	6	
Permitted Phases		6
Detector Phase	6	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0		5.0	5.0	20.0	20.0	20.0	20.0
Minimum Split (s)	10.9	31.5	31.5	10.9	31.5		11.3	11.3	26.3	26.3	26.3	26.3
Total Split (s)	18.0	32.0	32.0	32.0	46.0		12.0	12.0	86.0	86.0	74.0	74.0
Total Split (%)	12.0%	21.3%	21.3%	21.3%	30.7%		8.0%	8.0%	57.3%	57.3%	49.3%	49.3%
Maximum Green (s)	12.1	25.5	25.5	26.1	39.5		5.7	5.7	79.7	79.7	67.7	67.7
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3		4.6	4.6	4.6	4.6	4.6	4.6
All-Red Time (s)	2.6	3.2	3.2	2.6	3.2		1.7	1.7	1.7	1.7	1.7	1.7
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)	5.9	6.5	6.5	5.9	6.5			6.3	6.3	6.3		6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead			Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	None	C-Max	C-Max	C-Max	C-Max
Walk Time (s)		7.0	7.0		7.0				7.0	7.0	7.0	7.0
Flash Dont Walk (s)		18.0	18.0		18.0				12.0	12.0	12.0	12.0
Pedestrian Calls (#/hr)		6	6		2				3	3	4	4
Act Effct Green (s)	10.2	19.9	19.9	22.3	34.5			89.0	89.0	89.0		74.3
Actuated g/C Ratio	0.07	0.13	0.13	0.15	0.23			0.59	0.59	0.59		0.50
v/c Ratio	0.56	0.20	0.86	0.79	0.40			0.70	1.00	0.14		0.98
Control Delay	86.5	57.4	52.5	73.6	32.3			55.2	28.2	1.1		167.3
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0		0.0
Total Delay	86.5	57.4	52.5	73.6	32.3			55.2	28.2	1.1		167.3
LOS	F	E	D	E	C			E	C	A		F
Approach Delay		58.5			61.4				27.8			
Approach LOS		E			E				C			
Queue Length 50th (m)	16.9	10.1	36.0	52.4	23.1			14.8	~296.9	0.6		~13.1
Queue Length 95th (m)	31.4	20.5	#66.9	67.2	41.3			m#17.1	m#327.5	m0.7		#38.4
Internal Link Dist (m)		99.9			221.5				610.3			
Turn Bay Length (m)	35.0		60.0	85.0				165.0				155.0
Base Capacity (vph)	132	265	380	565	444			135	1968	887		46
Starvation Cap Reductn	0	0	0	0	0			0	0	0		0
Spillback Cap Reductn	0	0	0	0	0			0	0	0		0
Storage Cap Reductn	0	0	0	0	0			0	0	0		0
Reduced v/c Ratio	0.48	0.15	0.75	0.67	0.36			0.70	1.00	0.14		0.98

Intersection Summary

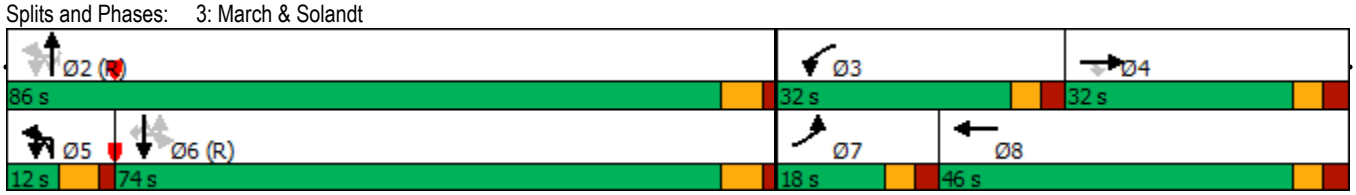
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 37 (25%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 45.7 Intersection LOS: D
Intersection Capacity Utilization 115.7% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 3: March & Solandt



Lane Group	SBT	SBR
Switch Phase		
Minimum Initial (s)	20.0	20.0
Minimum Split (s)	26.3	26.3
Total Split (s)	74.0	74.0
Total Split (%)	49.3%	49.3%
Maximum Green (s)	67.7	67.7
Yellow Time (s)	4.6	4.6
All-Red Time (s)	1.7	1.7
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.3	6.3
Lead/Lag	Lag	Lag
Lead-Lag Optimize?		
Vehicle Extension (s)	3.0	3.0
Recall Mode	C-Max	C-Max
Walk Time (s)	7.0	7.0
Flash Dont Walk (s)	12.0	12.0
Pedestrian Calls (#/hr)	4	4
Act Effct Green (s)	74.3	74.3
Actuated g/C Ratio	0.50	0.50
v/c Ratio	1.00	0.04
Control Delay	58.9	0.1
Queue Delay	0.0	0.0
Total Delay	58.9	0.1
LOS	E	A
Approach Delay	60.7	
Approach LOS	E	
Queue Length 50th (m)	~259.1	0.0
Queue Length 95th (m)	#303.6	0.0
Internal Link Dist (m)	831.0	
Turn Bay Length (m)		75.0
Base Capacity (vph)	1641	777
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	1.00	0.04

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	36	13	18	134	22	241	5	33	1921	59	297	2239
Future Volume (vph)	36	13	18	134	22	241	5	33	1921	59	297	2239
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		20.0	0.0		60.0		100.0		80.0	185.0	
Storage Lanes	0		1	1		2		1		1	2	
Taper Length (m)	20.0			20.0				40.0			60.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	0.95	1.00	0.97	0.95
Ped Bike Factor		1.00	0.97	0.99		0.98		1.00		0.97	1.00	
Frt			0.850			0.850				0.850		
Flt Protected		0.965		0.950				0.950			0.950	
Satd. Flow (prot)	0	1701	1498	1580	1762	1498	0	1674	3316	1483	3248	3349
Flt Permitted		0.784		0.725				0.950			0.950	
Satd. Flow (perm)	0	1378	1455	1189	1762	1473	0	1673	3316	1435	3240	3349
Right Turn on Red			Yes			Yes				Yes		
Satd. Flow (RTOR)			71			138				73		
Link Speed (k/h)		50			60				60			60
Link Distance (m)		247.8			333.9				554.1			634.3
Travel Time (s)		17.8			20.0				33.2			38.1
Confl. Peds. (#/hr)	3		11	11		3		6		11	11	
Confl. Bikes (#/hr)			2			1				1		
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 (%)	1%	1%	1%	7%	1%	1%	1%	1%	2%	2%	1%	1%
Adj. Flow (vph)	36	13	18	134	22	241	5	33	1921	59	297	2239
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	49	18	134	22	241	0	38	1921	59	297	2239
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	R NA	Left	Left	Right	Left	Left
Median Width(m)		1.8			3.5				10.5			10.5
Link Offset(m)		0.0			0.0				0.0			0.0
Crosswalk Width(m)		5.0			5.0				5.0			5.0
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	14	24		14	24	
Number of Detectors	1	2	1	1	2	1	1	1	2	1	1	2
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Left	Thru	Right	Left	Thru
Leading Detector (m)	18.6	93.0	18.6	18.6	93.0	18.6	18.6	18.6	93.0	18.6	18.6	93.0
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Size(m)	18.6	5.5	18.6	18.6	5.5	18.6	18.6	18.6	5.5	18.6	18.6	5.5
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(m)		87.5			87.5				87.5			87.5
Detector 2 Size(m)		5.5			5.5				5.5			5.5
Detector 2 Type		Cl+Ex			Cl+Ex				Cl+Ex			Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0				0.0			0.0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	Prot	NA	Perm	Prot	NA
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		4	8		8				2		
Detector Phase	4	4	4	8	8	8	5	5	2	2	1	6

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	58
Future Volume (vph)	58
Ideal Flow (vphpl)	1800
Storage Length (m)	20.0
Storage Lanes	1
Taper Length (m)	
Lane Util. Factor	1.00
Ped Bike Factor	0.96
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1498
Flt Permitted	
Satd. Flow (perm)	1433
Right Turn on Red	Yes
Satd. Flow (RTOR)	73
Link Speed (k/h)	
Link Distance (m)	
Travel Time (s)	
Confl. Peds. (#/hr)	6
Confl. Bikes (#/hr)	8
Peak Hour Factor	1.00
Heavy Vehicles (%)	1%
Adj. Flow (vph)	58
Shared Lane Traffic (%)	
Lane Group Flow (vph)	58
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(m)	
Link Offset(m)	
Crosswalk Width(m)	
Two way Left Turn Lane	
Headway Factor	1.09
Turning Speed (k/h)	14
Number of Detectors	1
Detector Template	Right
Leading Detector (m)	18.6
Trailing Detector (m)	0.0
Detector 1 Position(m)	0.0
Detector 1 Size(m)	18.6
Detector 1 Type	Cl+Ex
Detector 1 Channel	
Detector 1 Extend (s)	0.0
Detector 1 Queue (s)	0.0
Detector 1 Delay (s)	0.0
Detector 2 Position(m)	
Detector 2 Size(m)	
Detector 2 Type	
Detector 2 Channel	
Detector 2 Extend (s)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Detector Phase	6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	5.0	20.0	20.0	5.0	20.0
Minimum Split (s)	39.5	39.5	39.5	39.5	39.5	39.5	17.6	17.6	30.6	30.6	17.6	30.6
Total Split (s)	40.0	40.0	40.0	40.0	40.0	40.0	18.0	18.0	92.0	92.0	18.0	92.0
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	26.7%	12.0%	12.0%	61.3%	61.3%	12.0%	61.3%
Maximum Green (s)	33.5	33.5	33.5	33.5	33.5	33.5	11.5	11.5	85.7	85.7	11.5	85.7
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.6	2.6	2.8	2.6
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		6.5	6.5	6.5	6.5	6.5		6.5	6.3	6.3	6.5	6.3
Lead/Lag							Lead	Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0			7.0	7.0		7.0
Flash Dont Walk (s)	26.0	26.0	26.0	26.0	26.0	26.0			17.0	17.0		17.0
Pedestrian Calls (#/hr)	10	10	10	6	6	6			15	15		12
Act Effct Green (s)		24.6	24.6	24.6	24.6	24.6		8.7	86.9	86.9	19.2	99.8
Actuated g/C Ratio		0.16	0.16	0.16	0.16	0.16		0.06	0.58	0.58	0.13	0.67
v/c Ratio		0.22	0.06	0.69	0.08	0.68		0.40	1.00	0.07	0.72	1.00
Control Delay		53.3	0.4	75.7	49.3	33.1		79.1	51.9	2.1	57.6	52.6
Queue Delay		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Total Delay		53.3	0.4	75.7	49.3	33.1		79.1	51.9	2.1	57.6	52.6
LOS		D	A	E	D	C		E	D	A	E	D
Approach Delay		39.1			48.4				51.0			52.2
Approach LOS		D			D				D			D
Queue Length 50th (m)		11.9	0.0	35.3	5.2	26.8		10.2	~291.1	0.0	37.9	~338.1
Queue Length 95th (m)		21.9	0.0	53.0	12.0	50.8		21.4	#328.7	4.2	m#61.1	m#395.1
Internal Link Dist (m)		223.8			309.9				530.1			610.3
Turn Bay Length (m)			20.0			60.0		100.0		80.0	185.0	
Base Capacity (vph)		307	380	265	393	436		128	1921	862	415	2229
Starvation Cap Reductn		0	0	0	0	0		0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0		0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0		0	0	0	0	0
Reduced v/c Ratio		0.16	0.05	0.51	0.06	0.55		0.30	1.00	0.07	0.72	1.00

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.00
Intersection Signal Delay: 51.2 Intersection LOS: D
Intersection Capacity Utilization 115.4% ICU Level of Service H
Analysis Period (min) 15

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

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

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

Splits and Phases: 4: March & Station/Carling

Lane Group	SBR
Switch Phase	
Minimum Initial (s)	20.0
Minimum Split (s)	30.6
Total Split (s)	92.0
Total Split (%)	61.3%
Maximum Green (s)	85.7
Yellow Time (s)	3.7
All-Red Time (s)	2.6
Lost Time Adjust (s)	0.0
Total Lost Time (s)	6.3
Lead/Lag	Lag
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	C-Max
Walk Time (s)	7.0
Flash Dont Walk (s)	17.0
Pedestrian Calls (#/hr)	12
Act Effct Green (s)	99.8
Actuated g/C Ratio	0.67
v/c Ratio	0.06
Control Delay	7.4
Queue Delay	0.0
Total Delay	7.4
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (m)	1.6
Queue Length 95th (m)	m3.8
Internal Link Dist (m)	
Turn Bay Length (m)	20.0
Base Capacity (vph)	978
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.06

Intersection Summary