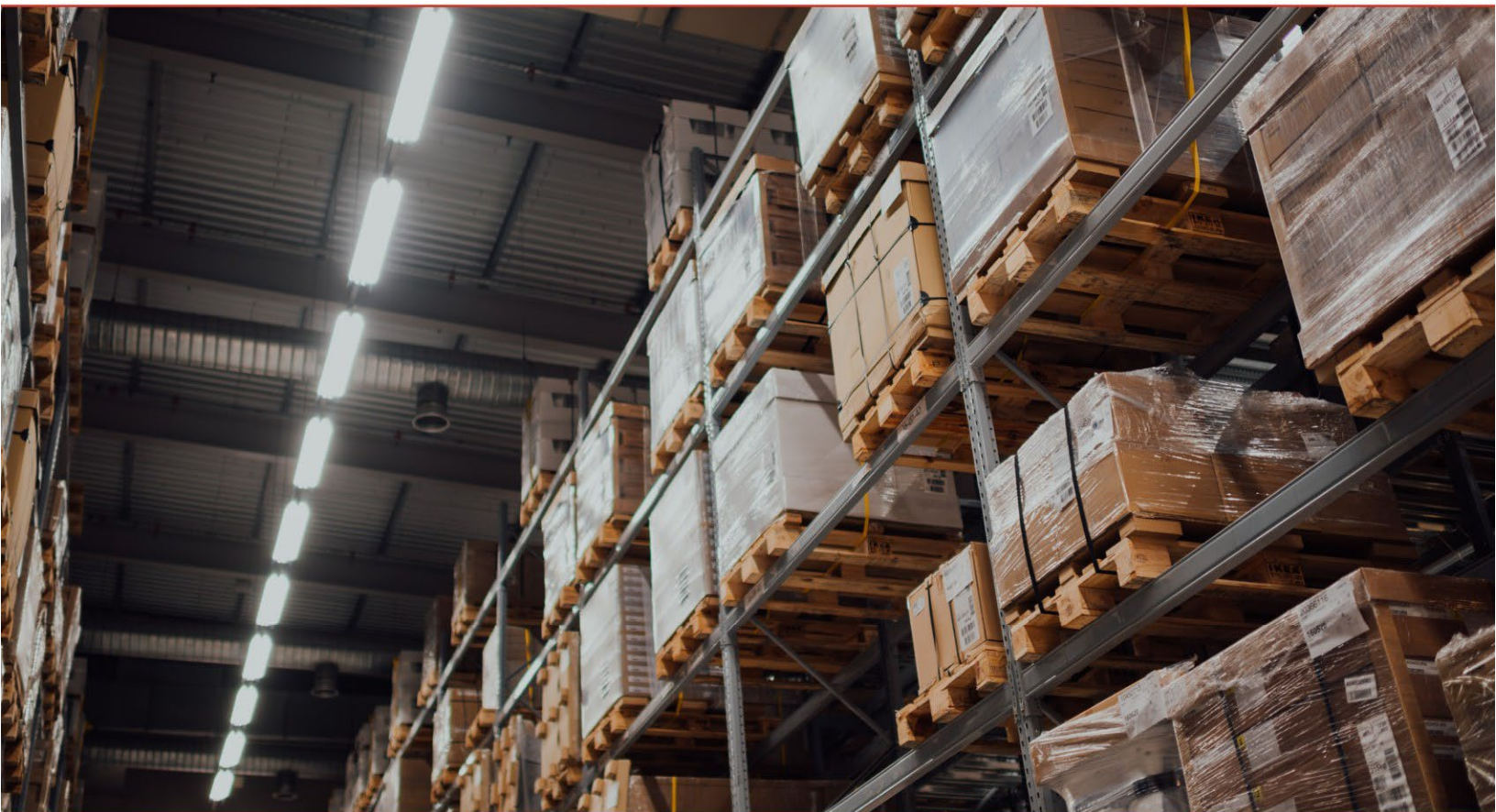


375 DIDSBURY ROAD CITY OF OTTAWA

Proposed Large-Format Retail
Transportation Impact Assessment



Prepared For: FCRI Properties LP

July 2026



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Date	Revision	Update
2026-07-10	Version 1	Draft Report
2026-07-13	Version 2	Final Report

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1.0 INTRODUCTION

BA Group is retained by FCRI Properties LP to prepare a Transportation Impact Assessment (TIA) Report related to a Zoning By-Law Amendment (ZBA) application. The proposed development includes large format retail and outparcels located on a site municipally known as 375 Didsbury Road, in the City of Ottawa (herein referred to as the 'site').

1.1 Study Process

This study follows the TIA process outlined in the City of Ottawa's *2025 Transportation Impact Assessment Guidelines* (available in draft form). The City of Ottawa TIA consists of four stages:

- **Stage 1: Screening** – determining the need for a TIA and completing the Screening Form;
- **Stage 2: Scoping** – determining the scope of the TIA and completing the Scoping Report;
- **Stage 3: Analysis** – assessing the impacts of the proposed development within the study scope, making recommendations for potential mitigation measures, and completing the TIA Report; and
- **Stage 4: Documentation** – compiling all previous deliverables that make up the final TIA submission.

This report summarizes all four stages of the TIA process in a combined document. The structure of this report reflects the evolving TIA guidelines and industry best practices, while responding to the site context and proposed land use.

1.2 Screening

A completed Screening Form, submitted in September 2025, was based on a previous development concept plan which is no longer contemplated. An updated Screening Form is attached in **Appendix A**. The Screening Form includes an assessment of the need for a TIA based on three triggers:

- **Trip Generation Trigger** – This specifies a size threshold for different land uses at which a TIA is needed to assess the impact of new trips;
- **Location Trigger** – This assesses whether the site is located such that the development will impact key parts of the City's transportation network; and
- **Safety Trigger** – This identifies characteristics of the development that may impact safety on the surrounding transportation network.

All three of the above triggers are met for the proposed development. Therefore, a TIA is required.



1.3 Description of Development

FCRI Properties LP is preparing a ZBA application for a large format retail development. The site location is illustrated in **Figure 1**. The current TIA considers the most intensive and most probable use of the site for the purposes of the ZBA. This approach conservatively accounts for the impact of the site, and the details of the proposal will be refined at the Site Plan Control stage.

Existing Site

The site is bound by undeveloped land to the north, Didsbury Road to the east, Campeau Drive to the south and the Carp River to the west. The site is currently unoccupied.

Didsbury Road north of Campeau Drive, adjacent to the site, currently exists as a private, unpaved access road, and is included in the City's official plan as a future public road extending to Terry Fox Drive. The future public road will connect to Terry Fox Drive at the south approach of an existing signalized intersection approximately 330 m northeast of the intersection of Terry Fox Drive / Campeau Drive. The southwest quadrant of the future Terry Fox Drive / Didsbury Road intersection is occupied by a municipal pumping station, with access to the small portion of paved road on the south side of the intersection.

The intersection of Didsbury Road / Campeau Drive is signalized, with a paved segment on the north approach, on the future public road alignment of Didsbury Road. The site can also be accessed directly from Campeau Drive, via a signalized intersection located approximately 250 m west of the intersection of Didsbury Road / Campeau Drive. The north approach of this intersection (currently closed) is paved to provide access to the site in the future.

Proposed Development

The proposed concept contemplates a large format retail store to be located at the southeast corner of the site, along Campeau Drive immediately west of the future extension of Didsbury Road. Six additional smaller-scale retail buildings are contemplated on the western portion of the site, with the remainder of the site used primarily for parking and circulation. The proposed development includes approximately 18,615 m² of retail gross floor area (GFA), and is anticipated to be completed in a single phase. For the purposes of analysis documented in this report, occupancy is assumed by the year 2028.

The proposed concept contemplates 940 vehicle parking spaces (including 28 accessible spaces). A summary of the proposed development statistics is provided in **Table 1**.

The proposed concept contemplates three driveways, including an all-moves signalized intersection on Campeau Drive (at the existing signalized intersection) and two unsignalized intersections along Didsbury Road, located approximately 90 m south of Terry Fox Drive and approximately 70 m north of Campeau Drive, respectively.



Table 1 Proposed Development Statistics

Land Use	Proposed
Large Format Retail	13,935 m ²
Other Retail	4,680 m ²
Total Retail	18,615 m²
Vehicle Parking Facilities	940 spaces
Bicycle Parking Facilities	30
Loading Facilities	5 spaces

Notes:

1. Based on a proposed concept and development statistics provided by Turner Fleisher, dated July 9, 2026.

1.4 Planning Context

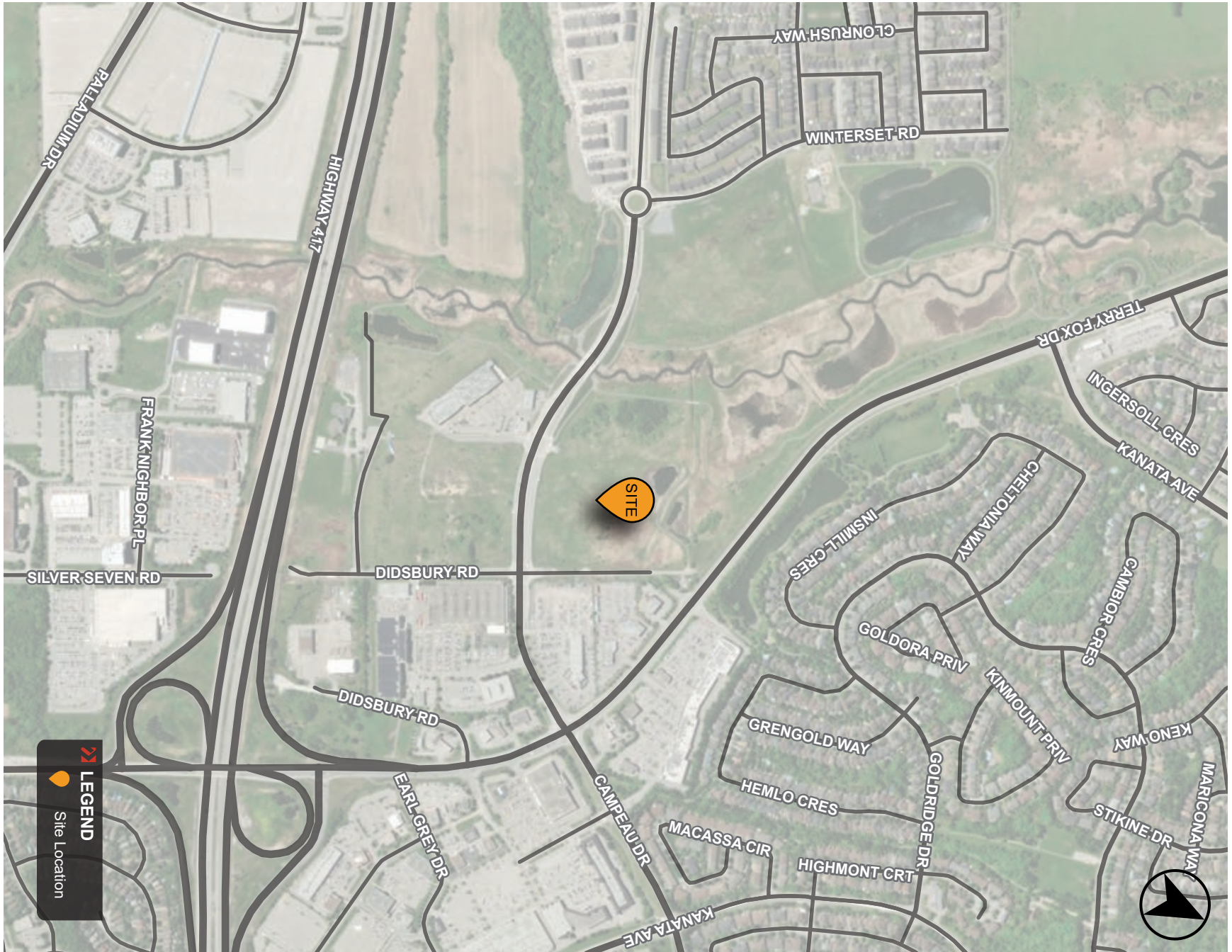
Based on Schedule B7 of the City of Ottawa's Official Plan, the site is located in the Suburban (West) Transect covered by the 'Evolving Neighbourhood' overlay where substantial increases of density are planned and building form and massing is anticipated to change significantly from the existing context. The site is currently zoned as Development Reserve Zone (DR).

In addition, the site is subject to the Kanata West Area-Specific Policies and the Kanata West Community Design Plan (CDP) area. The CDP establishes the framework to guide for future development of Kanata West. It encompasses opportunity for a mix of uses including office, housing, retail, institutional, entertainment and leisure activities.

Kanata West is intended to be urban in character, developing at densities efficiently using the land, and incorporating transit facilities as an integral part of the development.



FIGURE 1 SITE LOCATION



Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographies, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

2.0 SCOPING

2.1 Forecasting Parameters

2.1.1 Time Periods

The analysis time periods include the following:

- Weekday afternoon peak hour; and
- Saturday midday peak hour.

The weekday afternoon site peak hour typically corresponds to the peak hour of the adjacent street. The Saturday midday site peak hour reflects the peak hour of operator for retail uses.

2.1.2 Horizon Years

To account for growth in the area and meet the requirements of the City's TIA guidelines, an analysis horizon five years post-buildout of the site is considered. Therefore, the transportation assessment includes the following horizon years:

- 2026 Existing Conditions;
- 2028 Future Background Conditions;
- 2028 Future Total Conditions (site buildout);
- 2033 Future Background Conditions; and
- 2033 Future Total Conditions (5 years post-buildout).



2.2 Confirmation of TIA Scope

The TIA Scoping Tables from the draft *2025 Transportation Impact Assessment Guidelines* have been used to assess which modules and elements must be included in the TIA. **Table 2** summarizes the overall requirements for Stage 3: Analysis.

Table 2 Analysis Stage Scoping Table

Modules and Elements		Triggers	Required
Site Design Module ¹			
1	Design Incentivizes Sustainable Transportation	Required in all TIA	Yes
2	Design Provides Active Transportation and Multi-Modal Infrastructure at Required Levels		Yes
3	Design Provides Transit Infrastructure at Required Levels	Required in all TIA inside the Urban Transit Area	Yes
4	Proposed Parking is Consistent with City Policies and Goals	Required in all TIA	Yes
5	Access and Circulation is Adequate		Yes
Subdivision Design Module ²			
6	Design Incentivizes Sustainable Transportation	Required in all TIA	Not Applicable
7	Design Provides Active Transportation and Multi-Modal Infrastructure at Required Levels		
8	Design Provides Transit Infrastructure at Required Levels	Required in all TIA inside the Urban Transit Area	
9	Street Design and Neighbourhood Traffic Calming	Required in all TIA	
Network Demand Module			
10	Future Background Network Travel Demands	Development is in Design Priority Area or Site Trips > 60 person trips	Yes
11	Total Future Transit and Vehicle Demands		Yes
12	Demand Rationalization		Yes
Transportation Demand Management Module			
13	TDM Plan	Site Trips > 60 person trips	Yes
Boundary Street Design Module			
14	Cross section Design	Development is in Design Priority Area or Site Trips > 60 person trips	Yes
15	Network Connections		Yes
16	Transit Amenities		Yes
Table continues on next page...			



Modules and Elements		Triggers	Required
Network Impact Module			
17	Neighbourhood Traffic Calming	All NTC triggers must be met ³	No
18	Network Concept Review	Development proposal increases site trips by more than 200 vph	Yes
19	Network Intersection Impact	Site vehicle trips > 75 vph	Yes

Notes:

1. Required in all TIA supporting Site Plan Control or Zoning Bylaw Amendment applications that will have future Site Plan Control applications.
2. Required in all TIAs supporting Plan of Subdivision or Zoning Bylaw Amendment applications that will have future Plan of Subdivision applications.
3. The TIA must include the NTC Element if the development meets all the following criteria:
 - Access is proposed to a Collector or Local Street;
 - "Significant sensitive land use presence" exists;
 - Application is not Site Plan;
 - Site auto trip generation > 75 vehicles/hour; and
 - Site Trip Infiltration is expected.

2.3 Study Area

The study area includes the following intersections:

1. Terry Fox Drive / Campeau Drive;
2. Terry Fox Drive / Signature Centre Access;
3. Didsbury Road / Campeau Drive
4. Campeau Drive / Site West Access – Kanata Commons Access; and
5. Campeau Drive / Winterset Road – Donum Lane.

The study area summarized above includes all signalized intersections in the vicinity of the site, as well as site accesses and other nearby intersections.



2.4 Existing Conditions

2.4.1 Roads and Traffic Control

The roads within the study area are described in **Table 3**.

Table 3 Existing Area Road Network

Road	Description
Campeau Drive	Campeau Drive is a municipal four lane arterial road with a median and a posted speed limit of 60 km/hr. It extends between Eagleson Road northeast of the study area and a cul-de-sac approximately 650 m west of Palladium Drive. Sidewalks and bicycle lanes exist on both sides of Campeau Drive in the vicinity of the site. Campeau Drive west of Terry Fox Drive is classified as a truck route.
Terry Fox Drive	Terry Fox Drive is a municipal four lane arterial roadway with a median and a posted speed limit of 70 km/hr. It extends between Herzberg Road north of the study area and Eagleson Road southeast of the study area. Sidewalks and bike lanes are provided along both the north and south sides of Terry Fox Drive in the vicinity of the site. Terry Fox Drive is classified as a truck route.
Didsbury Road	Didsbury Road is a two-lane local roadway with a speed limit of 50 km/hr. A sidewalk is provided on the west side of Didsbury Road south of Campeau Drive. North of Campeau Drive, Didsbury Road functions as an unpaved private access road extending to the northeast corner of the site.
Winterset Road	Winterset Road is a two-lane local roadway with a speed limit of 40 km/hr, extending between Coco Place and Campeau Drive. A sidewalk is provided on the west side of Winterset Road north of Campeau Drive, and on both sides of the road north of Ntare Place.

Figure 2 illustrates the existing lane configuration and traffic control.



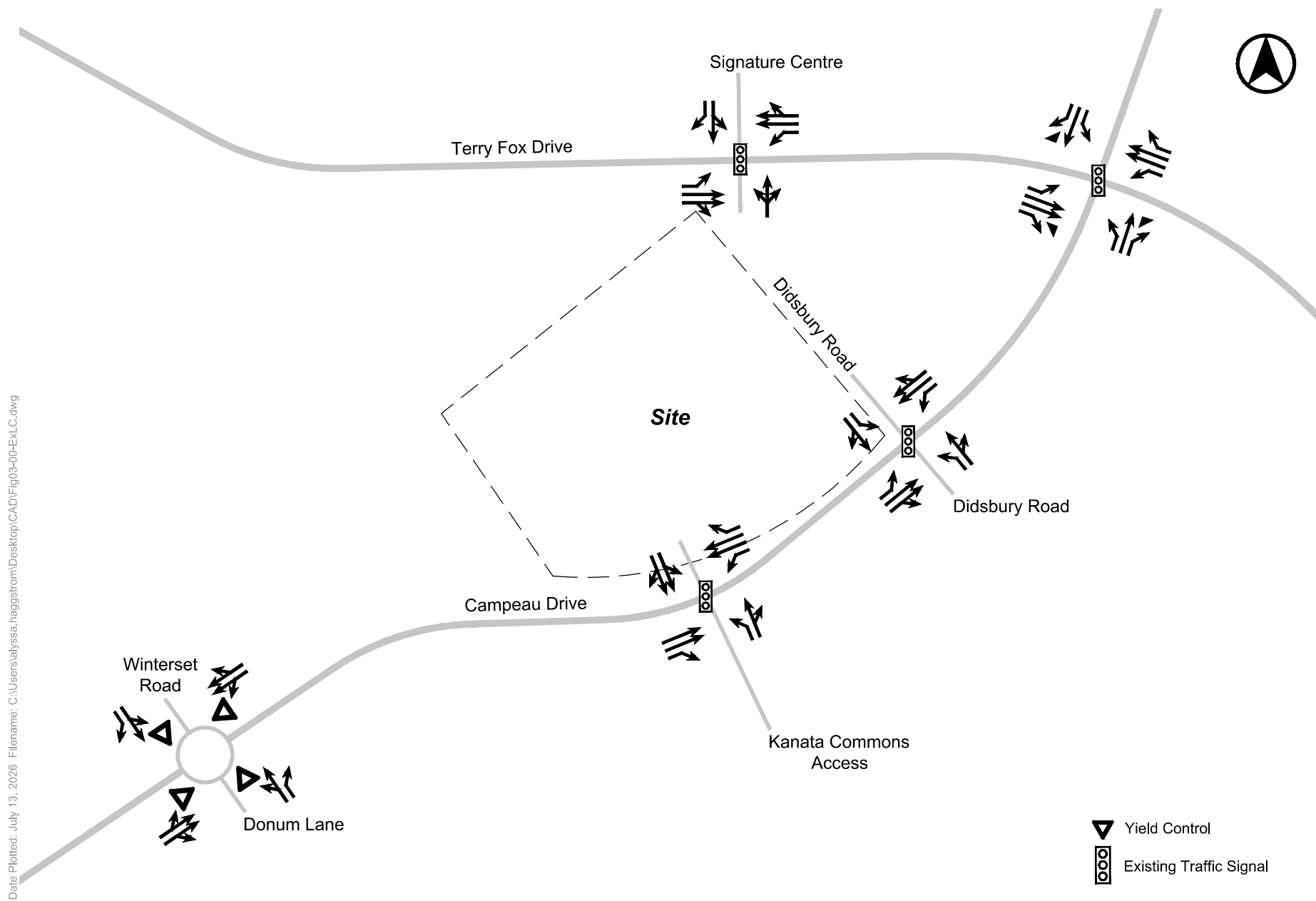


FIGURE 2 EXISTING ROAD NETWORK AND LANE CONFIGURATION

2.4.2 Walking and Cycling

Existing Pedestrian Infrastructure

Sidewalks are provided on the north and south sides of Campeau Drive within the study area. A sidewalk is provided on the north side of Terry Fox Drive, and a sidewalk on the south side of Terry Fox Drive extends from the intersection of Terry Fox Drive / Roland Michener Way – Didsbury Road southeast of the study area to the intersection of Terry Fox Drive / Signature Centre Access. A sidewalk is provided on the west side of Didsbury Road south of Campeau Drive. All signalized intersections within the study area have pedestrian crosswalks. Multi-use trails provide additional pedestrian connections between the arterial roads and residential neighbourhoods north of Terry Fox Drive and Campeau Drive.

Figure 3 illustrates the existing pedestrian network within the vicinity of the subject site.

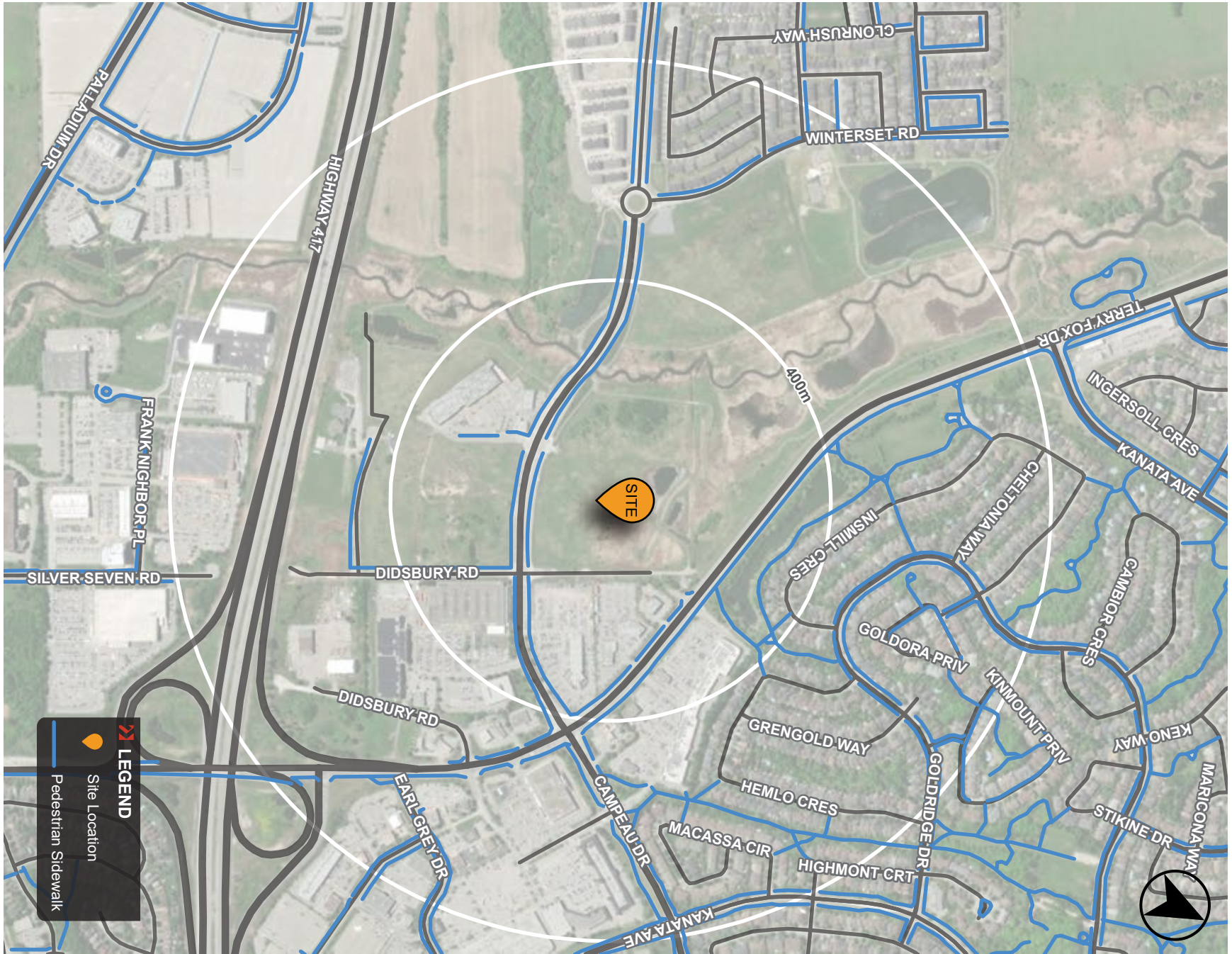
Existing Cycling Infrastructure

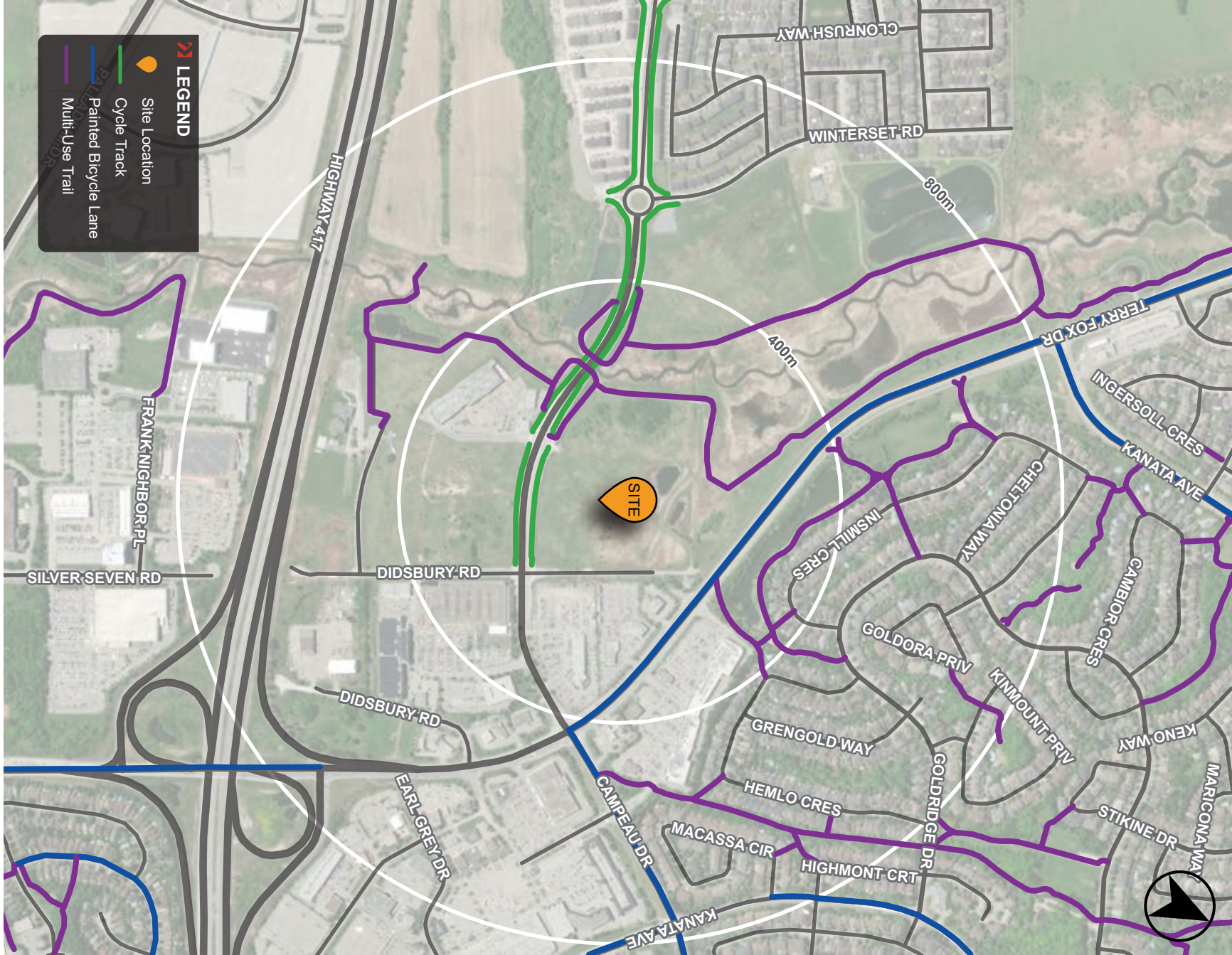
Cycle tracks are provided on the north and south sides of Campeau Drive west of Didsbury Road, and painted bicycle lanes are provided northeast of Terry Fox Drive. Painted bicycle lanes are also provided on Terry Fox Drive north of Campeau Drive, and sections of painted bicycle lanes exist south of Campeau Drive. In the vicinity of the site, Campeau Drive and Terry Fox Drive (north of Campeau Drive) are included in the City of Ottawa's Cross-Town Bikeway Network. Multi-use trails provide additional cycling connections between the arterial roads and residential neighbourhoods north of Terry Fox Drive and Campeau Drive.

Figure 4 illustrates the existing cycling facilities within the vicinity of the subject site.



FIGURE 3 EXISTING PEDESTRIAN CONTEXT





Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographies, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 4 EXISTING CYCLING CONTEXT

2.4.3 Transit

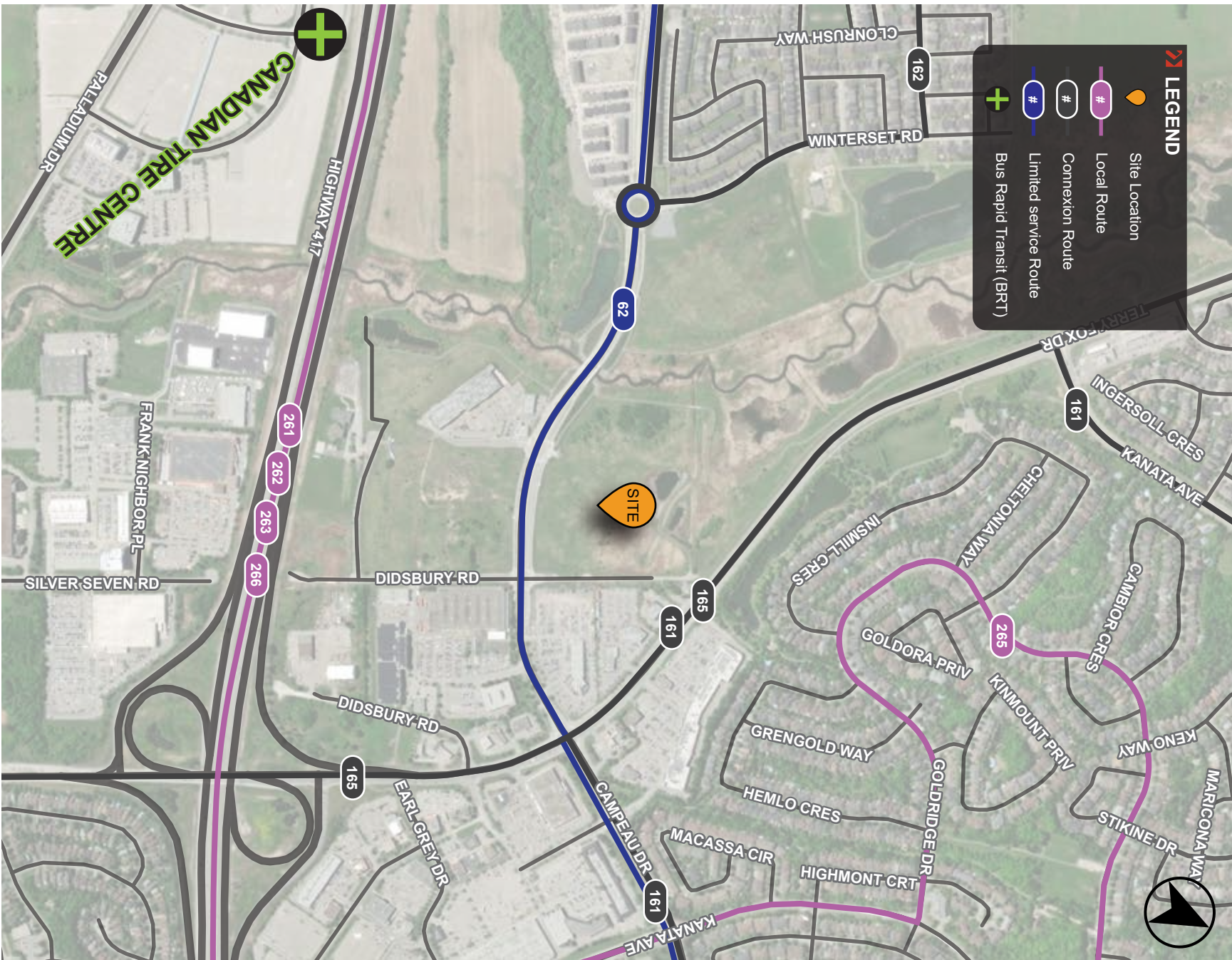
OC Transpo currently provides transit service within the study area, including three bus routes. These routes are summarized in **Table 4**.

Table 4 Existing Area Transit Network

Routes (s)	Route Description
Route 62 (Stittsville <-> Tunney's Pasture)	Route 62 is a local route that runs between Stittsville and Tunney's Pasture Station. It operates in the morning and afternoon peak hour with a 30-minute headway. Route 62 connects to Line 1 at Tunney's Pasture.
Route 161 (Terry Fox <-> Hazeldean / Glen Cairn)	Route 161 is a local route that runs between Terry Fox Station and the Hazeldean / Glen Cairn area. It operates in the morning and afternoon peak hour with a 30-minute headway.
Route 165 (Innovation <-> Terry Fox)	Route 165 is a local route that runs between Innovation and Terry Fox Stations. It operates in the morning and afternoon peak hour with a 30-minute headway.

Transit services in the vicinity of the site are illustrated in **Figure 5**.





Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographies, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 5 EXISTING AREA TRANSIT NETWORK

2.4.4 Area Traffic Management Measures

No traffic management measures are currently provided in the vicinity of the subject site.

2.4.5 Existing Traffic Volumes

Turning movement counts at the intersections in the study area were collected by the City of Ottawa on Friday November 21, 2025 and Saturday, November 22, 2025 and processed by Spectrum Inc. on behalf of BA Group. Traffic volumes in this report have been balanced and rounded to the nearest five vehicles. The list of study area intersections and respective data collection information is provided in **Table 5**. Detailed turning movement counts are provided in **Appendix B**.

Table 5 Data Collection Information

Intersection	Date of Count	Source
Current Counts		
Terry Fox Drive / Campeau Drive	Friday, November 21, 2025, and Saturday, November 22, 2025	City of Ottawa, Spectrum Inc.
Terry Fox Drive / Signature Centre Access		
Campeau Drive / Didsbury Road		
Campeau Drive / Kanata Commons Access		
Campeau Drive / Winterset Road / Donum Lane		
Historical Counts		
Terry Fox Drive / Campeau Drive	Friday, October 17, 2024	City of Ottawa
Terry Fox Drive / Signature Centre Access	Wednesday, February 14, 2024	
Campeau Drive / Didsbury Road	Thursday, December 14, 2024	

At the time of this study, construction was anticipated south of the intersection of Terry Fox Drive and Campeau Drive, with possible lane closures in connection with the implementation of the Earl Grey Drive Extension. However, no lane closures were observed at the time of data collection. Existing traffic volumes were compared with historical counts in the area, and it was found that recent volumes were generally consistent with those observed in previous years. A list of historical counts provided by the City of Ottawa, used for comparison, is included in **Table 5**.

Existing conditions for 2026 have been established by applying growth to the 2025 counts. Adopted growth assumptions are summarized in **Section 2.5.4.1**. Existing traffic volumes are illustrated in **Figure 6**.



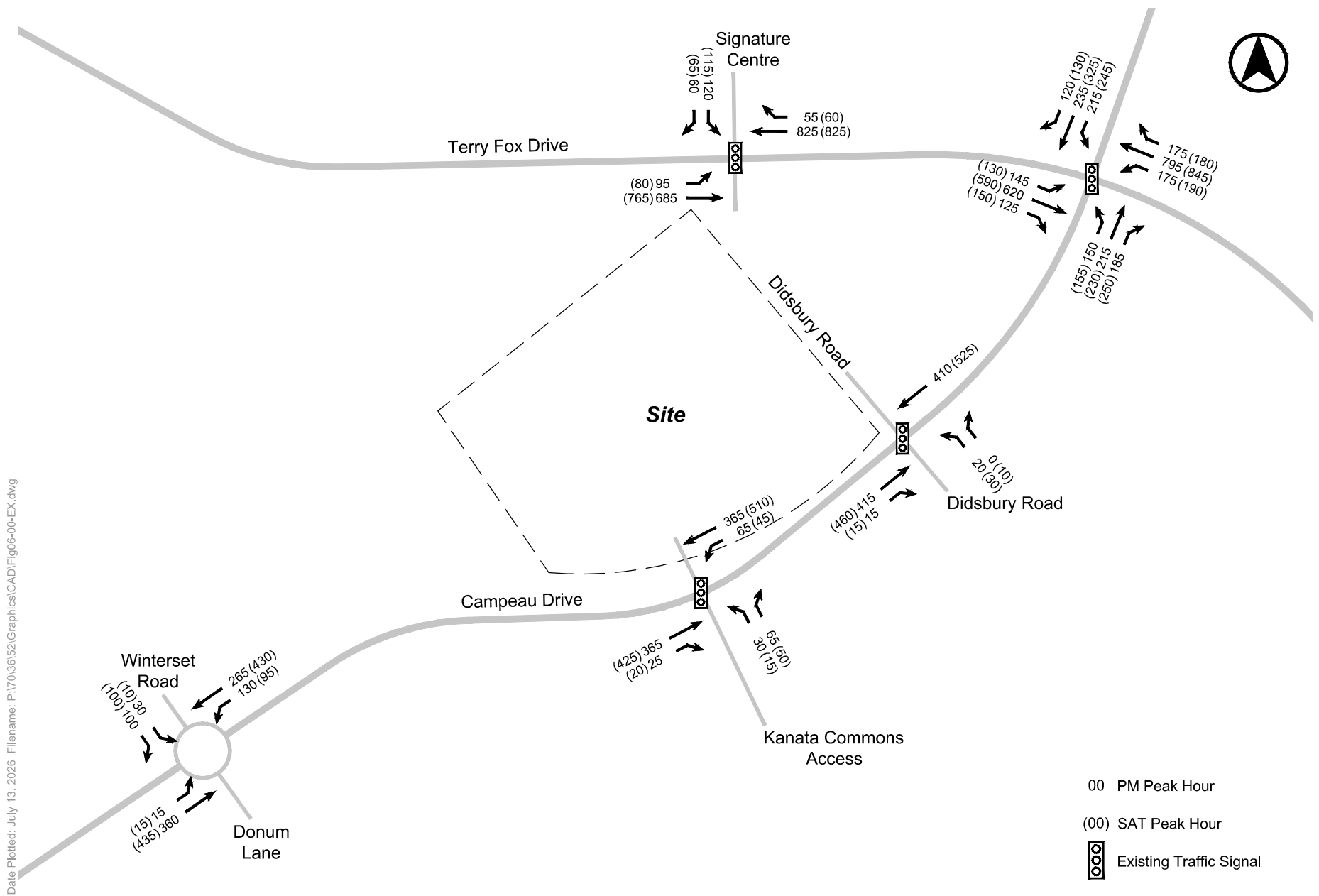


FIGURE 6 EXISTING TRAFFIC VOLUMES

2.4.6 Collision History

Collision data was provided by the City of Ottawa for the period of 2019-2022 and 2024. The data was reviewed to identify collision patterns over a five (5) year period within the study area.

Table 6 includes the collision summary for the study area intersections and the midblock segments.

Appendix C contains the raw collision data provided by the City.

Table 6 Collision Data Summary – Location and Category

Category	Road Segment					
	Campeau Drive at Terry Fox Drive	Campeau Drive at Didsbury Road	Terry Fox Drive at Signature Centre Access	Campeau Drive between Didsbury Road & Terry Fox Drive	Terry Fox Drive between Signature Centre Access & Campeau Drive	Terry Fox Drive between Kanata Avenue & Didsbury Road
By Injury Type						
Property Damage Only	46	3	8	6	13	9
Non-Fatal Injury	14	0	6	1	3	0
Fatal Injury	0	0	0	0	0	0
Non-Reportable	2	0	0	0	1	0
By Collision Type						
Rear End	17	0	4	0	1	1
Angle / Turning	38	2	9	5	14	2
Sideswipe	6	0	1	1	1	2
Single Motor Vehicle	1	1	0	1	1	3
Other	0	0	0	0	0	1
Table continues on next page...						



Category	Road Segment					
	Campeau Drive at Terry Fox Drive	Campeau Drive at Didsbury Road	Terry Fox Drive at Signature Centre Access	Campeau Drive between Didsbury Road & Terry Fox Drive	Terry Fox Drive between Signature Centre Access & Campeau Drive	Terry Fox Drive between Kanata Avenue & Didsbury Road
By Event Description						
Other motor vehicle	61	2	13	6	16	5
Animal-wild	0	0	0	0	0	1
Ran off Road	0	0	0	1	0	0
Skidding / Sliding	0	0	1	0	1	1
Debris falling off vehicle	0	0	0	0	0	1
Pole (utility, power)	0	0	0	0	0	1
Curb	1	0	0	0	0	0
Other	0	1	0	0	0	0
Total Collisions	62	3	14	7	17	9

Based on the data above, the majority of documented collisions occurred on the segment of Campeau Drive at Terry Fox Drive (55%), followed by Terry Fox Drive between Signature Centre Access and Campeau Drive (15%), and Terry Fox Drive at Signature Centre Access (13%). The angle / turning collision type was the most prevalent at these locations.

Table 7 summarizes collisions by type of manoeuvre for each intersection in the study area. Documented collisions involved motorists travelling in all directions on the segment of Campeau Drive at Terry Fox Drive (the segment includes the intersection of Terry Fox Drive / Campeau Drive), with southbound collisions being the most prevalent. Left-turning motorists were the most likely to be involved in collisions, with a substantial portion of documented collisions involving northbound or southbound left-turning motorists on the segment of Campeau Drive at Terry Fox Drive, and westbound left turning motorists on the segment of Terry Fox Drive between the Signature Centre Access and Campeau Drive.



Table 7 Collision Data Summary – Vehicle Direction and Manoeuvre

Manoeuvre	Road Segment					
	Campeau Drive at Terry Fox Drive	Campeau Drive at Didsbury Road	Terry Fox Drive at Signature Centre Access	Campeau Drive between Didsbury Road & Terry Fox Drive	Terry Fox Drive between Signature Centre Access & Campeau Drive	Terry Fox Drive between Kanata Avenue & Didsbury Road
North						
Going ahead	1	0	0	0	0	0
Slowing / Stopping	0	0	0	0	0	0
Overtaking	0	0	0	0	0	1
Turning Left	7	0	1	1	0	0
Turning Right	2	1	0	1	0	0
South						
Going ahead	3	0	0	0	0	0
Slowing / Stopping	1	0	0	0	0	0
Overtaking	0	0	0	0	0	0
Turning Left	8	0	6	0	0	0
Turning Right	1	0	0	0	0	0
East						
Going ahead	2	0	0	0	0	0
Slowing / Stopping	0	0	0	0	0	0
Overtaking	0	0	0	0	0	0
Turning Left	3	0	1	1	2	0
Turning Right	1	0	0	0	0	0
West						
Unknown	0	0	0	0	1	0
Going ahead	4	1	0	0	1	0
Table continues on next page...						



Manoeuvre	Road Segment					
	Campeau Drive at Terry Fox Drive	Campeau Drive at Didsbury Road	Terry Fox Drive at Signature Centre Access	Campeau Drive between Didsbury Road & Terry Fox Drive	Terry Fox Drive between Signature Centre Access & Campeau Drive	Terry Fox Drive between Kanata Avenue & Didsbury Road
Slowing / Stopping	0	0	0	0	0	0
Overtaking	0	0	0	0	0	0
Turning Left	4	0	1	2	9	0
Turning Right	1	0	0	0	1	1

2.5 Planned Conditions

The City of Ottawa recently approved Phase 2 of the 2025 Transportation Master Plan (TMP), which identifies roadway, transit and active transportation projects within the study area and broader road network. An overview of planned changes identified within the 2025 TMP Road Network Development Report is provided in the following sections.

Additionally, the segment of Didsbury Road between Campeau Drive and Terry Fox Drive is shown in the City's 2025 Transportation Master Plan. It is anticipated that this segment will be constructed in conjunction with the proposed development, and this is discussed in **Section 2.5.1**.

2.5.1 Future Road Network

2.5.1.1 2025 Transportation Master Plan

Several road network improvements are planned across the wider network in Kanata, including changes in the vicinity of the site. Road network improvements in the area include the following:

- The Earl Grey Drive Extension is being constructed to provide a connection between Earl Grey Drive and Didsbury Road to improve traffic flow and bus access to future Terry Fox Station. The Earl Grey Drive Extension will be a two-lane roadway with cycling and pedestrian facilities. The Earl Grey Drive Extension will pass under Terry Fox Drive via a new bridge structure. Intersection upgrades at Terry Fox Drive and Didsbury Road will include a protected intersection with separate cycle tracks and pedestrian crosswalks. This extension project is expected to be completed in 2027.
- The Robert Grant Avenue Extension is proposed in both the needs-based and priority-based networks as a new two-lane road between Palladium Drive and Hazeldean Road.

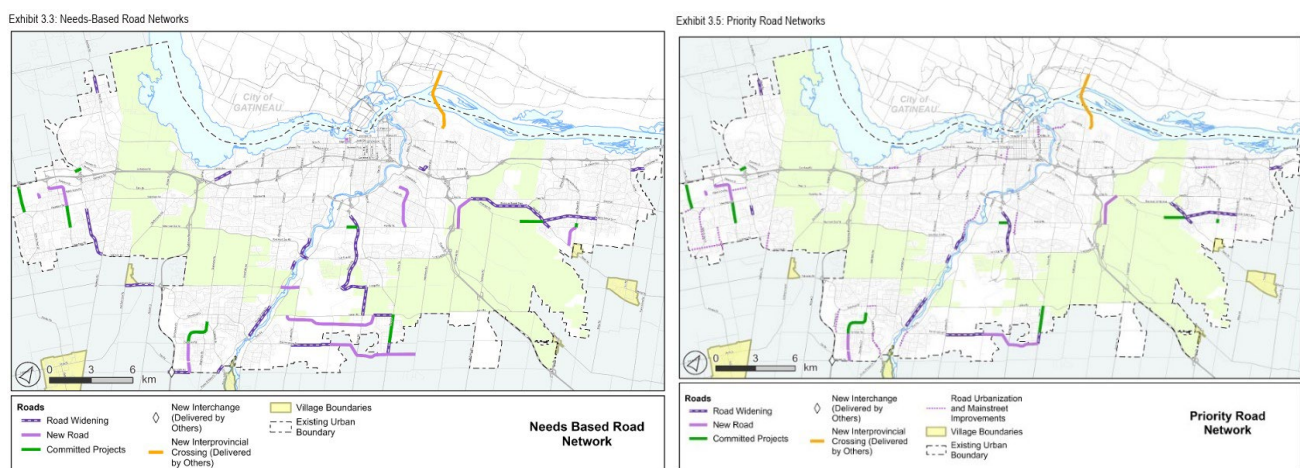


- The Robert Grant Avenue Extension from Abbott Street East to Hazeldean Road is a committed City project that is currently under construction.
- Terry Fox Drive is proposed to be widened from two to four lanes between Winchester Drive and Castlefrank Road within the needs-based network. However, only the widening between Winchester and Castlefrank is listed in the priority-based network.
- Carp Road South widening is a committed City project to expand Carp Road South from two to four lanes between Highway 417 and Hazeldean Road. Construction is anticipated to begin in 2028.

Campeau Drive (Didsbury Road to March Road) and Kanata Avenue (Highway 417 to Campeau Drive) were proposed to be widened from two lanes to four lanes as part of the 2013 TMP. However, these improvements were not carried forward to the needs-based road network intended to accommodate anticipated growth up to 2046.

The planned road infrastructure projects included in the 2025 TMP are illustrated in **Figure 7**.

Figure 7: 2025 Transportation Master Plan – Road Network Development



2.5.1.2 Proposed Network Improvements

In addition to road network changes included in the 2025 TMP, the extension of Didsbury Road from Campeau Drive to Terry Fox Drive is proposed to be completed in conjunction with the development of the site. Didsbury Road will connect to the existing signalized intersections of Terry Fox Drive / Signature Centre Access and Didsbury Road / Campeau Drive. It is recommended that the road be constructed with a two-lane cross-section.

The intersection of Terry Fox Drive / Signature Centre Access / Didsbury Road includes a dedicated westbound left-turn lane with a storage length of approximately 50 m. As part of the redevelopment of the subject site, it is recommended that the left-turn lane be modified to provide 70 m of storage.

The future network lane configuration and traffic control is illustrated in **Figure 8**.



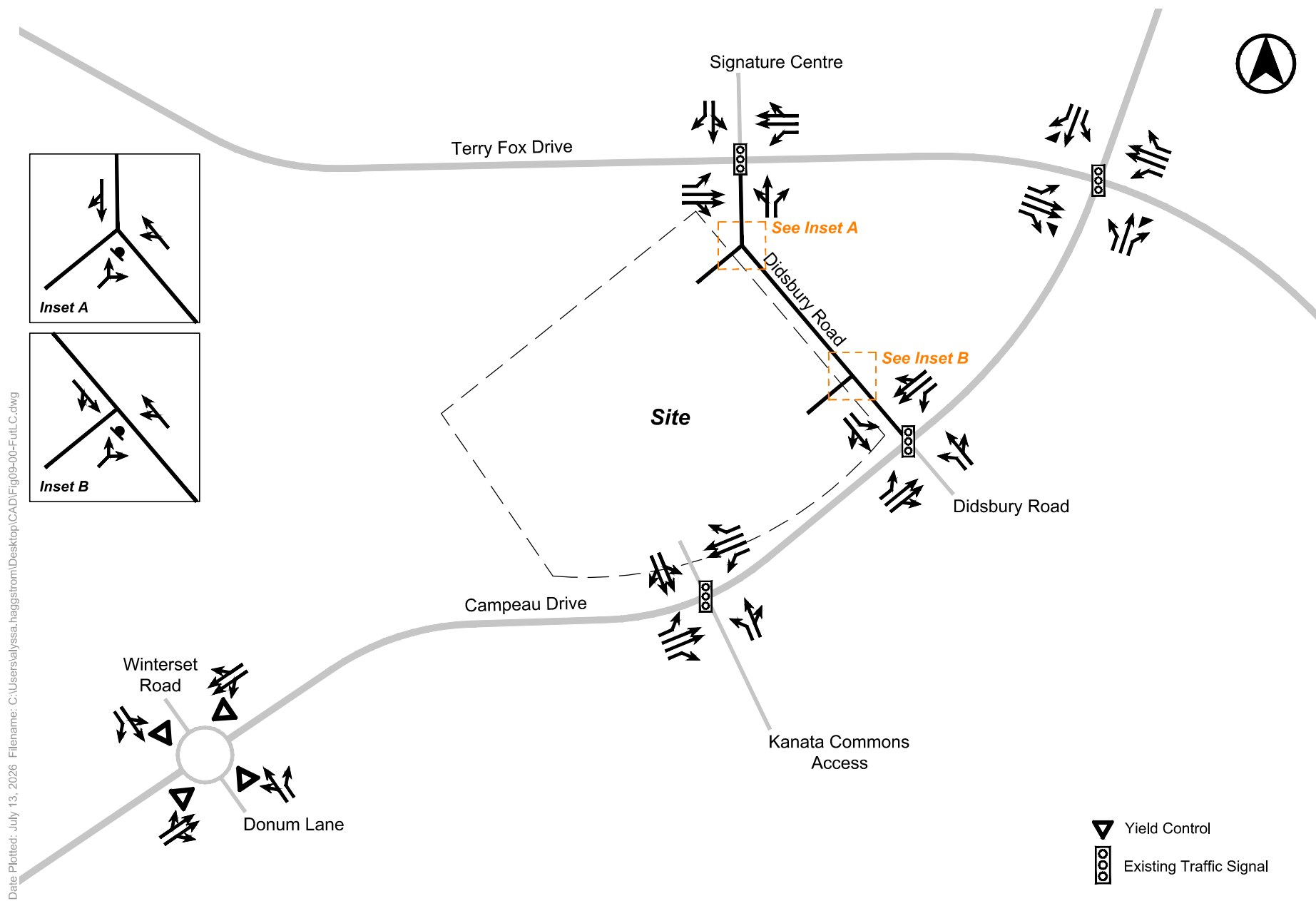


FIGURE 8 FUTURE ROAD NETWORK AND LANE CONFIGURATION

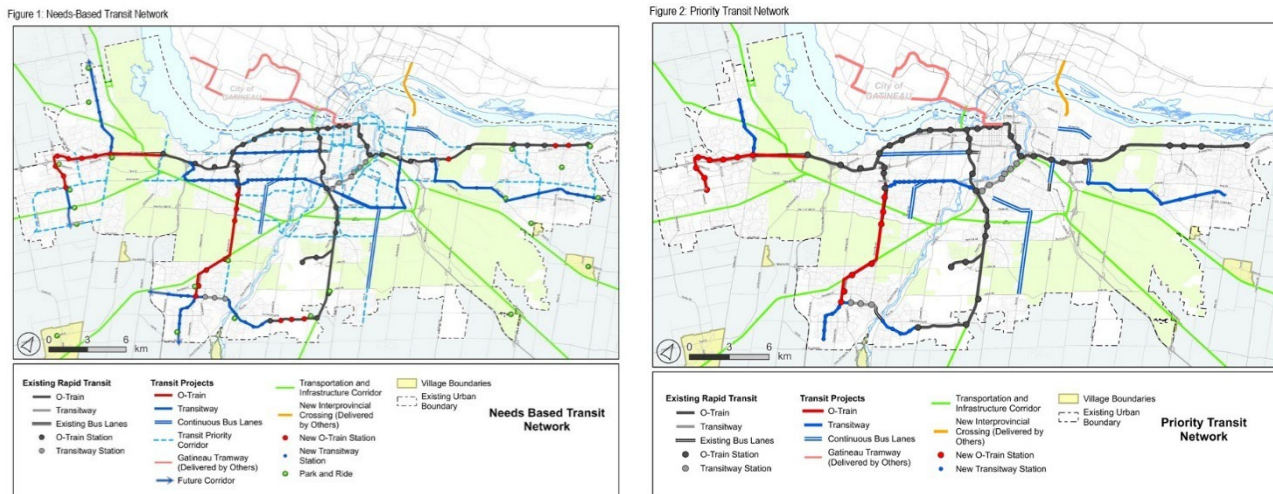
2.5.2 Future Transit Network

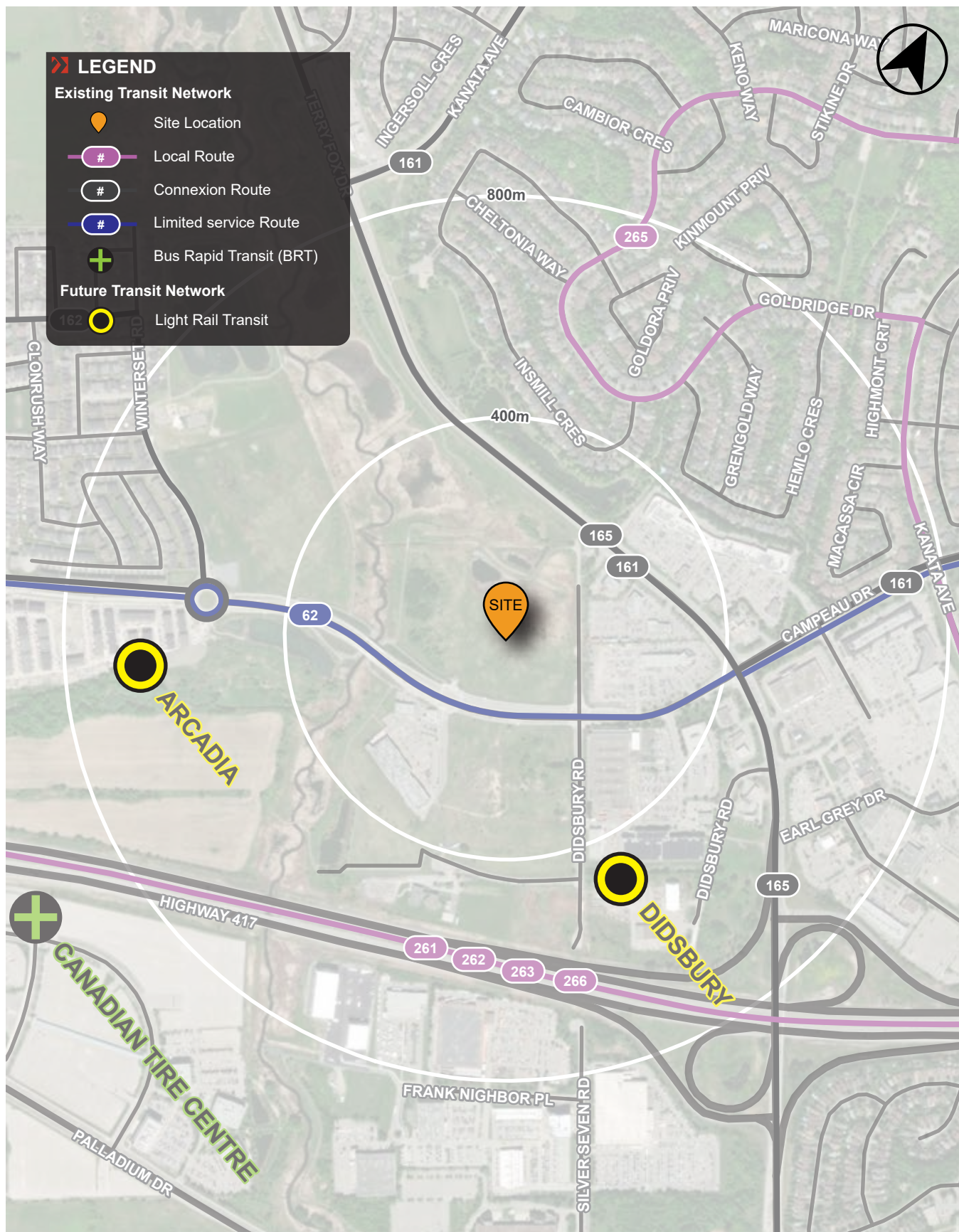
The 2025 TMP Transit Network Development Report identifies the corridor along Terry Fox Drive as a transit priority corridor between March Road and Terry Fox Station. Planned transit changes identified in the needs-based transit network include the following:

- Extension of O-Train service to Kanata and Stittsville (Moodie Station to Hazeldean Station), increasing long-term ridership capacity and supporting growth in Kanata-Stittsville. This would connect to the Stage 2 terminus at Moodie Station. The facility type is proposed to be dedicated and grade-separated Light Rail Transit, and would include Terry Fox Station south of the site.
- Kanata North Transitway (Corktown Road to Terry Fox Drive) via a medium bus rapid transit. This would provide fast, reliable serviced to Kanata North Business Park (which is an integral part of the Official Plan's Kanata North Economic District) and supports new development in the corridor.

The needs-based transit network and priority transit network from the 2025 TMP are illustrated in **Figure 9**. The future transit network in the vicinity of the site is illustrated in **Figure 10**.

Figure 9: 2025 Transportation Master Plan – Transit Network Development





Aerial maps provided courtesy of: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, the GIS User Community and/or Google Earth/Maps.

FIGURE 10 FUTURE TRANSIT NETWORK

2.5.3 Future Active Transportation Network

The 2025 TMP Active Transportation Projects list highlights Kanata Avenue and Campeau Drive as candidates for bike lanes and separated cycling facilities to address missing links along Campeau Drive and Kanata Avenue as part of the Later Phase. The missing link on Campeau Drive within the site vicinity is between Terry Fox Drive and Didsbury Road. The Active Transportation Projects Report list identifies Terry Fox Drive Pathway to include multi-use pathway connections along Terry Fox Drive from Westphalian Avenue to Condado Crescent, including a connection across the northern edge of the subject site.

The Priority Network Road Urbanization Projects listed in the Transportation Master Plan Update - Road Network Development Report include:

- Maple Grove Road from east of Huntmar Drive to Terry Fox Drive – Implement new sidewalks, cycle tracks and boulevards on both sides to improve safety and connectivity and accommodate future development as outlined in the Kanata West Concept Plan.
- Hazeldean Drive from Carp Road to West Ridge Drive – Implement new pedestrian and cycling facilities on the south side and reconstruct sections of existing sidewalks and multi-use pathways on the north side to a standard configuration.

Cycling projects in the vicinity of the site from the 2025 TMP are illustrated in **Figure 11**.

Figure 11: 2025 Transportation Master Plan – Cycling Projects Proposed Priority



2.5.4 Forecasting Considerations

2.5.4.1 Corridor Growth

Growth along major corridors within the study area has been estimated based upon relevant historical data for the weekday afternoon peak hour (historical traffic counts were not available for the Saturday midday peak hour). Compounding growth rates have been estimated based upon available counts from the last 10 years, excluding those taken during the COVID-19 pandemic and those collected while intersection operations were impacted by construction.

Adopted growth rates for Terry Fox Drive and Campeau Drive are summarized in **Table 8**. Detailed corridor growth analysis is provided in **Appendix D**.

Table 8 Corridor Growth Summary

Corridor	Direction	Adopted Growth Rate
Terry Fox Drive	Northbound	1%
	Southbound	0%
Campeau Drive	Eastbound	0.5%
	Westbound	0.5%

2.5.4.2 Other Study Area Developments

Traffic allowances were made for 10 other site-specific proposed developments in the area, per the City of Ottawa's Development Applications website. These sites represent a total development of 4,067 residential units and 52,653 m² of non-residential GFA.

Area background developments are summarized in **Table 9** with a description of the key development statistics. Traffic allowances made for each development were based upon traffic impact studies submitted to the City of Ottawa as part of the development application process. **Figure 12** illustrates the locations of area background developments.



Table 9 Area Background Developments

Development		Residential Units	Non-residential	Source
1.	8370 Campeau Drive	222 units (62 single detached units and 160 townhome units)	--	CGH, November 2023
2.	501 Terry Fox Drive	--	Gas bar redevelopment, ~342 m ²	Exp, February 2022
3.	8201 Campeau Drive	Phase 1 – 333 units	~272 m ²	CGH, 2025
4.	6301 Campeau Drive	802 units	430.6 m ² commercial GFA	TRANS-PLAN, August 2021
5.	7000 Campeau Drive	1,544 units	--	BA Group, June 2020
6.	130 Huntmar Drive	742 units (90 single family homes, 226 townhomes, 426 stacked townhomes)	~2,787 m ² retail GFA and ~24,090 m ² school	Dilon Consulting, 2021
7	319 Huntmar Drive	424 units	--	N/A
8	8800 Campeau Drive	--	Phase 1 (2026) - ~6,131 m ² office / warehouse Phase 2 (2033) – ~7,228 m ² office / warehouse	Parsons, 2021
9	3075 Palladium Drive	--	~7,911 m ² retail GFA	WPE Engineering Ltd., 2025
10	3095 Palladium Drive	--	3,461 m ² of retail GFA, 454 m ² car wash	CGH, 2024
Total		4,067 residential units and 52,653 m² non-residential GFA		



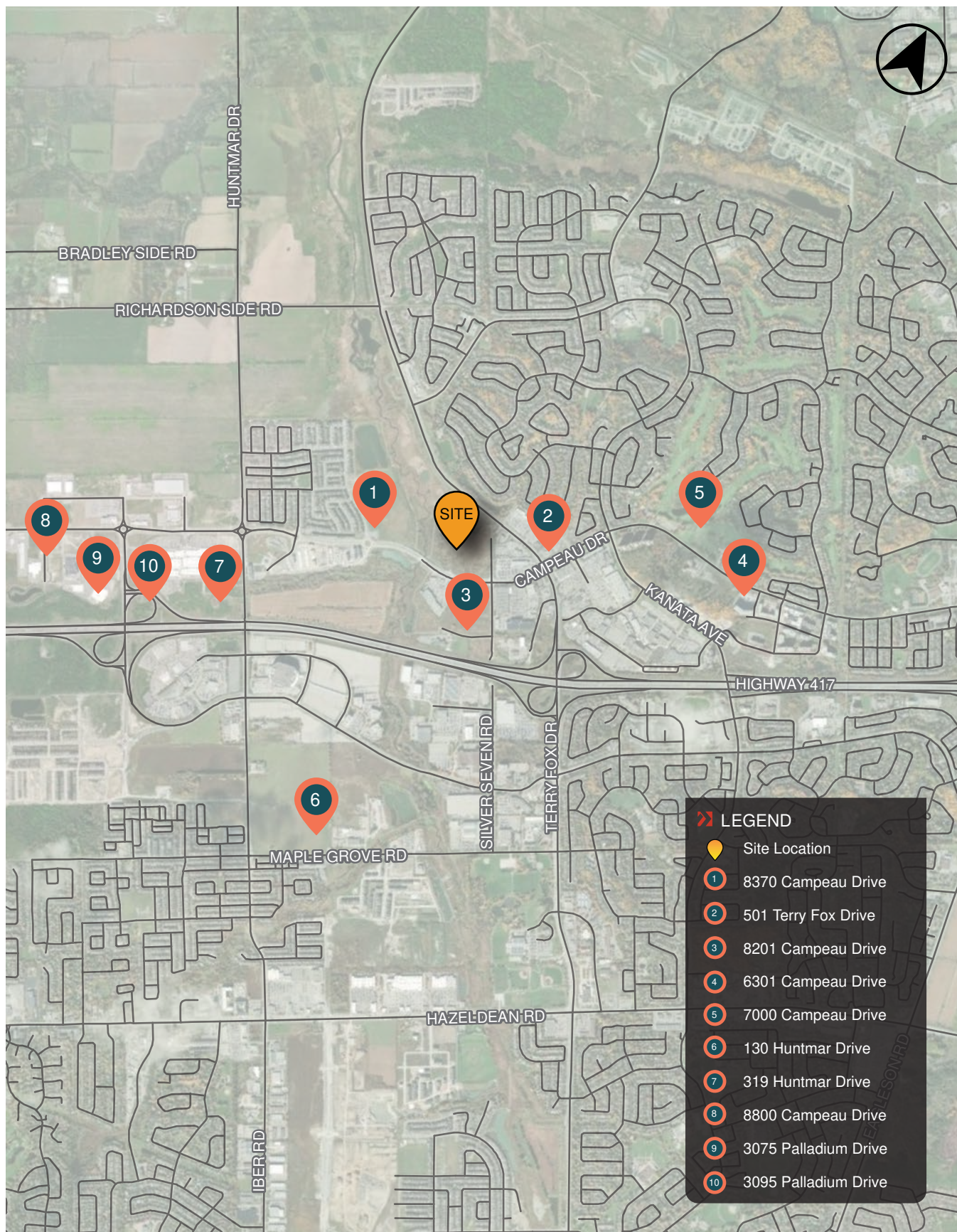


FIGURE 12 AREA BACKGROUND DEVELOPMENTS

2.6 Site Trip Generation

Based on the characteristics of the proposed large format retail, the majority of person trips generated by the site are anticipated to be vehicle-based. Therefore, vehicle trips are first forecasted based on prevailing trip generation rates, and then an appropriate area mode split is applied in order to estimate person trips by all modes.

2.6.1 Vehicle Trip Generation

Vehicle trip generation estimates for the proposed retail uses on the site, including a large format retail store and additional smaller retail buildings, are based on trip generation rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition*. Fitted curve equations for the weekday afternoon and Saturday peak hours for ITE land use code 820 (shopping centre) are used to determine gross vehicle trips for the site.

Although many motorists will drive to the site as a destination, other motorists will drive to the site while passing through the study area on adjacent streets. For example, retail customers may visit the site on their way home from work. These “pass-by” trips do not add to overall traffic volumes on the area road network. Instead, existing trips are diverted into the site from adjacent roadways. Based on a review of the 2021 pass-by tables in the ITE Trip Generation Appendices, an average pass-by traffic allowance of approximately 29% of site traffic has been adopted during the weekday afternoon and Saturday peak hours.

Similarly, a modest 10% of site traffic was assumed to be made up of diverted link trips for the weekday afternoon and Saturday peak hours. Diverted link trips are assumed to draw from major travel corridors further from the site, specifically Highway 417.

Vehicle trips for the proposed retail uses, including primary, pass-by and diverted-link trips, are summarized in Table 10.

Table 10 Trip Generation – Retail

Trip Type		Weekday Afternoon Peak Hour			Saturday Midday Peak Hour		
		In	Out	2-Way	In	Out	2-Way
ITE LUC 820 – Shopping Centre (per 1,000 ft ² GFA)	Fitted Curve	$Ln(trips) = 0.72(GFA) + 3.02$			$Ln(trips) = 0.76(GFA) + 3.00$		
	Directional Distribution	48%	52%	100%	51%	49%	100%
	Effective Trip Rate	2.42	2.62	5.04	3.08	2.96	6.03
Gross Site Trips (200,375 ft²)		445	485	930	575	555	1,130
Pass-By Trips (29%)¹		135	135	270	165	165	330
Diverted Link Trips (10%)		45	45	90	55	55	110
Primary Trips		265	305	570	355	335	690

Notes:

1. Based on pass-by tables contained in the 2021 ITE Trip Generation Appendices.
2. Rounded to the nearest 5 trips.



The site is anticipated to generate 930 two-way vehicle trips during the weekday afternoon peak hour, of which 570 are anticipated to be primary trips, while 270 and 90 are anticipated to be pass-by and diverted link trips, respectively. The site is anticipated to generate 1,130 two-way vehicle trips during the Saturday midday peak hour, of which 690 are anticipated to be primary trips, while 330 and 110 are anticipated to be pass-by and diverted link trips, respectively. Based on the foregoing, the site is anticipated to generate 660 and 800 net new two-way trips on the local road network in the weekday afternoon and Saturday midday peaks hours, respectively.

2.6.2 Multimodal Person Trips

Multimodal person trips have been estimated based on mode splits for commercial uses in Kanata-Stittsville contained in the Ottawa TRANS-OD survey. Auto trips are assumed to include the gross vehicle trips estimated in **Section 2.6.1**, and the area mode split is used to derive the number of trips for other modes.

Person trips for all modes are summarized in **Table 11**.

Table 11 Person Trip Generation – Multimodal Trips

Mode	Weekday Afternoon Peak Hour			Saturday Midday Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Mode Split¹						
Auto Driver			73%			
Auto Passenger			22%			
Transit			1%			
Cycle			0%			
Walk			4%			
Total			100%			
Multimodal Trips						
Auto Driver	445	485	930	575	555	1130
Auto Passenger	135	145	280	175	165	340
Transit	5	10	15	10	5	15
Cycle	0	0	0	0	0	0
Walk	25	25	50	30	30	60
Total	610	665	1,275	790	755	1,545

Notes:

1. Based on 2020 TRANS-OD survey data for employment generators, Kanata-Stittsville.
2. Rounded to the nearest 5 trips.



Based on the foregoing, the proposed development is anticipated to generate 1,275 and 1,545 two-way person trips during the weekday afternoon and Saturday midday peak hours, respectively.

2.7 Site Trip Distribution

2.7.1 Vehicle Trip Distribution

The estimated trip distribution for primary traffic is based on a review of the Ottawa TRANS-OD survey for commercial uses. Available survey data has been used to derive the proportion of primary site traffic entering and exiting the network using each available route.

Trip distribution for pass-by / diverted-link trips generated by the proposed retail land use is based on a review of existing traffic patterns in the study area.

The route distribution for primary traffic is illustrated in **Figure 13**.

2.7.2 Transit Trip Distribution

Based on the draft *2025 Transportation Impact Assessment Guidelines*, transit trips must be distributed based on origin-destination survey data if the number of site-based transit trips exceeds 45 trips. The site is anticipated to generate approximately 15 two-way transit trips during the weekday peak hour. Therefore, the distribution of transit trips is not required.

2.8 Site Trip Assignment

2.8.1 Vehicle Trip Assignment

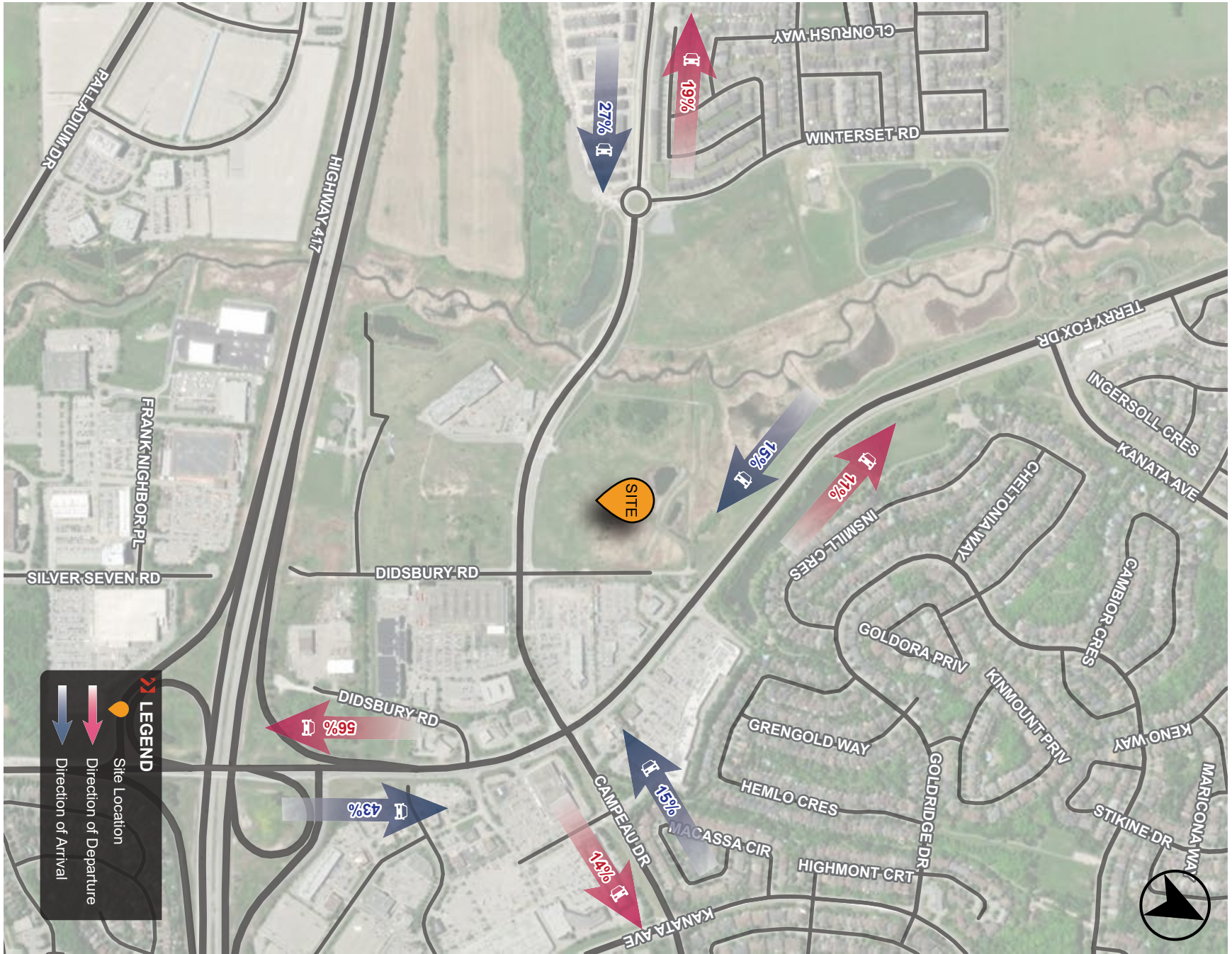
Trips generated by the site have been assigned to the study area road network, based on the future road network proposed in the TMP and distribution assumptions described above. Traffic volumes reflecting primary, pass-by, and diverted link trips generated by the site are illustrated in **Figure 14**, **Figure 15** and **Figure 16**, respectively. The total net traffic impact of the site on the area road network is illustrated in **Figure 17**.

2.8.2 Transit Trip Assignment

Based on the draft *2025 Transportation Impact Assessment Guidelines*, transit trips must be assigned to local routes if the number of site-based transit trips exceeds 45 trips. The site is anticipated to generate approximately 15 two-way transit trips during the weekday peak hour. Therefore, the assignment of transit trips is not required.



FIGURE 13 PROPOSED LARGE-FORMAT RETAIL TRAFFIC ROUTING



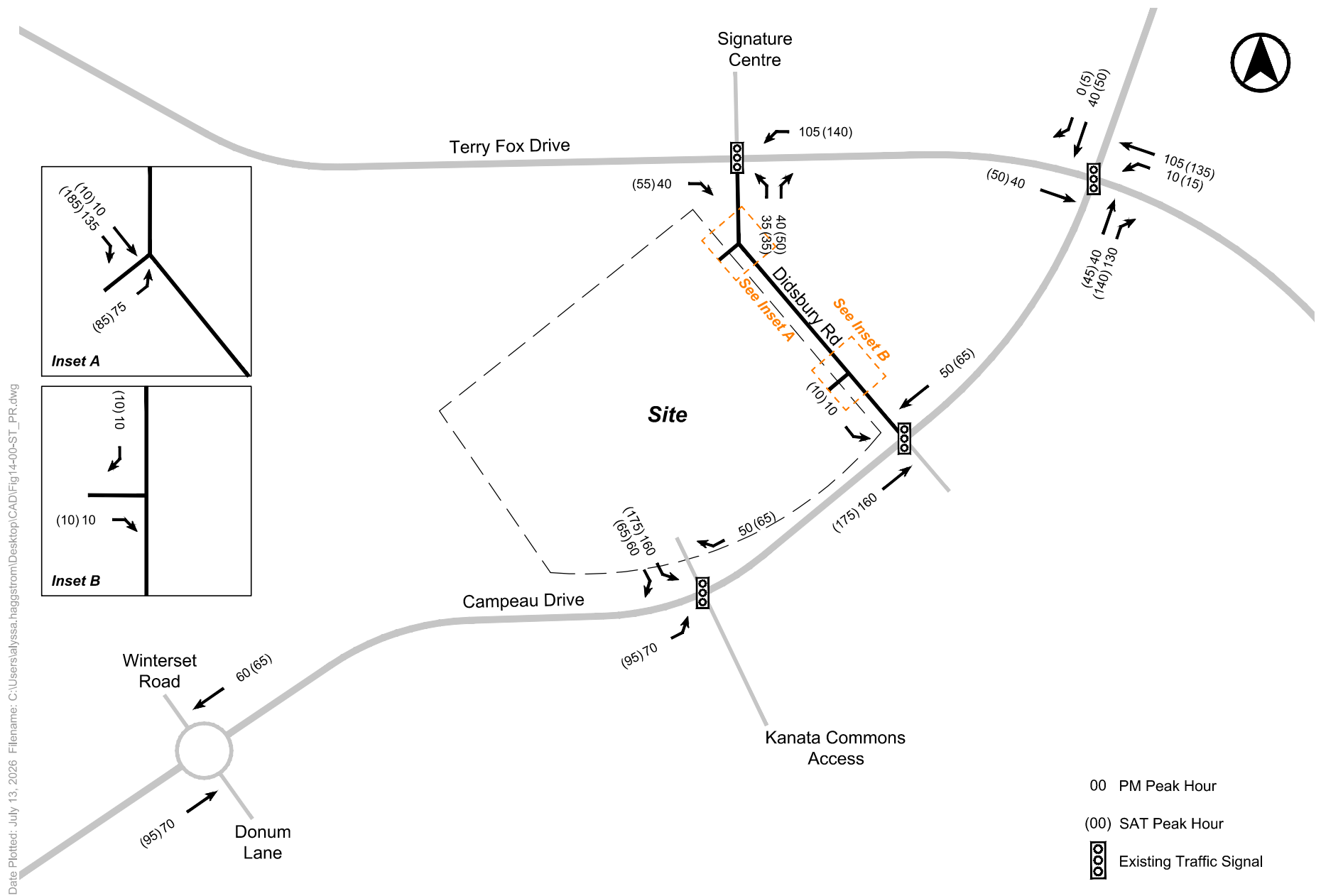


FIGURE 14 SITE PRIMARY TRAFFIC VOLUMES

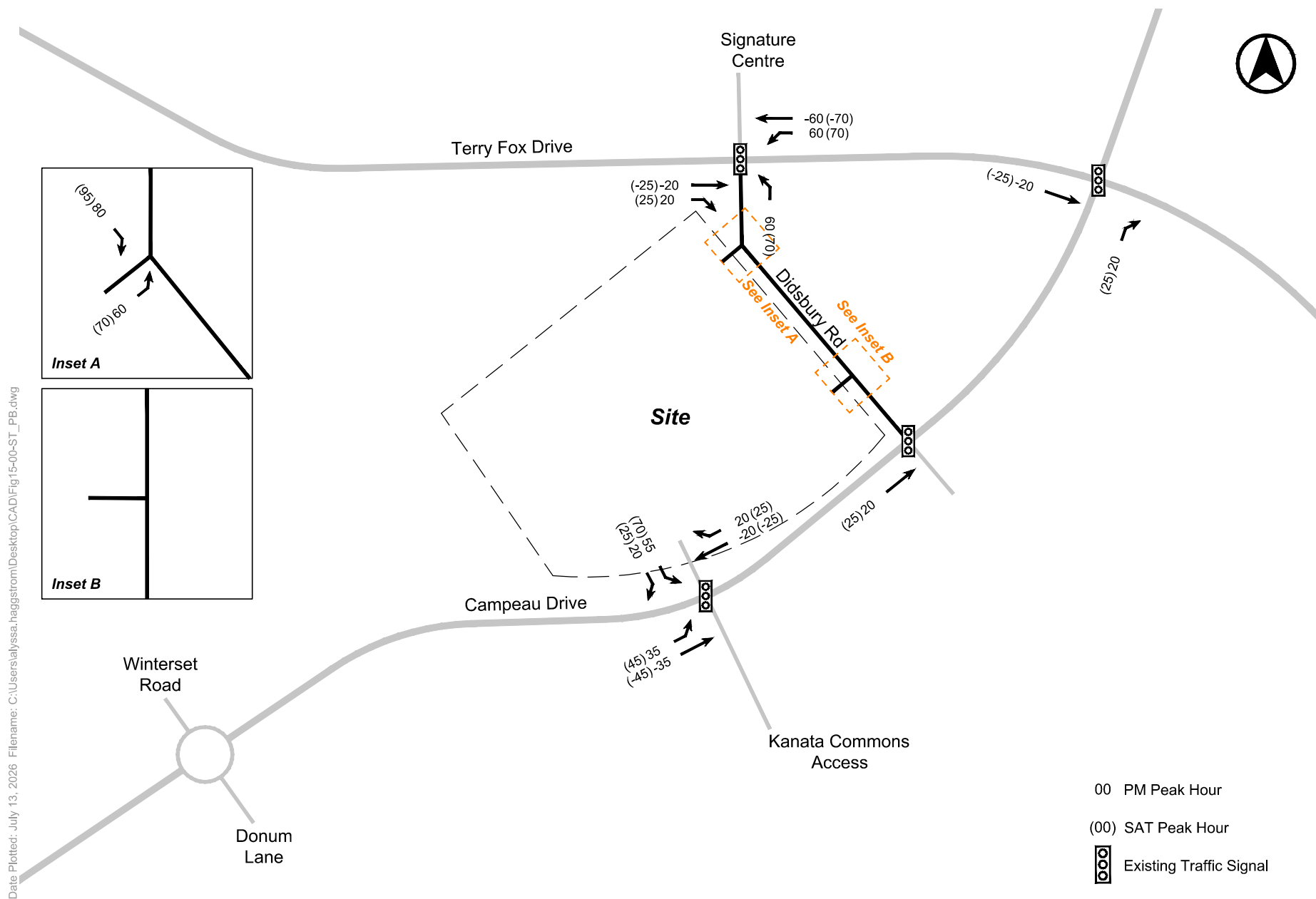


FIGURE 15 SITE PASS-BY TRAFFIC VOLUMES

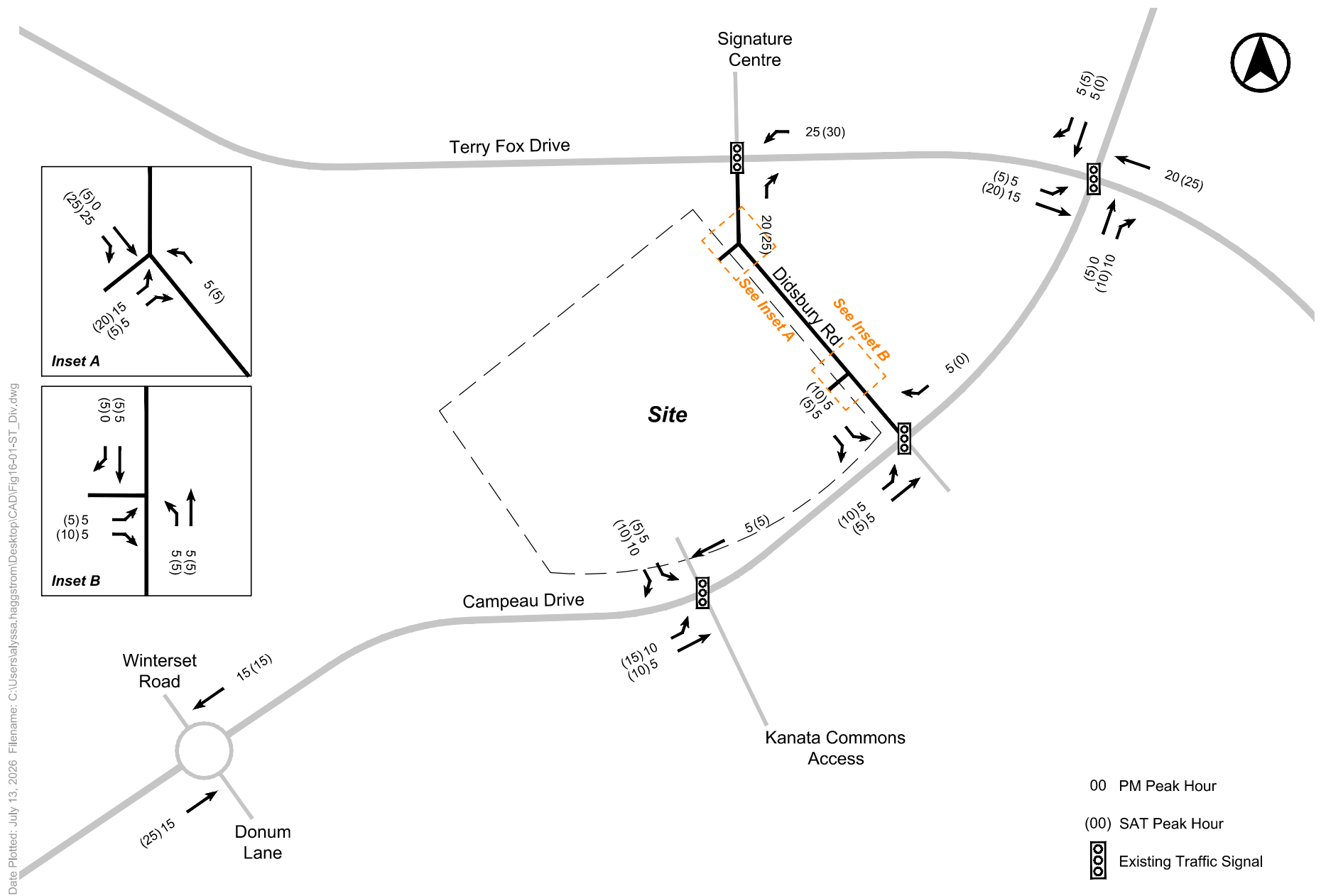


FIGURE 16 SITE DIVERTED LINK TRAFFIC VOLUMES

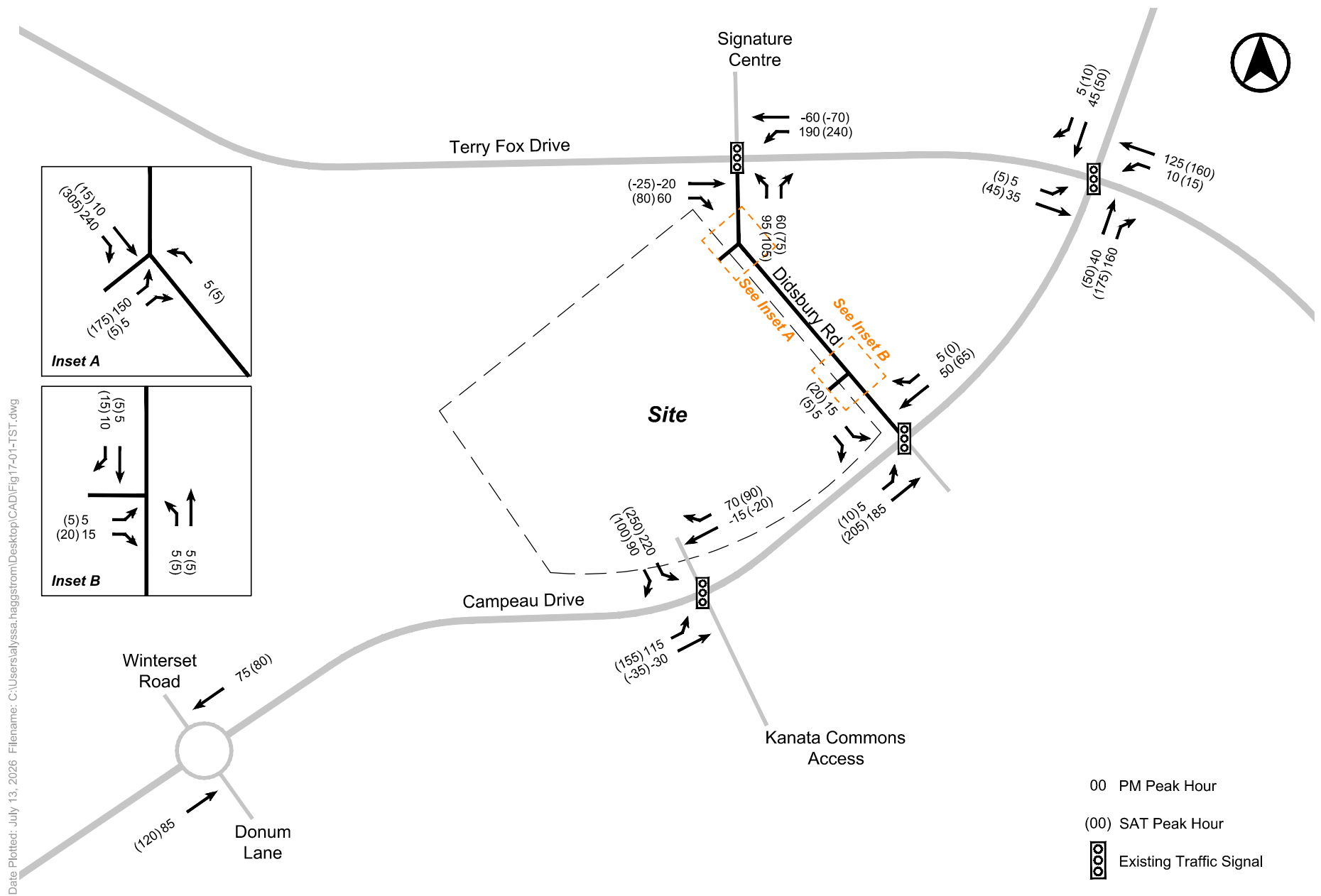


FIGURE 17 TOTAL NET SITE TRAFFIC VOLUMES

3.0 ANALYSIS

3.1 Network Demand

3.1.1 Future Background Conditions

Corridor Growth

Compounding growth volumes along the corridors in the study area have been forecasted based on the adopted growth rates summarized in **Table 8**. Corridor growth volumes for the 2028 and 2033 horizons are illustrated in **Figure 18** and **Figure 19**, respectively.

Background Developments

Site-specific background developments in the vicinity of the site are summarized in **Table 9**. Traffic volume allowances for background developments are illustrated in **Figure 20**.

Future Network Diversion

The extension of Didsbury Road from Campeau Drive to Terry Fox Drive creates a new route for motorists between the two corridors, diverting away from the intersection of Terry Fox Drive / Campeau Drive. Additionally, the completion of the Earl Grey Drive Extension is likely to result in some redistribution of trips associated with the Kanata Centrum Shopping Centre east of Terry Fox Drive / Campeau Drive. For the purpose of analysis, a modest diversion of traffic is assumed under future background conditions, based on the following assumptions:

- For customer traffic at the west access of the Signature Centre retail plaza across from the north end of the Didsbury Road extension, the extension offers a direct route to and from the west on Campeau Drive. It is assumed that 50% of drivers travelling between the Signature Centre west access and the west on Campeau Drive will divert to use the Didsbury Road extension.
- Motorists traveling between the north on Terry Fox Drive and the west on Campeau Drive may divert to the Didsbury Road extension. After the diversion of Signature Centre traffic, it is assumed that 25% of the remaining vehicles making the southbound right and eastbound left turning movements at the intersection of Terry Fox Drive / Campeau Drive will divert to use the Didsbury Road extension.
- From the traffic diverted away from the intersection of Terry Fox Drive / Campeau Drive, a nominal volume is assumed to travel north and south along Didsbury Road to the commercial accesses south of Campeau Drive, rather than along Campeau Drive to and from the west.
- Approximately 55 vehicles are anticipated to be redistributed away from the westbound left-turn at Terry Fox Drive / Campeau Drive during the weekday afternoon and Saturday midday peak hours, due to the additional routing options created by the Earl Grey Drive Extension.

Network diversion traffic volumes are illustrated in **Figure 21**.

Future Background Traffic Volumes

Future background traffic volumes represent the sum of existing traffic volumes, corridor growth volumes, background development traffic volumes and network diversion volumes. Future background traffic volumes for the 2028 and 2033 horizons are illustrated in **Figure 22** and **Figure 23**, respectively.



3.1.2 Future Total Conditions

Site Traffic Volumes

Detailed site traffic forecasts are summarized in **Section 2.6**. Total net site traffic volumes are illustrated in **Figure 17**.

Future Total Traffic Volumes

Future total traffic volumes represent the sum of future background traffic volumes and site traffic volumes. Future total traffic volumes for the 2028 and 2033 horizons are illustrated in **Figure 24** and **Figure 25**, respectively.

3.1.3 Demand Rationalization

Based on the capacity analysis results summarized in **Section 3.5.1.3**, the network can accommodate anticipated traffic increases. Demand rationalization is therefore not included in this analysis.



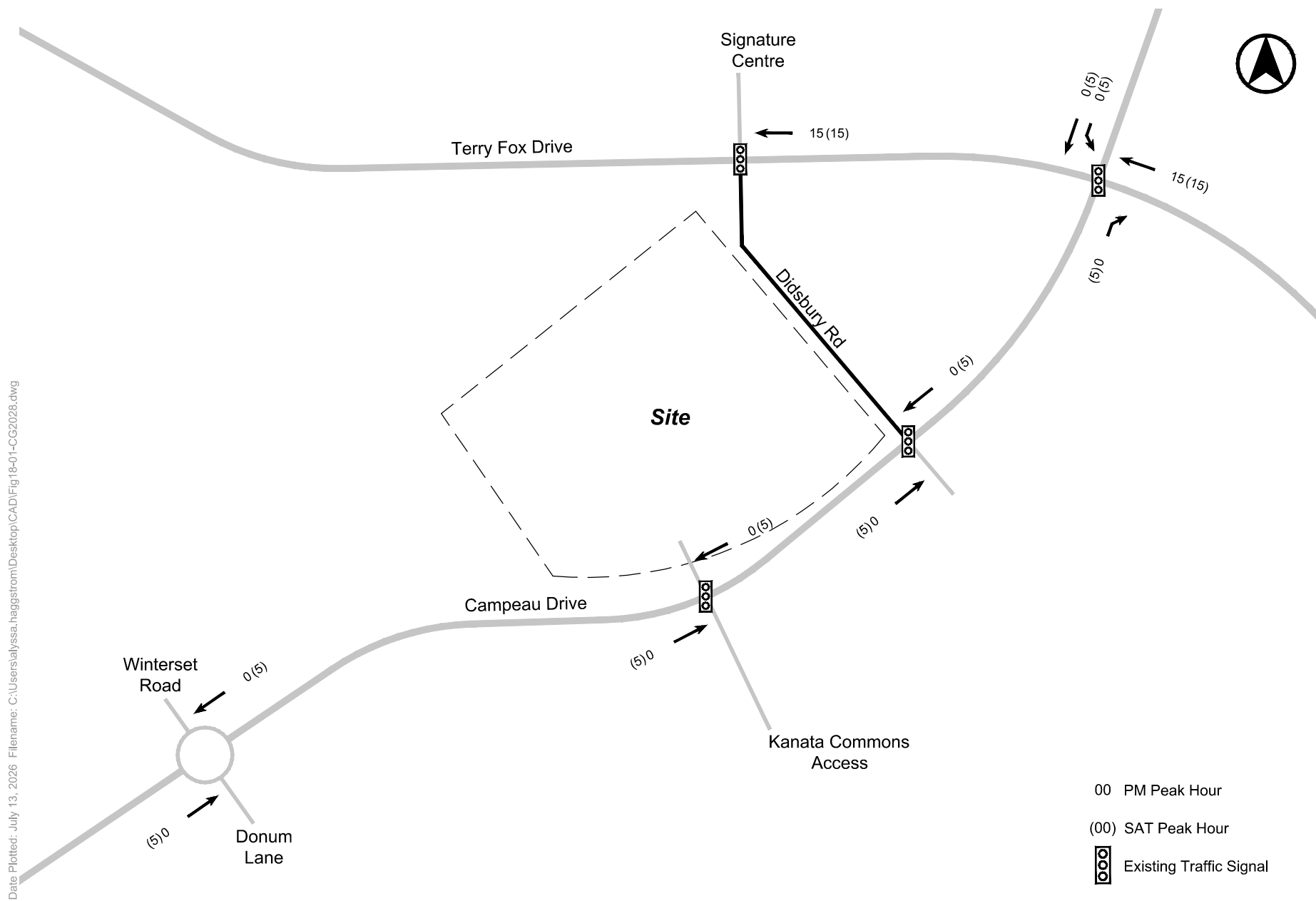


FIGURE 18 2028 CORRIDOR GROWTH TRAFFIC VOLUMES

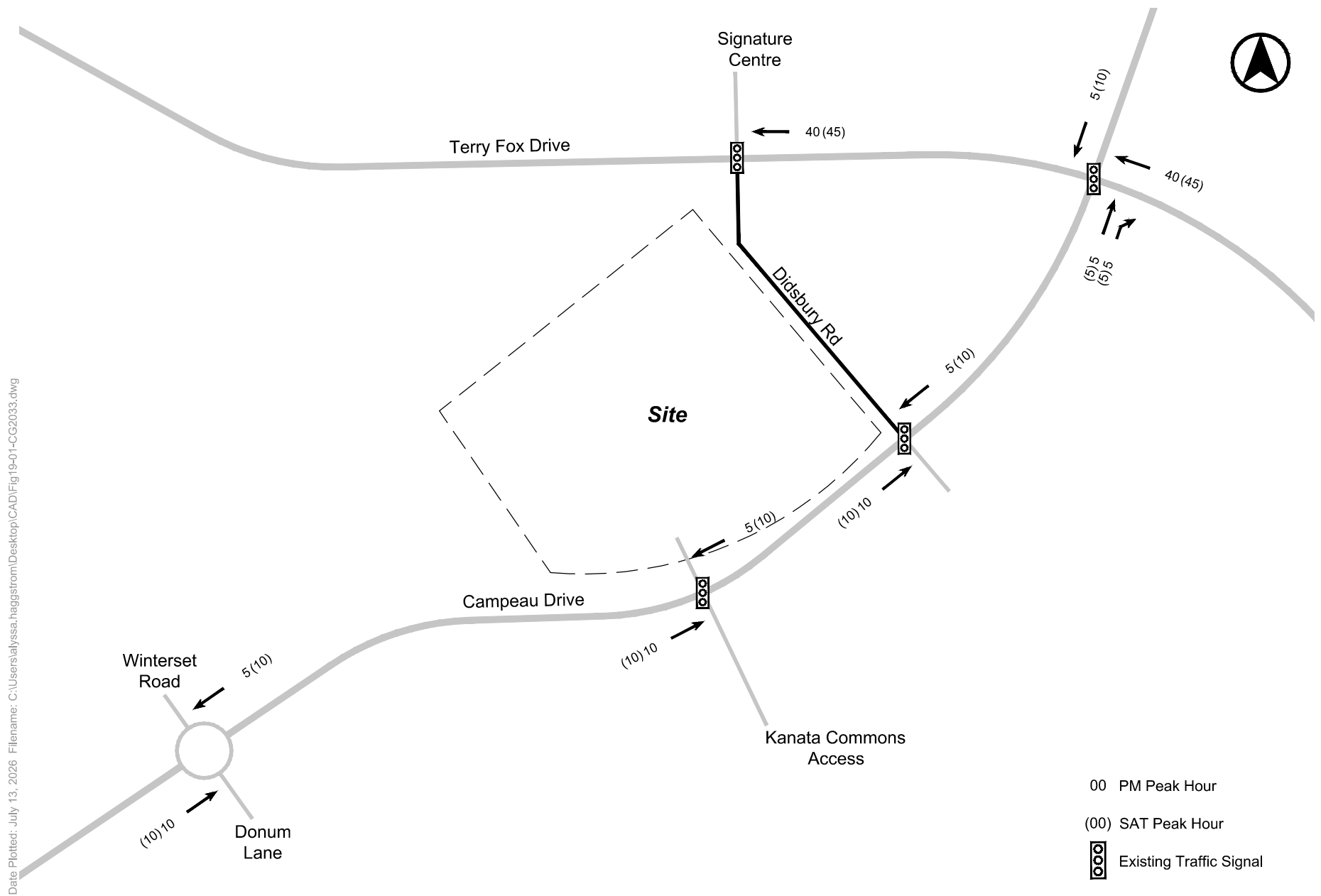


FIGURE 19 2033 CORRIDOR GROWTH TRAFFIC VOLUMES

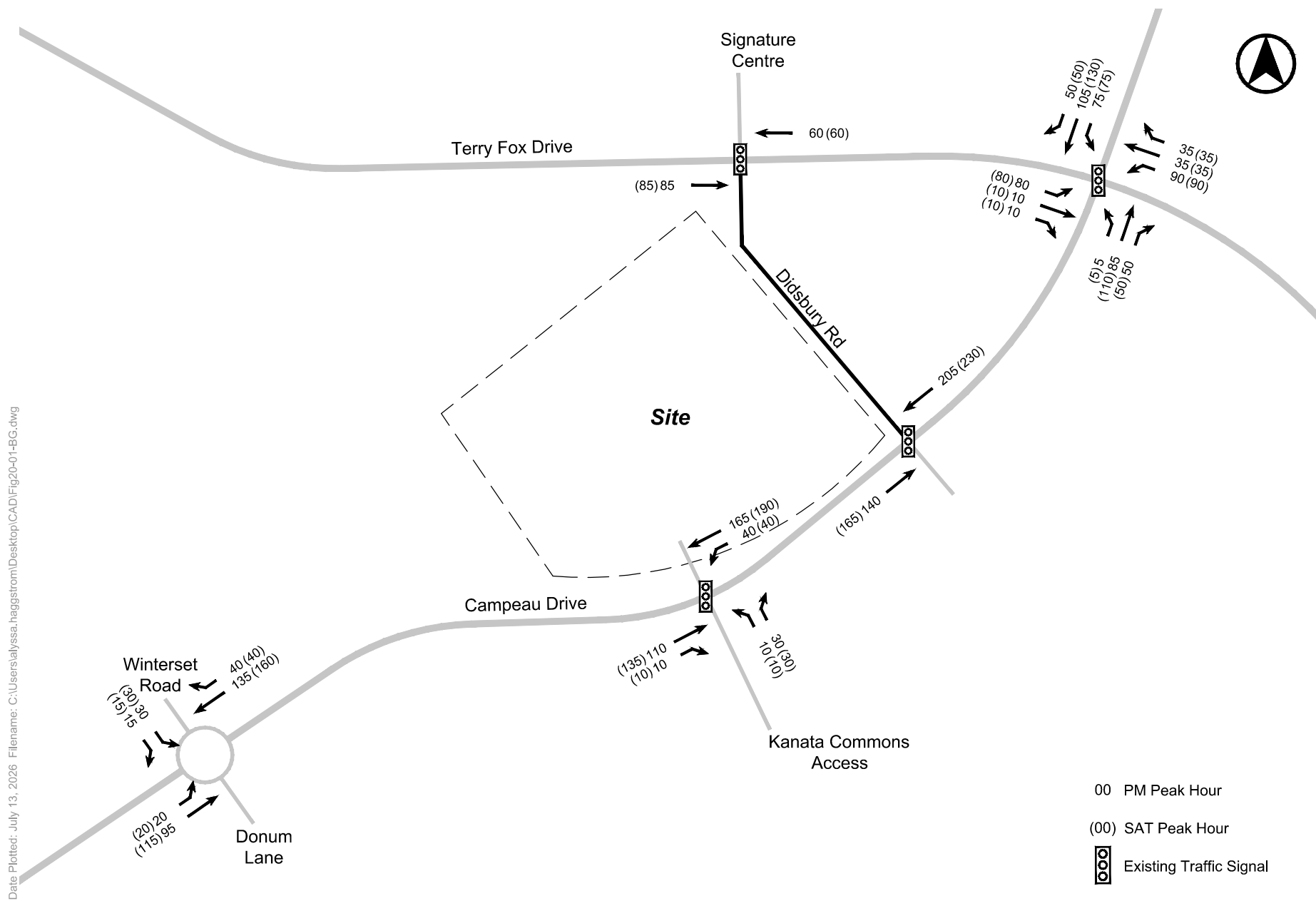


FIGURE 20 BACKGROUND DEVELOPMENT TRAFFIC VOLUMES

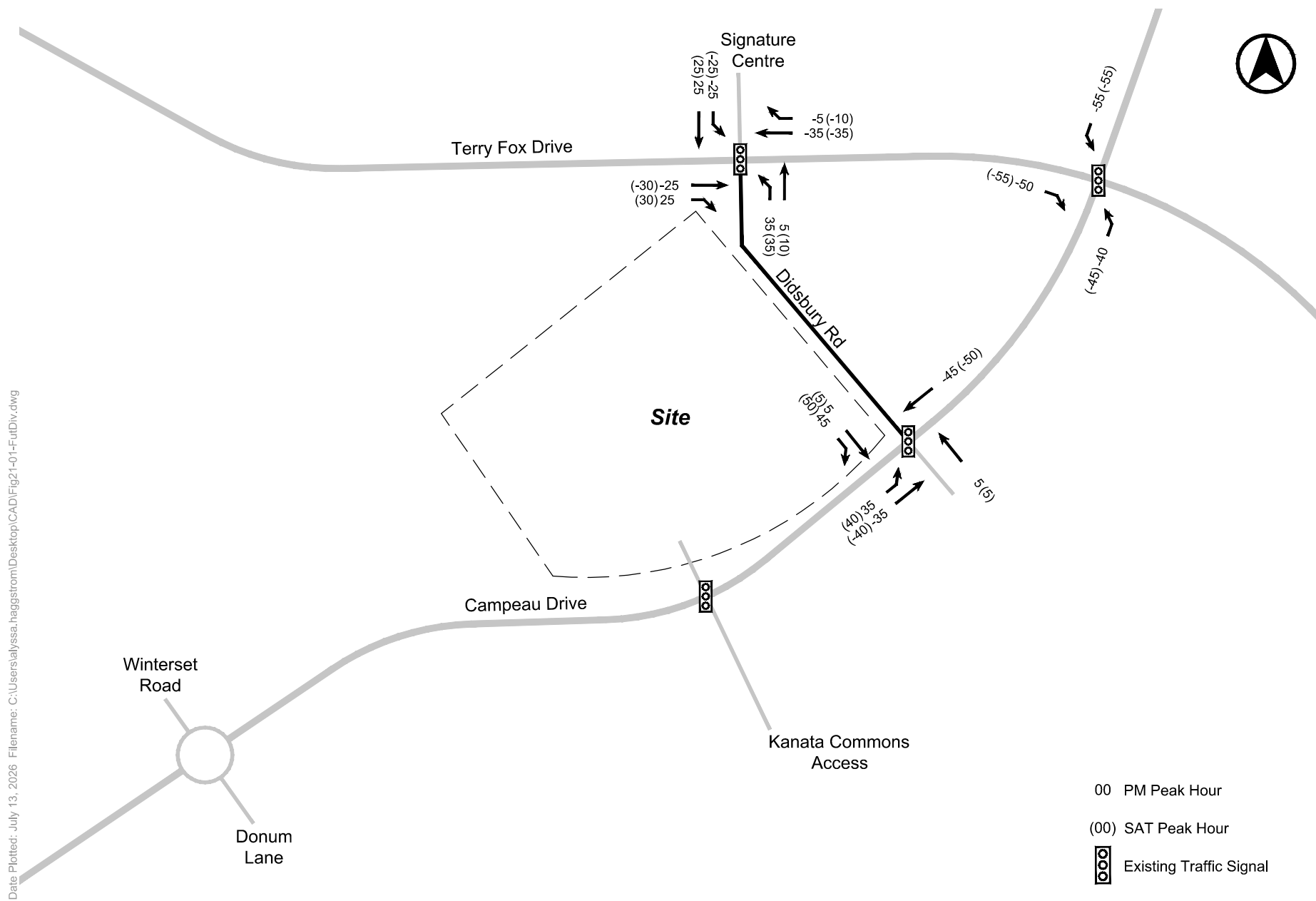


FIGURE 21 FUTURE NETWORK DIVERSION VOLUMES

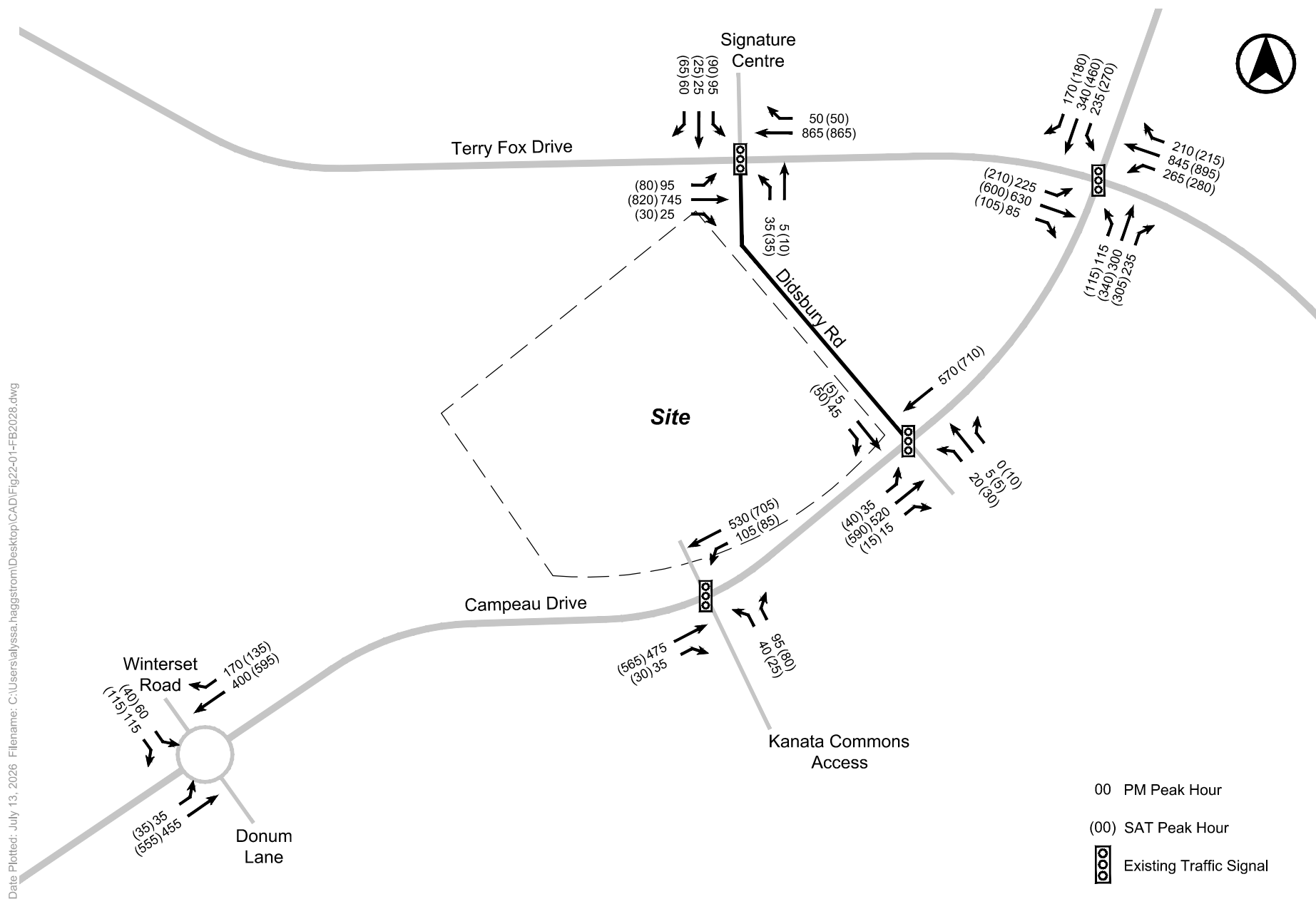


FIGURE 22 2028 FUTURE BACKGROUND TRAFFIC VOLUMES

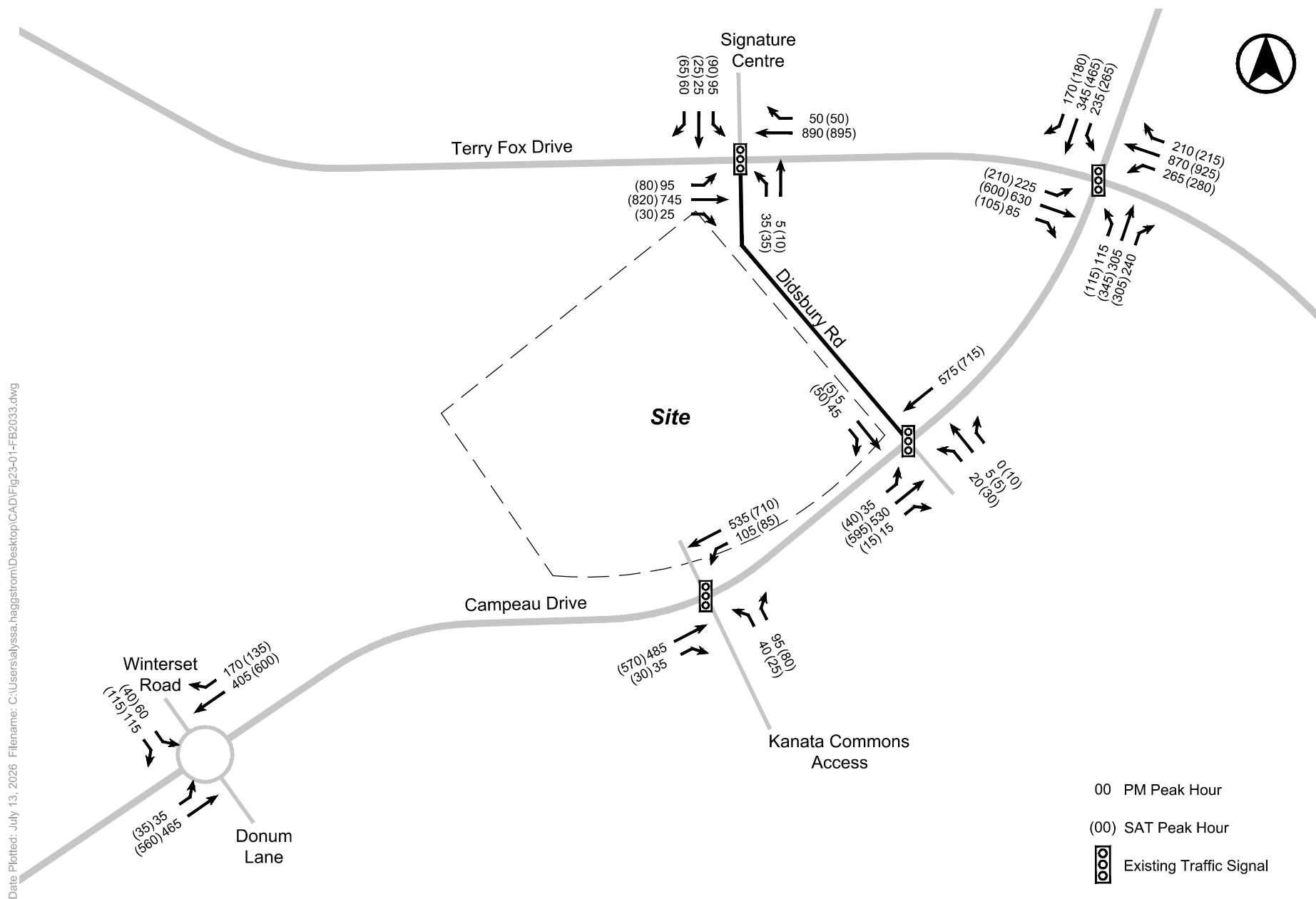


FIGURE 23 2033 FUTURE BACKGROUND TRAFFIC VOLUMES

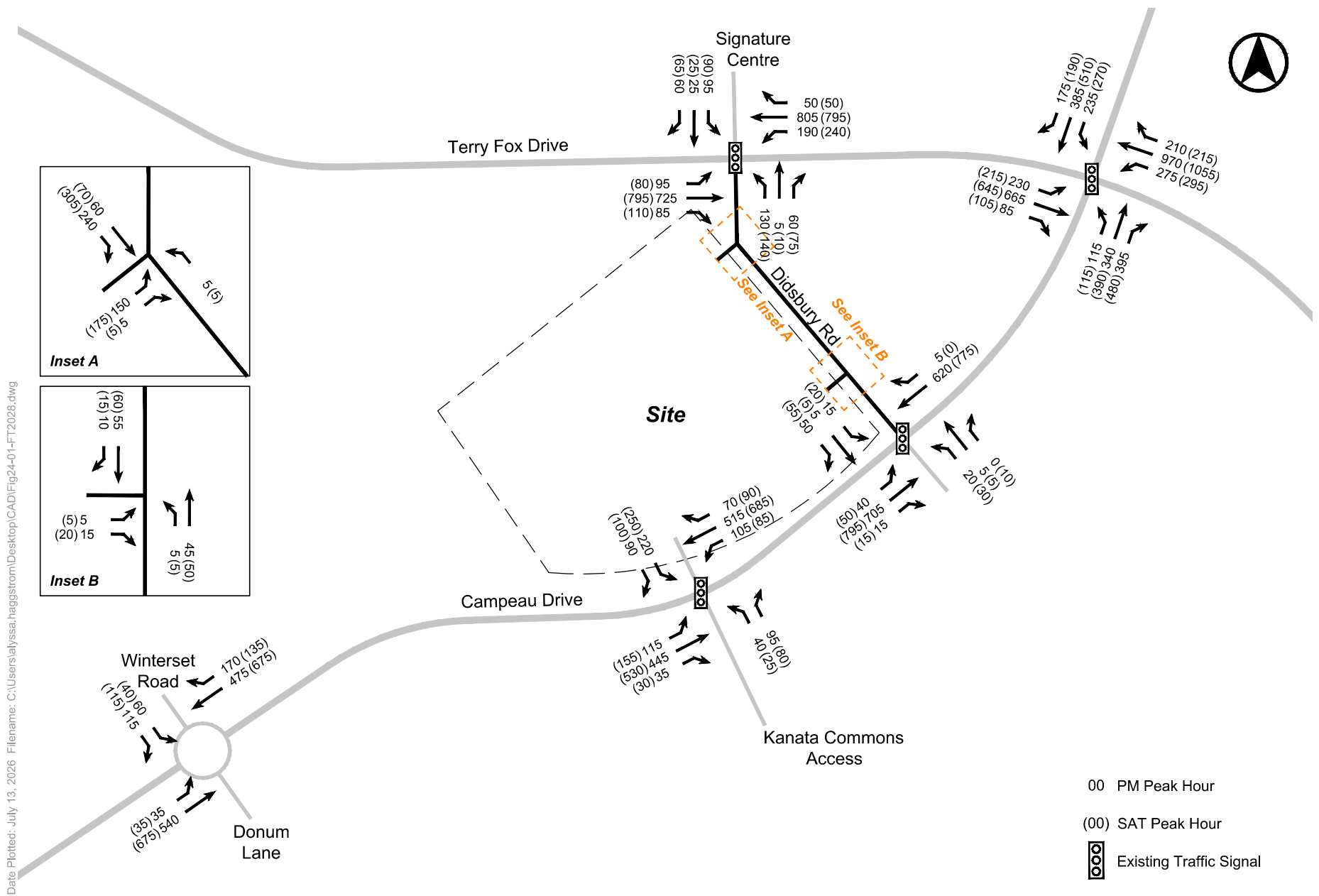


FIGURE 24 2028 FUTURE TOTAL TRAFFIC VOLUMES

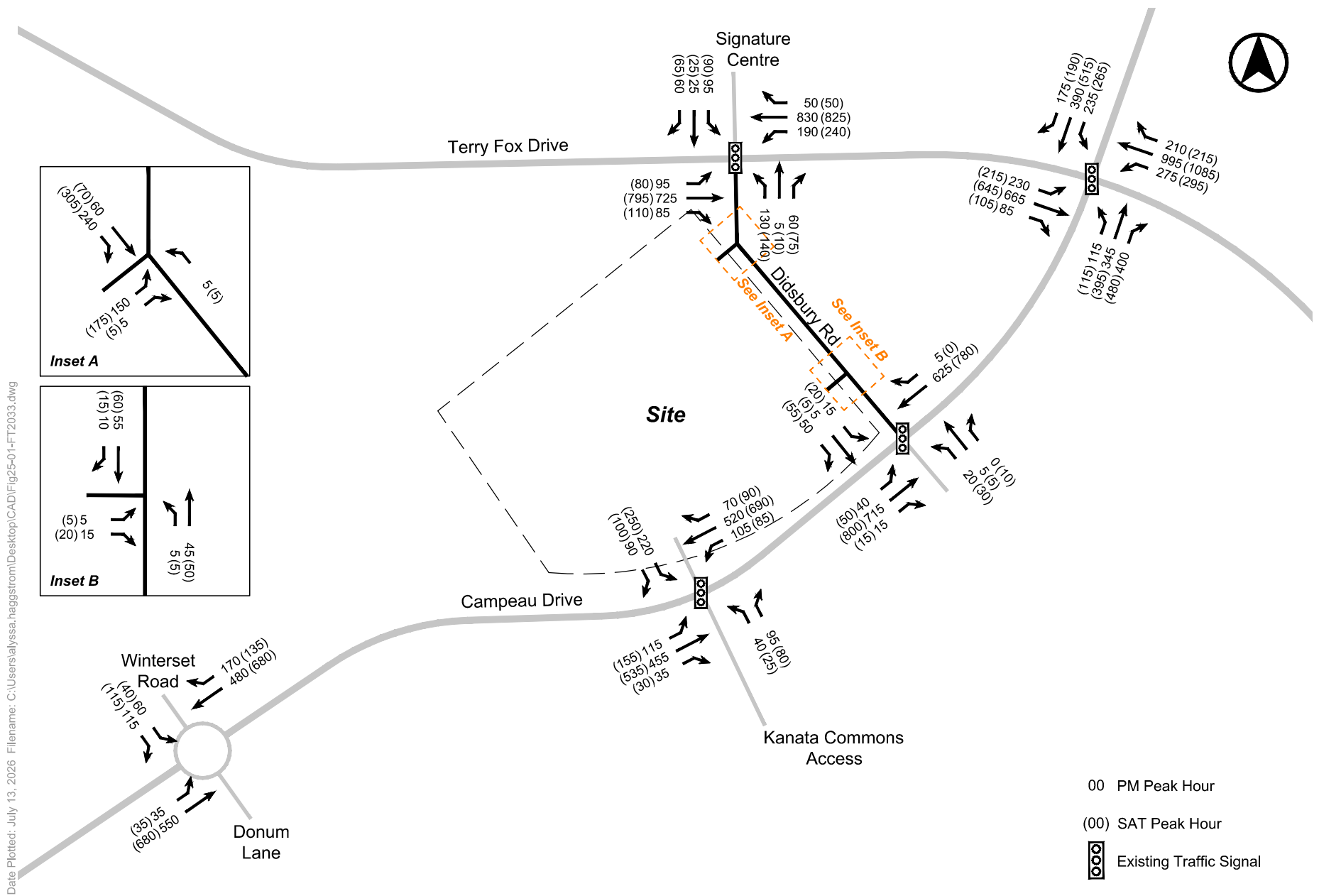


FIGURE 25 2033 FUTURE TOTAL TRAFFIC VOLUMES

3.2 Site Design

The site design module will be completed as part of a future Site Plan Control application.

3.3 Transportation Demand Management

The transportation demand management module will be completed as part of a future Site Plan Control application. A Transportation Demand Management (TDM) plan will be developed for the site based on the City of Ottawa's *TDM-Supportive Development Design and Infrastructure Checklist*.

3.4 Boundary Street Design

The boundary street design module will be completed as part of a future Site Plan Control application.



3.5 Network Impact

3.5.1 Vehicle Assessment

3.5.1.1 Analysis Methodology

Traffic operations analyses have been completed using the Synchro 11 software package in accordance with the methodologies outlined in the Highway Capacity Manual (HCM 2000), and consistent with the City of Ottawa's *2025 Transportation Impact Assessment Guidelines*.

The key performance indicator of the signalized intersection evaluation is an intersection performance index (volume to capacity, or v/c), where v/c index of 1.00 indicates 'at or near capacity' conditions.

The key performance indicator of the unsignalized intersection / driveway analyses is the average delay per vehicle (in seconds) and a level of service (LOS) designation, ranging from LOS A (little delay) to LOS F (extended delay), with respect to the relative time for a motorist to complete a travel movement at an intersection or driveway.

Signal Timing Plans

Existing traffic signal timing plans for all signalized intersections within the study area were obtained from the City of Ottawa. Analyses were undertaken using these signal timing plans for existing, future background, and future total traffic conditions.

Existing signal timing plans for signalized intersections are provided in **Appendix E**.

Road Network Assumptions

Existing and future lane configurations have been adopted based on planned and proposed network improvements, as summarized in **Section 2.5.1**.

3.5.1.2 Network Wide Parameters

Saturation Flow

The Synchro default ideal saturation flow rate of 1900 vehicles per hour per lane was adopted for all intersections within the study area.

Peak Hour Factor

The adopted peak hour factors (PHF) were calculated based on observed traffic data at each intersection based on the total intersection volumes.

Heavy Vehicle Percentage

Heavy vehicle percentages incorporated in the analysis were generally based upon information obtained from the existing intersection turning movement counts by individual movement.

Lost Time Adjustment

The Synchro default lost time adjustment of 0 seconds has been adopted for all intersection movements and scenarios.



3.5.1.3 Capacity Analysis Results

Operations analysis results for all intersections within the study area are summarized in the following sections. Detailed analysis worksheets are provided in **Appendix F**.

Terry Fox Drive / Campeau Drive

The intersection of Terry Fox Drive / Campeau Drive operates under signalized control with a cycle length of 120 seconds during the weekday afternoon and Saturday midday peak hours. Operations at this intersection have been analyzed using Synchro 11.

Capacity analysis results for this intersection under existing and future conditions are summarized in **Table 12**. Under existing conditions, the intersection operates at good overall v/c ratios. Under future background conditions, the intersection will continue to operate at good overall v/c ratios. Under future total conditions, the intersection will continue to operate at good overall v/c ratios, however, the westbound left-turn movement will operate at theoretical capacity in the Saturday midday peak hour.

Queues for the intersection of Terry Fox Drive / Campeau Drive are summarized in **Table 13**. Under existing conditions, queue lengths are accommodated in storage lanes, with the exception of the westbound left-turn movement where 95th percentile queues exceed the storage length. Under future background conditions, queue lengths will continue to be accommodated in storage lanes, with the exception of the westbound and northbound left-turn movements, where 95th percentile queues will exceed the storage lengths. Under future total conditions, queue lengths will continue to be accommodated in storage lanes, with the exception of the westbound and northbound left-turn movements, where 95th percentile queues will continue to exceed the storage lengths. Site traffic is not assigned to the westbound left-turn movement. Site traffic is assigned primarily to the northbound through movement, and minimally to the northbound left-turn movement, due to the availability of Didsbury Road via Terry Fox Drive as an alternate direct route to/from the site. However, due to increases in conflicting movements, the impact of site traffic on queue reach is 1-3 vehicle lengths on these movements, compared to future background conditions.

Further analysis of the intersection of Terry Fox Drive / Campeau Drive has been performed with an optimized signal timing plan for the Saturday midday peak hour. The phase split times have been adjusted within the existing cycle length to provide additional capacity for westbound left turns. With the optimized signal timing plan, the intersection will operate at good overall v/c ratios under all conditions. Adopted optimized signal timings are summarized in **Table 14**, and capacity analysis results for the Saturday midday peak hour with optimized signal timings are summarized in **Table 15**. Queueing results for the optimized Saturday peak hour are summarized in **Table 16**. Queues will continue to exceed the available storage under future conditions. This condition will occur with or without development of the site. The City of Ottawa should monitor this intersection as the redistribution of traffic due to the Earl Grey Drive extension is realized, and as background development proceeds.



Table 12 Traffic Operations Summary – Terry Fox Drive / Campeau Drive

Lane Group	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS
EBL	(0.64) [0.79]	(D) [E]	(0.50) [0.62]	(C) [C]	(0.52) [0.66]	(C) [D]	(0.51) [0.64]	(C) [D]	(0.52) [0.69]	(C) [D]
EBT	(0.42) [0.41]	(D) [C]	(0.48) [0.48]	(C) [C]	(0.51) [0.53]	(C) [C]	(0.49) [0.49]	(C) [C]	(0.52) [0.54]	(C) [C]
EBR	(0.12) [0.17]	(C) [C]	(0.15) [0.23]	(C) [C]	(0.34) [0.52]	(C) [C]	(0.16) [0.23]	(C) [C]	(0.35) [0.52]	(C) [C]
WBL	(0.89) [0.90]	(E) [E]	(0.93) [0.97]	(E) [E]	(0.95) [1.02]	(E) [F]	(0.94) [0.98]	(E) [F]	(0.95) [1.03]	(F) [F]
WBT	(0.47) [0.58]	(D) [D]	(0.56) [0.65]	(C) [C]	(0.59) [0.69]	(C) [C]	(0.57) [0.67]	(C) [C]	(0.60) [0.70]	(C) [C]
WBR	(0.08) [0.09]	(C) [C]	(0.14) [0.18]	(C) [C]	(0.16) [0.20]	(C) [C]	(0.14) [0.18]	(C) [C]	(0.16) [0.20]	(C) [C]
NBL	(0.36) [0.44]	(B) [B]	(0.61) [0.77]	(B) [C]	(0.69) [0.92]	(C) [D]	(0.61) [0.76]	(B) [C]	(0.69) [0.91]	(C) [D]
NBT	(0.47) [0.56]	(C) [C]	(0.60) [0.76]	(C) [D]	(0.73) [0.94]	(D) [D]	(0.62) [0.79]	(C) [D]	(0.76) [0.96]	(D) [E]
NBR	(0.17) [0.20]	(B) [C]	(0.23) [0.29]	(C) [C]	(0.26) [0.32]	(C) [C]	(0.24) [0.30]	(C) [C]	(0.27) [0.32]	(C) [C]
SBL	(0.37) [0.41]	(B) [B]	(0.65) [0.81]	(C) [D]	(0.78) [0.92]	(C) [E]	(0.66) [0.82]	(C) [D]	(0.80) [0.92]	(D) [E]
SBT	(0.37) [0.40]	(C) [C]	(0.44) [0.52]	(D) [C]	(0.50) [0.58]	(D) [C]	(0.45) [0.51]	(D) [C]	(0.50) [0.57]	(C) [C]
SBR	(0.08) [0.11]	(D) [D]	(0.06) [0.08]	(E) [D]	(0.06) [0.09]	(D) [B]	(0.06) [0.08]	(E) [D]	(0.06) [0.09]	(D) [B]
Overall	(0.59) [0.68]	(C) [C]	(0.76) [0.88]	(C) [D]	(0.85) [0.97]	(C) [D]	(0.77) [0.90]	(C) [D]	(0.87) [0.99]	(D) [D]

Note:

1. (xx) [xx] = (PM) [SAT]



Table 13 Queuing Summary – Terry Fox Drive / Campeau Drive

Movement	Existing Storage Length (m) ¹	Future Storage Length (m)	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
			50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th
EBL	65	65	(33.7) [37.0]	(50.6) [58.7]	(22.2) [22.8]	(41.6) [47.7]	(21.8) [24.2]	(43.6) [55.8]	(22.1) [23.5]	(42.2) [48.9]	(22.0) [24.6]	(43.9) [57.4]
EBT	275	275	(45.0) [47.0]	(58.9) [60.6]	(57.2) [62.7]	(82.7) [91.9]	(63.9) [75.9]	(96.0) [107.6]	(57.8) [65.1]	(85.2) [93.7]	(65.8) [77.4]	(97.5) [109.6]
EBR	65	65	(0.0) [0.0]	(15.1) [16.0]	(0.0) [2.8]	(16.7) [20.7]	(12.0) [39.5]	(39.9) [77.1]	(0.0) [3.4]	(17.0) [21.4]	(13.0) [39.5]	(41.6) [77.1]
WBL	70	70	(52.7) [61.3]	(75.8) [87.4]	(54.8) [65.7]	(103.1) [125.0]	(54.7) [76.7]	(110.0) [132.9]	(54.6) [66.0]	(105.2) [123.5]	(55.6) [75.7]	(110.8) [131.4]
WBT	135	135	(49.8) [70.9]	(64.6) [87.1]	(67.1) [92.8]	(95.9) [132.2]	(75.0) [109.1]	(111.5) [151.1]	(67.6) [96.0]	(98.0) [133.9]	(77.0) [110.6]	(113.1) [153.3]
WBR	65	65	(0.0) [0.3]	(12.5) [12.5]	(2.7) [8.5]	(17.6) [24.0]	(5.6) [11.3]	(21.7) [27.9]	(3.1) [8.9]	(18.3) [24.4]	(5.8) [11.4]	(21.8) [28.1]
NBL	50	50	(17.0) [22.7]	(35.5) [44.3]	(35.2) [45.5]	(53.5) [68.1]	(39.0) [47.4]	(55.0) [89.8]	(35.7) [44.5]	(52.9) [66.7]	(38.5) [47.4]	(55.0) [89.1]
NBT	160	160	(68.2) [87.2]	(109.7) [129.3]	(95.1) [114.5]	(117.3) [138.7]	(117.1) [142.0]	(138.8) [185.2]	(100.0) [117.9]	(120.6) [145.0]	(120.2) [148.1]	(143.8) [194.7]
NBR	60	60	(9.4) [13.8]	(29.5) [36.0]	(15.9) [21.7]	(35.7) [43.7]	(19.2) [24.8]	(38.7) [47.5]	(16.8) [22.1]	(36.1) [44.7]	(19.4) [25.2]	(39.1) [48.0]
SBL	105	105	(17.4) [18.2]	(37.0) [35.3]	(37.8) [38.3]	(58.4) [81.0]	(40.2) [34.9]	(73.7) [92.4]	(38.7) [38.4]	(57.5) [85.7]	(40.1) [34.9]	(78.4) [92.4]
SBT	295	295	(55.8) [61.6]	(92.5) [88.7]	(76.3) [75.5]	(96.6) [89.6]	(82.5) [76.6]	(92.7) [60.5]	(77.9) [74.3]	(95.5) [89.6]	(82.4) [76.6]	(92.7) [60.5]
SBR	65	65	(1.0) [3.2]	(21.2) [23.9]	(1.2) [2.7]	(17.7) [19.6]	(1.8) [3.6]	(13.9) [7.6]	(1.2) [2.7]	(17.5) [19.4]	(1.8) [3.6]	(13.9) [7.6]

Note:

- Existing storage length values include the storage plus length of the taper where the width is 2.5 metres or greater (i.e. area where queue can store without impeding the adjacent lane). For continuous lanes storage length is measured to the next public road or signalized intersection.
- Storage lengths are rounded to the nearest 5 metres.
- (xx) [xx] = (PM) [SAT]



Table 14 Potential Signal Timing Modifications (Saturday Midday Peak)

Phase (ϕ)	Movement		Existing Timings (s)	Potential Timing Modifications (s)
1	SBL	Amber	4.2	4.2
		Red	2.2	2.2
		Split	18	14
2	NB	Walk	7	7
		Flashing Don't Walk	27	27
		Amber	4.2	4.2
		Red	2.2	2.2
		Split	46	45
4	EB	Walk	7	7
		Flashing Don't Walk	30	30
		Amber	3.7	3.7
		Red	2.7	2.7
		Split	56	61
5	NBL	Amber	4.2	4.2
		Red	2.2	2.2
		Split	18	115
6	SB	Walk	7	7
		Flashing Don't Walk	27	27
		Amber	4.2	4.2
		Red	2.2	2.2
		Split	46	44
8	WB	Walk	7	7
		Flashing Don't Walk	30	30
		Amber	3.7	3.7
		Red	2.7	2.7
		Split	56	61
Cycle Length (s)			120	120



Table 15 Traffic Operations Summary – Terry Fox Drive / Campeau Drive (Optimized Signal Timings)

Lane Group	Future Background (2028) – Optimized		Future Total (2028) – Optimized		Future Background (2033) – Optimized		Future Total (2033) – Optimized	
	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS
EBL	(-- [0.61])	(-- [C])	(-- [0.63])	(-- [C])	(-- [0.63])	(-- [C])	(-- [0.65])	(-- [C])
EBT	(-- [0.48])	(-- [C])	(-- [0.52])	(-- [C])	(-- [0.49])	(-- [C])	(-- [0.52])	(-- [C])
EBR	(-- [0.29])	(-- [C])	(-- [0.57])	(-- [C])	(-- [0.29])	(-- [C])	(-- [0.57])	(-- [C])
WBL	(-- [0.96])	(-- [E])	(-- [0.99])	(-- [F])	(-- [0.97])	(-- [E])	(-- [0.99])	(-- [F])
WBT	(-- [0.65])	(-- [C])	(-- [0.68])	(-- [C])	(-- [0.66])	(-- [C])	(-- [0.68])	(-- [C])
WBR	(-- [0.17])	(-- [C])	(-- [0.19])	(-- [C])	(-- [0.17])	(-- [C])	(-- [0.19])	(-- [C])
NBL	(-- [0.76])	(-- [C])	(-- [0.92])	(-- [D])	(-- [0.75])	(-- [C])	(-- [0.92])	(-- [D])
NBT	(-- [0.82])	(-- [D])	(-- [0.95])	(-- [E])	(-- [0.84])	(-- [D])	(-- [0.98])	(-- [E])
NBR	(-- [0.31])	(-- [C])	(-- [0.33])	(-- [C])	(-- [0.31])	(-- [C])	(-- [0.33])	(-- [C])
SBL	(-- [0.74])	(-- [C])	(-- [0.94])	(-- [E])	(-- [0.75])	(-- [C])	(-- [0.93])	(-- [E])
SBT	(-- [0.53])	(-- [D])	(-- [0.60])	(-- [C])	(-- [0.53])	(-- [D])	(-- [0.60])	(-- [C])
SBR	(-- [0.08])	(-- [D])	(-- [0.09])	(-- [B])	(-- [0.08])	(-- [D])	(-- [0.09])	(-- [B])
Overall	(-- [0.87])	(-- [D])	(-- [0.97])	(-- [D])	(-- [0.88])	(-- [D])	(-- [0.99])	(-- [D])

Note:

1. (xx) [xx] = (PM) [SAT]



Table 16 Queuing Summary – Terry Fox Drive / Campeau Drive (Optimized Signal Timings)

Movement	Existing Storage Length (m) ¹	Future Storage Length (m)	Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
			50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th
EBL	65	65	(--)[22.6]	(--)[43.7]	(--)[22.0]	(--)[46.8]	(--)[22.9]	(--)[44.5]	(--)[22.3]	(--)[47.8]
EBT	275	275	(--)[62.3]	(--)[84.7]	(--)[70.0]	(--)[99.1]	(--)[63.7]	(--)[86.3]	(--)[71.3]	(--)[101.0]
EBR	65	65	(--)[12.3]	(--)[31.5]	(--)[50.3]	(--)[87.0]	(--)[12.4]	(--)[31.5]	(--)[50.3]	(--)[87.0]
WBL	70	70	(--)[65.1]	(--)[116.7]	(--)[65.6]	(--)[124.4]	(--)[64.3]	(--)[115.1]	(--)[64.5]	(--)[122.8]
WBT	135	135	(--)[92.1]	(--)[121.8]	(--)[100.4]	(--)[139.3]	(--)[93.8]	(--)[123.3]	(--)[101.9]	(--)[141.2]
WBR	65	65	(--)[7.0]	(--)[20.3]	(--)[9.0]	(--)[23.8]	(--)[7.1]	(--)[20.5]	(--)[9.2]	(--)[24.1]
NBL	50	50	(--)[45.9]	(--)[99.1]	(--)[51.7]	(--)[108.3]	(--)[45.6]	(--)[98.7]	(--)[51.7]	(--)[108.3]
NBT	160	160	(--)[114.6]	(--)[140.7]	(--)[144.0]	(--)[189.3]	(--)[119.4]	(--)[147.0]	(--)[150.2]	(--)[198.7]
NBR	60	60	(--)[21.9]	(--)[44.6]	(--)[25.4]	(--)[48.5]	(--)[22.6]	(--)[45.5]	(--)[25.8]	(--)[48.9]
SBL	105	105	(--)[40.8]	(--)[105.2]	(--)[49.3]	(--)[108.4]	(--)[40.9]	(--)[105.6]	(--)[49.1]	(--)[108.3]
SBT	295	295	(--)[76.4]	(--)[91.7]	(--)[78.3]	(--)[62.3]	(--)[76.0]	(--)[91.7]	(--)[78.3]	(--)[62.3]
SBR	65	65	(--)[2.8]	(--)[19.8]	(--)[3.7]	(--)[8.4]	(--)[2.8]	(--)[19.7]	(--)[3.7]	(--)[8.4]

Note:

- Existing storage length values include the storage plus length of the taper where the width is 2.5 metres or greater (i.e. area where queue can store without impeding the adjacent lane). For continuous lanes storage length is measured to the next public road or signalized intersection.
- Storage lengths are rounded to the nearest 5 metres.
- (xx) [xx] = (PM) [SAT]



Terry Fox Drive / Signature Centre Access – Didsbury Road

The intersection of Terry Fox Drive / Signature Centre Access operates under signalized control with a cycle length of 120 seconds during the weekday afternoon and Saturday midday peak hours. Operations at this intersection have been analyzed using Synchro 11. Under future conditions, Didsbury Road is proposed to connect to the south approach of the intersection. The intersection includes a dedicated westbound left turn lane with a storage length of approximately 50 m. As part of the redevelopment of the subject site, it is recommended that the left turn lane be modified to provide 70 m of storage.

Capacity analysis results for the intersection of Terry Fox Drive / Signature Centre Access – Didsbury Road under existing and future conditions are summarized in **Table 17**.

This intersection operates acceptably under existing, future background and future total conditions.

Queues for the intersection of Terry Fox Drive / Signature Centre Access – Didsbury Road are summarized in **Table 18**. Queue lengths can be accommodated within the storage lengths provided under all scenarios.

Queue storage lengths for the reconstructed south approach of the intersection are approximate, and it is anticipated that the intersection can be designed to provide sufficient storage in coordination with the property owner when Didsbury Road is extended.



Table 17 Traffic Operations Summary – Terry Fox Drive / Signature Centre Access – Didsbury Road

Lane Group	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS
EBL	(0.23) [0.21]	(A) [A]	(0.25) [0.22]	(A) [A]	(0.24) [0.22]	(A) [A]	(0.25) [0.23]	(A) [A]	(0.24) [0.23]	(A) [A]
EBTR	(0.26) [0.30]	(A) [A]	(0.29) [0.34]	(A) [A]	(0.32) [0.38]	(A) [A]	(0.29) [0.34]	(A) [A]	(0.32) [0.38]	(A) [A]
WBL	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.45) [0.70]	(B) [C]	(--) [--]	(--) [--]	(0.45) [0.70]	(B) [C]
WBTR	(0.34) [0.35]	(A) [B]	(0.35) [0.36]	(A) [B]	(0.34) [0.35]	(A) [A]	(0.36) [0.37]	(A) [B]	(0.35) [0.36]	(A) [A]
NBTL	(--) [--]	(--) [--]	(0.23) [0.26]	(D) [D]	(0.74) [0.76]	(E) [E]	(0.23) [0.26]	(D) [D]	(0.74) [0.76]	(E) [E]
NBR	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.04) [0.05]	(D) [D]	(--) [--]	(--) [--]	(0.04) [0.05]	(D) [D]
SBTL	(0.58) [0.58]	(D) [D]	(0.59) [0.59]	(D) [D]	(0.66) [0.65]	(D) [D]	(0.59) [0.59]	(D) [D]	(0.66) [0.65]	(D) [D]
SBR	(0.04) [0.04]	(D) [D]	(0.04) [0.04]	(D) [D]	(0.04) [0.04]	(D) [D]	(0.04) [0.04]	(D) [D]	(0.04) [0.04]	(D) [D]
Overall	(0.38) [0.39]	(B) [B]	(0.39) [0.40]	(B) [B]	(0.50) [0.71]	(B) [B]	(0.40) [0.41]	(A) [B]	(0.50) [0.71]	(B) [B]

Note:

- (xx) [xx] = (PM) [SAT]



Table 18 Queuing Summary – Terry Fox Drive / Signature Centre Access – Didsbury Road

Movement	Existing Storage Length (m) ¹	Future Storage Length (m)	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
			50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th
EBL	70	70	(5.8) [5.0]	(17.9) [15.7]	(6.0) [5.1]	(18.3) [16.0]	(6.8) [6.2]	(18.1) [16.9]	(6.0) [5.1]	(18.5) [16.3]	(6.8) [6.3]	(18.4) [17.2]
EBTR	205	205	(22.7) [27.3]	(43.6) [51.3]	(26.3) [31.3]	(49.6) [58.2]	(32.0) [41.6]	(53.0) [67.7]	(26.3) [31.3]	(49.6) [58.2]	(32.0) [41.6]	(53.0) [67.7]
WBL	60	~70 ²	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(1.4) [28.3]	(67.8) [22.9]	(--) [--]	(--) [--]	(1.3) [28.5]	(65.8) [21.3]
WBTR	300	300	(85.8) [54.6]	(111.2) [130.3]	(3.2) [109.3]	(117.6) [134.9]	(2.8) [25.1]	(121.4) [19.9]	(3.1) [113.7]	(123.4) [136.8]	(2.9) [28.7]	(125.4) [19.8]
NBTL	30	~80 ²	(--) [--]	(--) [--]	(9.1) [11.0]	(18.4) [21.0]	(33.3) [38.4]	(52.6) [58.7]	(9.1) [11.0]	(18.4) [21.0]	(33.3) [38.4]	(52.6) [58.7]
NBR	0	~20 ²	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.0) [0.0]	(11.6) [12.5]	(--) [--]	(--) [--]	(0.0) [0.0]	(11.6) [12.5]
SBTL	50	50	(29.6) [29.3]	(45.2) [45.0]	(29.6) [29.3]	(45.3) [45.1]	(29.3) [28.7]	(47.2) [46.4]	(29.6) [29.3]	(45.3) [45.1]	(29.3) [28.7]	(47.2) [46.4]
SBR	50	50	(0.0) [0.0]	(11.7) [12.1]	(0.0) [0.0]	(11.7) [12.1]	(0.0) [0.0]	(11.6) [11.7]	(0.0) [0.0]	(11.7) [12.1]	(0.0) [0.0]	(11.6) [11.7]

Note:

- Existing storage length values include the storage plus length of the taper where the width is 2.5 metres or greater (i.e. area where queue can store without impeding the adjacent lane). For continuous lanes storage length is measured to the next public road or signalized intersection.
- Approximate future storage lengths have been estimated for intersection approaches and movements impacted by proposed network improvements.
- Storage lengths are rounded to the nearest 5 metres.
- (xx) [xx] = (PM) [SAT]



Didsbury Road / Campeau Drive

The intersection of Didsbury Road / Campeau Drive operates under signalized control with a cycle length of 60 seconds during the weekday afternoon and Saturday midday peak hours. Operations at this intersection have been analyzed using Synchro 11. Capacity analysis results for this intersection under existing and future conditions are summarized in **Table 19**.

This intersection operates acceptably under existing, future background and future total conditions.

Queues for the intersection of Didsbury Road / Campeau Drive are summarized in **Table 20**. All future queues can be accommodated within the storage lengths provided.



Table 19 Traffic Operations Summary – Didsbury Road / Campeau Drive

Lane Group	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS
EBL	(--)[--]	(--)[--]	(0.07)[0.19]	(A)[A]	(0.09)[0.25]	(A)[A]	(0.07)[0.19]	(A)[A]	(0.09)[0.25]	(A)[A]
EBTR	(0.18)[0.41]	(A)[A]	(0.26)[0.48]	(A)[A]	(0.37)[0.61]	(A)[B]	(0.27)[0.49]	(A)[A]	(0.38)[0.61]	(A)[B]
WBTR	(0.17)[0.45]	(A)[A]	(0.28)[0.56]	(A)[B]	(0.32)[0.58]	(A)[B]	(0.28)[0.56]	(A)[B]	(0.32)[0.58]	(A)[B]
NBL	(0.15)[0.06]	(C)[A]	(0.11)[0.07]	(B)[A]	(0.08)[0.07]	(B)[A]	(0.11)[0.07]	(B)[A]	(0.09)[0.07]	(B)[A]
NBTR	(--)[0.01]	(--)[A]	(0.02)[0.02]	(B)[A]	(0.01)[0.02]	(B)[A]	(0.02)[0.02]	(B)[A]	(0.01)[0.02]	(B)[A]
SBL	(--)[--]	(--)[--]	(--)[--]	(--)[--]	(0.06)[0.05]	(B)[A]	(--)[--]	(--)[--]	(0.06)[0.05]	(B)[A]
SBTR	(--)[--]	(--)[--]	(0.05)[0.04]	(B)[A]	(0.05)[0.05]	(B)[A]	(0.05)[0.04]	(B)[A]	(0.05)[0.05]	(B)[A]
Overall	(0.18)[0.26]	(A)[A]	(0.24)[0.33]	(A)[A]	(0.30)[0.37]	(A)[B]	(0.25)[0.33]	(A)[B]	(0.30)[0.37]	(A)[B]

Note:

1. (xx)[xx] = (PM)[SAT]



Table 20 Queuing Summary – Didsbury Road / Campeau Drive

Movement	Existing Storage Length (m) ¹	Future Storage Length (m)	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
			50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th
EBL	55	55	(--) [--]	(--) [--]	(0.0) [1.7]	(7.8) [9.4]	(1.6) [2.2]	(8.6) [12.0]	(0.0) [1.7]	(7.8) [9.5]	(1.6) [2.2]	(8.6) [12.0]
EBTR	205	205	(0.0) [11.4]	(25.8) [32.1]	(0.0) [15.3]	(34.1) [41.5]	(17.6) [22.2]	(47.1) [58.4]	(0.0) [15.4]	(34.8) [41.8]	(17.9) [22.4]	(47.8) [58.8]
WBTR	60	60	(0.0) [13.0]	(24.9) [35.8]	(0.0) [18.7]	(36.7) [49.8]	(14.8) [21.0]	(40.2) [55.2]	(0.0) [19.0]	(37.1) [50.2]	(15.0) [21.2]	(40.5) [55.7]
NBL	270	270	(0.7) [1.2]	(6.3) [6.2]	(0.7) [1.5]	(4.6) [6.5]	(1.3) [1.6]	(4.7) [6.6]	(0.7) [1.5]	(4.6) [6.5]	(1.3) [1.6]	(4.7) [6.6]
NBTR	275	275	(--) [0.0]	(--) [0.0]	(0.2) [0.3]	(1.9) [3.3]	(0.4) [0.3]	(2.0) [3.3]	(0.2) [0.3]	(1.9) [3.3]	(0.4) [0.3]	(2.0) [3.3]
SBL	--	~30 ²	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.9) [1.1]	(3.9) [5.1]	(--) [--]	(--) [--]	(0.9) [1.1]	(3.9) [5.1]
SBTR	--	>30 ²	(--) [--]	(--) [--]	(0.2) [0.3]	(5.3) [5.9]	(0.3) [0.3]	(5.8) [6.2]	(0.2) [0.3]	(5.3) [5.9]	(0.3) [0.3]	(5.8) [6.2]

Note:

- Existing storage length values include the storage plus length of the taper where the width is 2.5 metres or greater (i.e. area where queue can store without impeding the adjacent lane). For continuous lanes storage length is measured to the next public road or signalized intersection.
- Approximate future storage lengths have been estimated for intersection approaches and movements impacted by proposed network improvements.
- Storage lengths are rounded to the nearest 5 metres.
- (xx) [xx] = (PM) [SAT]



Campeau Drive / Site West Access – Kanata Commons Access

The intersection of Campeau Drive / Site West Access / Kanata Commons Access operates under signalized control with a cycle length of 65 seconds during the weekday afternoon and Saturday midday peak hours. Operations at this intersection have been analyzed using Synchro 11. Capacity analysis results for this intersection under existing and future conditions are summarized in **Table 21**.

This intersection operates acceptably under existing, future background and future total conditions.

Queues for the intersection of Campeau Drive / Site West Access – Kanata Commons Access are summarized in **Table 22**. All future queues can be accommodated within the storage lengths provided. The design of the north intersection approach will be coordinated as part of a future Site Plan Control application.



Table 21 Traffic Operations Summary – Campeau Drive / Site West Access – Kanata Commons Access

Lane Group	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS
EBT	(0.21) [0.22]	(A) [A]	(0.30) [0.30]	(A) [A]	(0.36) [0.37]	(A) [A]	(0.30) [0.31]	(A) [A]	(0.37) [0.37]	(A) [A]
EBR	(0.02) [0.01]	(A) [A]	(0.02) [0.02]	(A) [A]	(0.02) [0.02]	(A) [A]	(0.02) [0.02]	(A) [A]	(0.02) [0.02]	(A) [A]
EBL	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.39) [0.57]	(B) [B]	(--) [--]	(--) [--]	(0.39) [0.57]	(B) [B]
WBL	(0.13) [0.09]	(A) [A]	(0.26) [0.20]	(A) [A]	(0.33) [0.25]	(B) [A]	(0.26) [0.20]	(A) [A]	(0.33) [0.25]	(B) [A]
WBT	(0.21) [0.27]	(A) [A]	(0.33) [0.37]	(A) [A]	(0.42) [0.47]	(B) [A]	(0.33) [0.38]	(A) [A]	(0.42) [0.48]	(B) [A]
WBR	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.05) [0.06]	(A) [A]	(--) [--]	(--) [--]	(0.05) [0.06]	(A) [A]
NBL	(0.11) [0.06]	(B) [B]	(0.11) [0.09]	(B) [B]	(0.11) [0.08]	(A) [B]	(0.11) [0.09]	(B) [B]	(0.11) [0.08]	(A) [B]
NBTR	(0.04) [0.03]	(B) [B]	(0.06) [0.05]	(B) [B]	(0.06) [0.05]	(A) [B]	(0.06) [0.05]	(B) [B]	(0.06) [0.05]	(A) [B]
SBTLR	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.30) [0.36]	(A) [B]	(--) [--]	(--) [--]	(0.30) [0.37]	(A) [B]
Overall	(0.18) [0.21]	(A) [A]	(0.25) [0.30]	(A) [A]	(0.36) [0.48]	(A) [B]	(0.26) [0.30]	(A) [A]	(0.36) [0.48]	(A) [B]

Note:

1. (xx) [xx] = (PM) [SAT]



Table 22 Queuing Summary – Campeau Drive / Site West Access – Kanata Commons Access

Movement	Existing Storage Length (m) ¹	Future Storage Length (m)	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
			50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th	50 th	95 th
EBL	--	~75	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(5.3) [8.2]	(23.4) [#41.4]	(--) [--]	(--) [--]	(5.3) [8.3]	(23.5) [#41.7]
EBT	430	430	(8.4) [10.0]	(26.4) [30.6]	(11.4) [14.0]	(34.2) [40.4]	(14.8) [20.7]	(44.4) [61.8]	(11.7) [14.1]	(34.8) [41.0]	(15.1) [21.1]	(45.4) [63.6]
EBR	75	75	(0.0) [0.0]	(0.6) [0.0]	(0.0) [0.0]	(2.0) [1.2]	(0.0) [0.0]	(1.9) [1.2]	(0.0) [0.0]	(2.0) [1.2]	(0.0) [0.0]	(1.9) [1.2]
WBL	130	130	(2.8) [1.9]	(13.6) [10.3]	(4.7) [3.8]	(21.4) [17.8]	(4.8) [4.0]	(21.7) [18.8]	(4.7) [3.8]	(21.4) [17.8]	(4.8) [4.0]	(21.8) [18.9]
WBT	200	200	(8.4) [12.4]	(26.4) [36.7]	(13.0) [18.3]	(38.3) [51.6]	(12.5) [18.2]	(36.8) [49.9]	(13.1) [18.5]	(38.8) [52.0]	(12.6) [18.3]	(37.2) [50.2]
WBR	200	200	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.0) [0.0]	(6.8) [7.9]	(--) [--]	(--) [--]	(0.0) [0.0]	(6.8) [7.9]
NBL	60	60	(1.7) [1.1]	(6.1) [3.7]	(1.6) [1.5]	(7.4) [5.8]	(1.9) [1.6]	(8.3) [6.0]	(1.6) [1.5]	(7.5) [5.8]	(2.0) [1.6]	(8.3) [6.0]
NBTR	155	155	(0.0) [0.0]	(0.0) [0.0]	(0.0) [0.0]	(0.0) [1.9]	(0.0) [0.0]	(0.0) [0.5]	(0.0) [0.0]	(0.0) [2.1]	(0.0) [0.0]	(0.0) [0.8]
SBTLR	10	>20 ²	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(5.9) [9.4]	(16.9) [19.5]	(--) [--]	(--) [--]	(6.0) [9.6]	(16.9) [19.6]

Note:

- Existing storage length values include the storage plus length of the taper where the width is 2.5 metres or greater (i.e. area where queue can store without impeding the adjacent lane). For continuous lanes storage length is measured to the next public road or signalized intersection.
- The future storage length for the north approach will depend on the internal configuration of the site, and is anticipated to exceed 20 m.
- Storage lengths are rounded to the nearest 5 metres.
- (xx) [xx] = (PM) [SAT]



Unsignalized Intersections

Unsignalized intersections in the study area include stop-controlled site accesses on Didsbury Road and the intersection of Campeau Drive / Winterset Road – Donum Lane, which operates as a roundabout. Campeau Drive / Winterset Road – Donum Lane has been analyzed using SIDRA 9, and the two site accesses on Didsbury Road have been analyzed using Synchro 11. Capacity analysis results are summarized in **Table 23**. All movements at unsignalized intersections are anticipated to operate at LOS B or better under future total conditions.



Table 23 Traffic Operations Summary – All Unsignalized Intersections

Lane Group	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Campeau Drive / Winterset Road – Donum Lane										
EBTLR	(A) [A]	(3.9) [3.7]	(A) [A]	(4.2) [4.0]	(A) [A]	(4.1) [4.0]	(A) [A]	(4.2) [4.0]	(A) [A]	(4.1) [4.0]
WBTLR	(A) [A]	(3.6) [3.6]	(A) [A]	(3.7) [3.7]	(A) [A]	(3.7) [3.7]	(A) [A]	(3.7) [3.7]	(A) [A]	(3.7) [3.7]
NBTLR	(A) [A]	(6.4) [6.5]	(A) [A]	(6.7) [6.9]	(A) [A]	(6.9) [7.1]	(A) [A]	(6.8) [6.9]	(A) [A]	(6.9) [7.1]
SBTLR	(A) [A]	(5.8) [5.3]	(A) [A]	(6.8) [6.8]	(A) [A]	(7.0) [7.0]	(A) [A]	(6.8) [6.8]	(A) [A]	(7.0) [7.0]
Didsbury Road / Future Site North Access										
EBLR	(--)[--]	(--)[--]	(--)[--]	(--)[--]	(B) [B]	(11.3) [12.2]	(--)[--]	(--)[--]	(B) [B]	(11.3) [12.2]
NBTL	(--)[--]	(--)[--]	(--)[--]	(--)[--]	(A) [A]	(0.9) [0.8]	(--)[--]	(--)[--]	(A) [A]	(0.9) [0.8]
SBTR	(--)[--]	(--)[--]	(--)[--]	(--)[--]	(A) [A]	(0.0) [0.0]	(--)[--]	(--)[--]	(A) [A]	(0.0) [0.0]
Didsbury Road / Future Site South Access										
EBLR	(--)[--]	(--)[--]	(--)[--]	(--)[--]	(A) [A]	(8.8) [8.9]	(--)[--]	(--)[--]	(A) [A]	(8.8) [8.9]
NBTL	(--)[--]	(--)[--]	(--)[--]	(--)[--]	(A) [A]	(0.8) [0.7]	(--)[--]	(--)[--]	(A) [A]	(0.8) [0.7]
SBTR	(--)[--]	(--)[--]	(--)[--]	(--)[--]	(A) [A]	(0.0) [0.0]	(--)[--]	(--)[--]	(A) [A]	(0.0) [0.0]

Note:

- (xx) [xx] = (PM) [SAT]



3.5.2 Multi-Modal Assessment

Non-automobile modes of travel have been assessed based on the City of Ottawa's *Multimodal Level of Service Guidelines*, using the City's assessment tool for road segments surrounding the site. This includes a transit assessment, pedestrian assessment, and bicycle assessment under future conditions. Multimodal level of service assessments are summarized in **Appendix G**.



4.0 SUMMARY AND CONCLUSIONS

BA Group is retained by FCRI Properties LP to prepare a Transportation Impact Assessment (TIA) Report related to a Zoning By-Law Amendment application. The proposed development includes large format retail and outparcels located on a site municipally known as 375 Didsbury Road, in the City of Ottawa. Key findings are summarized as follows:

Proposed Development

- The concept plan includes a large format retail store to be located at the southeast corner of the site, along Campeau Drive immediately west of the future extension of Didsbury Road. Six additional smaller-scale retail buildings are proposed to be located on the western portion of the site, with the remainder of the site used primarily for parking and circulation.
- The proposed development includes approximately 18,615 m² of retail gross floor area (GFA), and is anticipated to be completed in a single phase.

Travel Demand Forecast

- Analysis scenarios include existing conditions, future conditions in opening year (2028), and future conditions five years post-buildout (2033). Traffic volumes have been forecasted for the weekday afternoon street peak hour and Saturday midday peak hour of operator.
- The site is anticipated to generate 930 and 1,130 gross vehicle trips during the weekday afternoon and Saturday midday peak hours, respectively. The distribution of site traffic is based on a review of the Ottawa TRANS-OD survey for commercial uses and is supported by census population data for Kanata.

Network Improvements

- The City of Ottawa is undertaking major road works in the area beginning in 2026, to construct the Earl Grey Drive Extension. The design contemplates modifications to Terry Fox Drive south of Campeau Drive while maintaining the existing configuration of the intersection of Terry Fox Drive / Campeau Drive.
- The segment of Didsbury Road between Campeau Drive and Terry Fox Drive is shown in the City's 2025 Transportation Master Plan. It is anticipated that this segment will be constructed in conjunction with the proposed development.
- Didsbury Road will connect to the existing signalized intersections of Terry Fox Drive / Signature Centre Access and Didsbury Road / Campeau Drive. It is recommended that the road be constructed with a two-lane cross-section.
- The intersection of Terry Fox Drive / Signature Centre Access – Didsbury Road includes a dedicated westbound left turn lane with a storage length of approximately 50 m. As part of the redevelopment of the subject site, it is recommended that the left-turn lane be modified to provide 70 m of storage.



Traffic Operations

- At the intersection of Terry Fox Drive / Campeau Drive, 50th percentile queues are generally accommodated in all scenarios. However, 95th percentile queues for certain movements exceed the available storage under future conditions, particularly for the northbound left-turning movement. The volume-to-capacity ratio indicates that the intersection will continue to operate within its theoretical capacity under all scenarios and that queues will clear every cycle. This condition will occur with or without development of the site. The City of Ottawa should monitor this intersection as the redistribution of traffic due to the Earl Grey Drive Extension is realized, and as background development proceeds.
- Site traffic will have alternate routing options, including the connection via the intersection of Terry Fox Drive / Signature Centre Access – Didsbury Road, where modifications are recommended to support the site.
- **With the network improvements in place, all intersections in the study area, including site accesses, are anticipated to operate acceptably under future conditions in 2033.**



Appendix A: Screening Form





Certification Form for TIA Study PM

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



I am either a licensed or registered¹ professional in good standing, whose field of expertise



is either transportation engineering



or transportation planning.

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.

Dated at Toronto this 13th day of July, 20 26.
(City)

Name : Margaret Briegmann

Professional title: Professional Engineer, Consulting Engineer, Principal

Margaret Briegmann

Signature of individual certifier that s/he/they meet the above criteria

Office Contact Information (Please Print)
Address: <u>135 Laurier Ave W, Unit 208</u>
City / Postal Code: <u>Ottawa, K1P 5J2</u>
Telephone / Extension: <u>416 961 7110 X 148</u>
Email Address: <u>Briegmann@bagroup.com</u>

Stamp



Revision Date: June 2023

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	375 Didsbury Road
Description of Location	Northwest corner of Campeau Drive at Didsbury Drive
Land Use Classification	Retail
Development Size (units)	
Development Size (m ²)	18,615 sq.m
Number of Accesses and Locations	1 on Campeau Dr, 2 on Didsbury Road
Phase of Development	1 Phase
Buildout Year	2028 (for analysis purposes)

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 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 City's Transit Priority Network, Rapid Transit network or Cross-Town Bikeways?	X	
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)? ²		X

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 80 km/hr or greater?		X
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		X
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?	X	
Is the proposed driveway within auxiliary lanes of an intersection?		X
Does the proposed driveway make use of an existing median break that serves an existing site?	X	
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		X
Does the development include a drive-thru facility?		X

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

5. Summary

	Yes	No
Does the development satisfy the results of screening?	X	
Does the development satisfy the Location Trigger?	X	
Does the development satisfy the Safety Trigger?	X	

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.

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 B: Turning Movement Counts





Turning Movement Count (2 . CAMPEAU DR & TERRY FOX DR)

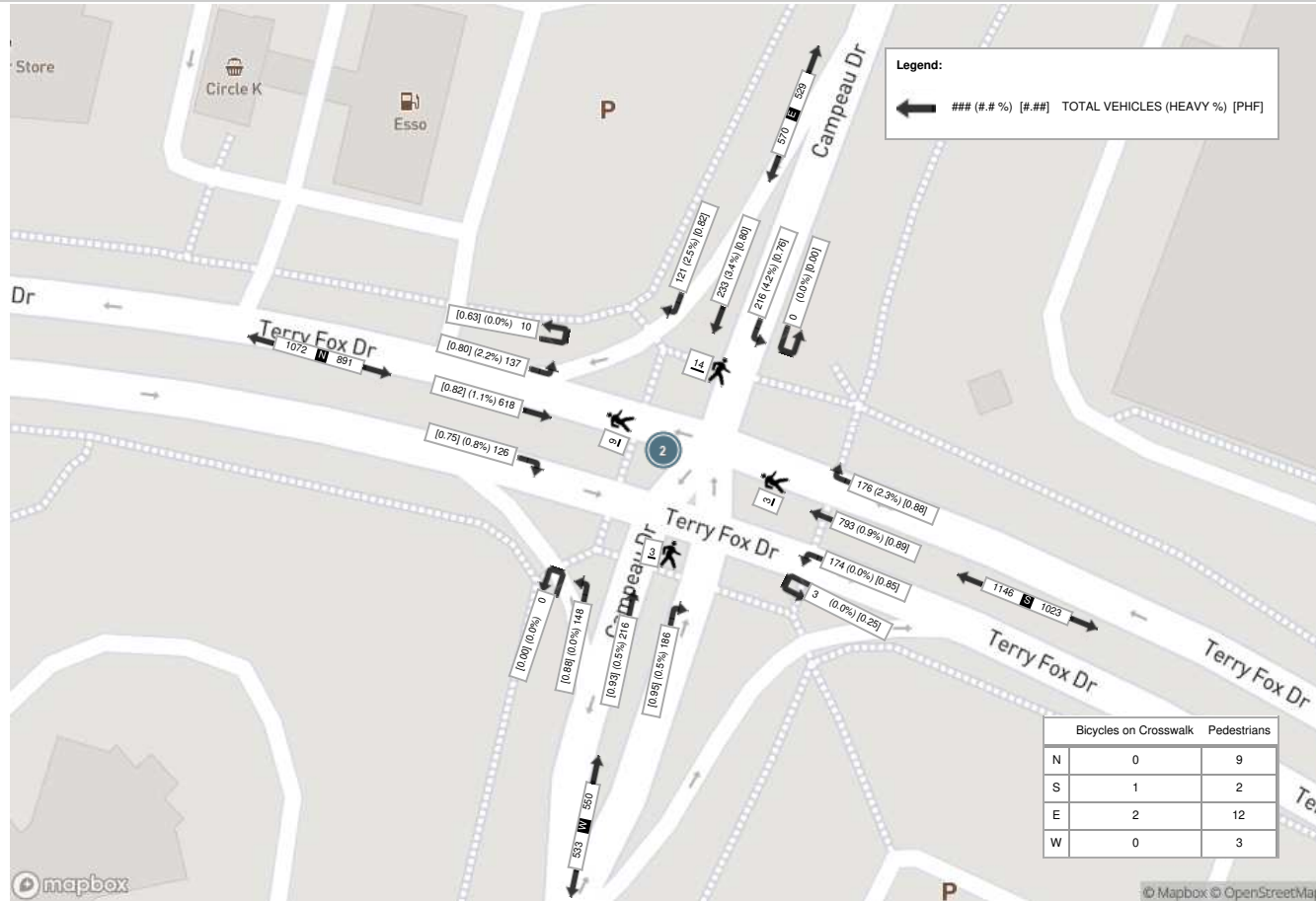
Start Time	N Approach TERRY FOX DR						E Approach CAMPEAU DR						S Approach TERRY FOX DR						W Approach CAMPEAU DR						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2025-11-21 16:00:00	42	125	43	1	4	211	37	63	71	0	2	171	46	184	51	0	2	281	47	53	36	0	0	136	799	
2025-11-21 16:15:00	22	159	27	4	3	212	27	50	50	0	6	127	38	203	34	0	1	275	49	58	37	0	1	144	758	
2025-11-21 16:30:00	32	145	32	3	1	212	27	73	56	0	2	156	42	182	46	3	0	273	47	55	42	0	2	144	785	
2025-11-21 16:45:00	30	189	35	2	1	256	30	47	39	0	4	116	50	224	43	0	0	317	43	50	33	0	0	126	815	3157
2025-11-21 17:00:00	31	140	26	5	2	202	39	69	56	0	1	164	51	191	32	0	2	274	46	50	42	0	2	138	778	3136
2025-11-21 17:15:00	27	157	29	2	2	215	24	50	47	0	0	121	52	206	29	1	1	288	46	66	29	0	2	141	765	3143
2025-11-21 17:30:00	30	134	33	0	3	197	40	49	58	0	1	147	38	196	45	1	0	280	41	58	27	0	3	126	750	3108
2025-11-21 17:45:00	25	145	49	2	1	221	30	44	47	0	3	121	40	224	25	1	0	290	51	49	25	0	1	125	757	3050
2025-11-21 18:00:00	29	124	23	2	0	178	37	43	60	0	0	140	31	177	37	0	0	245	38	38	31	0	0	107	670	2942
2025-11-21 18:15:00	29	129	25	2	2	185	30	35	47	0	2	112	32	176	46	0	1	254	25	36	25	0	0	86	637	2814
2025-11-21 18:30:00	21	117	23	2	2	163	35	37	55	0	3	127	42	165	35	0	2	242	26	42	21	0	1	89	621	2685
2025-11-21 18:45:00	22	105	28	3	0	158	29	31	59	0	1	119	42	144	41	0	1	227	44	27	19	0	0	90	594	2522
2025-11-21 19:00:00	24	113	26	2	1	165	35	53	41	0	3	129	39	143	37	0	2	219	30	28	22	0	1	80	593	2445
2025-11-21 19:15:00	10	92	19	1	0	122	41	34	38	0	2	113	28	172	32	0	2	232	23	34	17	0	0	74	541	2349
2025-11-21 19:30:00	12	98	20	0	0	130	20	35	47	0	0	102	30	144	41	1	0	216	34	43	17	0	0	94	542	2270
2025-11-21 19:45:00	17	110	12	1	2	140	23	30	32	0	2	85	39	163	28	0	0	230	23	20	16	0	0	59	514	2190
Grand Total	403	2082	450	32	24	2967	504	743	803	0	32	2050	640	2894	602	7	14	4143	613	707	439	0	13	1759	10919	-
Approach%	13.6%	70.2%	15.2%	1.1%		-	24.6%	36.2%	39.2%	0%		-	15.4%	69.9%	14.5%	0.2%		-	34.8%	40.2%	25%	0%		-	-	-
Totals	3.7%	19.1%	4.1%	0.3%		27.2%	4.6%	6.8%	7.4%	0%		18.8%	5.9%	26.5%	5.5%	0.1%		37.9%	5.6%	6.5%	4%	0%		16.1%	-	-
Heavy	5	16	9	0		-	14	17	12	0		-	7	17	0	0		-	3	7	1	0		-	-	-
Heavy %	1.2%	0.8%	2%	0%		-	2.8%	2.3%	1.5%	0%		-	1.1%	0.6%	0%	0%		-	0.5%	1%	0.2%	0%		-	-	-
Bicycles	0	0	0	0		-	0	0	0	0		-	0	0	0	0		-	0	1	0	0		-	-	-
Bicycle %	0%	0%	0%	0%		-	0%	0%	0%	0%		-	0%	0%	0%	0%		-	0%	0.1%	0%	0%		-	-	-



Peak Hour: 04:00 PM - 05:00 PM Weather:

Start Time	N Approach TERRY FOX DR						E Approach CAMPEAU DR						S Approach TERRY FOX DR						W Approach CAMPEAU DR						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-11-21 16:00:00	42	125	43	1	4	211	37	63	71	0	2	171	46	184	51	0	2	281	47	53	36	0	0	136	799
2025-11-21 16:15:00	22	159	27	4	3	212	27	50	50	0	6	127	38	203	34	0	1	275	49	58	37	0	1	144	758
2025-11-21 16:30:00	32	145	32	3	1	212	27	73	56	0	2	156	42	182	46	3	0	273	47	55	42	0	2	144	785
2025-11-21 16:45:00	30	189	35	2	1	256	30	47	39	0	4	116	50	224	43	0	0	317	43	50	33	0	0	126	815
Grand Total	126	618	137	10	9	891	121	233	216	0	14	570	176	793	174	3	3	1146	186	216	148	0	3	550	3157
Approach%	14.1%	69.4%	15.4%	1.1%		-	21.2%	40.9%	37.9%	0%		-	15.4%	69.2%	15.2%	0.3%		-	33.8%	39.3%	26.9%	0%		-	-
Totals %	4%	19.6%	4.3%	0.3%		28.2%	3.8%	7.4%	6.8%	0%		18.1%	5.6%	25.1%	5.5%	0.1%		36.3%	5.9%	6.8%	4.7%	0%		17.4%	-
PHF	0.75	0.82	0.8	0.63		0.87	0.82	0.8	0.76	0		0.83	0.88	0.89	0.85	0.25		0.9	0.95	0.93	0.88	0		0.95	0.97
Heavy	1	7	3	0		11	3	8	9	0		20	4	7	0	0		11	1	1	0	0		2	44
Heavy %	0.8%	1.1%	2.2%	0%		1.2%	2.5%	3.4%	4.2%	0%		3.5%	2.3%	0.9%	0%	0%		1%	0.5%	0.5%	0%	0%		0.4%	1.4%
Lights	125	611	134	10		880	118	225	207	0		550	172	786	174	3		1135	185	215	148	0		548	3113
Lights %	99.2%	98.9%	97.8%	100%		98.8%	97.5%	96.6%	95.8%	0%		96.5%	97.7%	99.1%	100%	100%		99%	99.5%	99.5%	100%	0%		99.6%	98.6%
Single-Unit Trucks	1	1	0	0		2	0	3	9	0		12	2	1	0	0		3	1	1	0	0		2	19
Single-Unit Trucks %	0.8%	0.2%	0%	0%		0.2%	0%	1.3%	4.2%	0%		2.1%	1.1%	0.1%	0%	0%		0.3%	0.5%	0.5%	0%	0%		0.4%	0.6%
Buses	0	6	3	0		9	3	5	0	0		8	2	6	0	0		8	0	0	0	0		0	25
Buses %	0%	1%	2.2%	0%		1%	2.5%	2.1%	0%	0%		1.4%	1.1%	0.8%	0%	0%		0.7%	0%	0%	0%	0%		0%	0.8%
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%
Pedestrians	-	-	-	-	9	-	-	-	-	12	-	-	-	-	-	2	-	-	-	-	-	-	3	-	-
Pedestrians%	-	-	-	-	31%	-	-	-	-	41.4%	-	-	-	-	-	6.9%	-	-	-	-	-	-	10.3%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	6.9%	-	-	-	-	-	3.4%	-	-	-	-	-	-	0%	-	-
Bicycles on Road	0	0	0	0		-	0	0	0	0		-	0	0	0	0		-	0	1	0	0		-	-
Bicycles on Road%	0%	0%	0%	0%			0%	0%	0%	0%			0%	0%	0%	0%			0%	100%	0%	0%			-

Peak Hour: 04:00 PM - 05:00 PM Weather:





Turning Movement Count (2 . CAMPEAU DR & TERRY FOX DR)

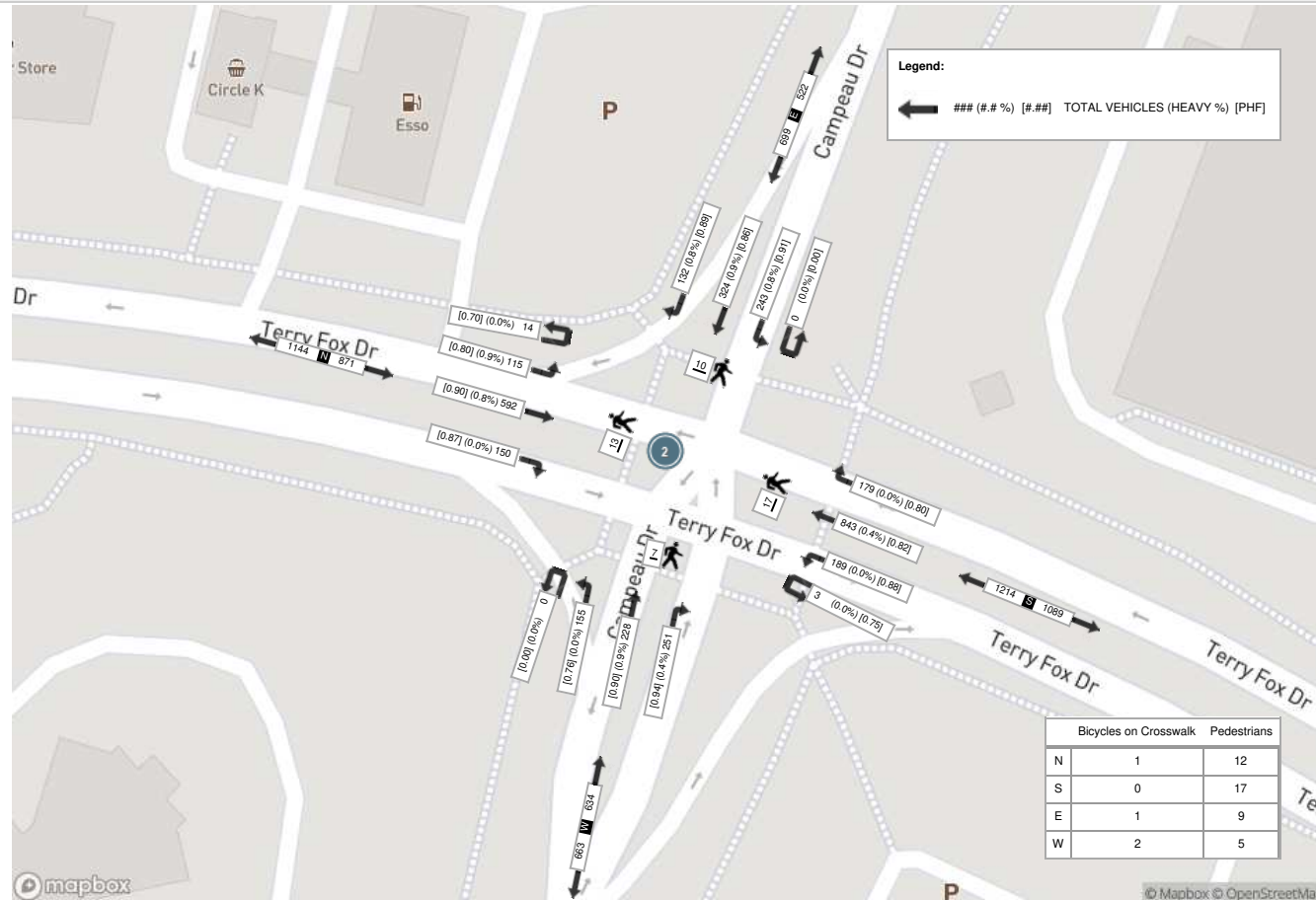
Start Time	N Approach TERRY FOX DR						E Approach CAMPEAU DR						S Approach TERRY FOX DR						W Approach CAMPEAU DR						Int. Total (15 min)	Int. Total (1 hr)
	Right N-W	Thru N-S	Left N-E	UTurn N-N	Peds N:	Approach Total	Right E-N	Thru E-W	Left E-S	UTurn E-E	Peds E:	Approach Total	Right S-E	Thru S-N	Left S-W	UTurn S-S	Peds S:	Approach Total	Right W-S	Thru W-E	Left W-N	UTurn W-W	Peds W:	Approach Total		
2025-11-22 10:00:00	32	126	41	2	6	201	20	45	65	0	3	130	36	145	35	0	0	216	49	43	14	0	0	106	653	
2025-11-22 10:15:00	31	122	28	0	0	181	19	57	58	0	0	134	45	179	28	1	0	253	63	34	16	0	0	113	681	
2025-11-22 10:30:00	32	135	43	4	0	214	16	62	52	0	1	130	41	147	36	0	1	224	44	29	21	0	0	94	662	
2025-11-22 10:45:00	35	155	29	1	0	220	15	53	51	0	4	119	41	173	33	2	0	249	46	40	25	0	0	111	699	2695
2025-11-22 11:00:00	34	128	35	5	4	202	30	58	73	0	0	161	48	178	47	0	2	273	66	56	30	0	0	152	788	2830
2025-11-22 11:15:00	38	148	39	1	0	226	25	52	57	0	2	134	36	190	42	1	2	269	41	48	32	0	1	121	750	2899
2025-11-22 11:30:00	25	122	35	1	2	183	26	69	66	0	8	161	43	187	41	1	3	272	59	60	47	0	2	166	782	3019
2025-11-22 11:45:00	46	151	38	1	2	236	34	76	58	0	2	168	38	243	41	2	5	324	71	46	46	0	0	163	891	3211
2025-11-22 12:00:00	41	160	35	0	1	236	30	73	70	0	9	173	42	162	45	0	8	249	40	65	40	0	0	145	803	3226
2025-11-22 12:15:00	31	165	36	0	1	232	28	77	62	0	0	167	44	206	46	0	3	296	53	47	30	0	0	130	825	3301
2025-11-22 12:30:00	36	149	49	1	2	235	41	59	56	0	2	156	28	187	60	0	1	275	60	50	38	0	2	148	814	3333
2025-11-22 12:45:00	42	162	28	0	4	232	29	68	55	0	0	152	39	195	51	0	8	285	58	61	27	0	2	146	815	3257
2025-11-22 13:00:00	38	132	32	2	1	204	35	82	68	0	4	185	37	184	41	0	2	262	66	50	33	0	0	149	800	3254
2025-11-22 13:15:00	30	169	32	3	0	234	26	84	59	0	6	169	42	224	44	0	6	310	59	50	32	0	0	141	854	3283
2025-11-22 13:30:00	43	145	38	1	0	227	35	72	66	0	2	173	32	208	49	1	4	290	54	67	40	1	0	162	852	3321
2025-11-22 13:45:00	41	151	43	0	7	235	35	84	56	0	5	175	39	218	51	0	6	308	65	37	40	0	3	142	860	3366
2025-11-22 14:00:00	45	129	34	0	1	208	39	82	66	0	3	187	37	190	43	0	4	270	62	82	39	0	1	183	848	3414
2025-11-22 14:15:00	21	142	36	0	1	199	39	71	52	0	1	162	39	219	60	0	4	318	59	43	39	0	0	141	820	3380
2025-11-22 14:30:00	31	156	36	3	4	226	35	94	62	0	3	191	38	181	46	1	7	266	57	63	38	0	4	158	841	3369
2025-11-22 14:45:00	43	136	21	2	2	202	37	72	58	0	2	167	42	229	54	0	3	325	63	60	36	0	1	159	853	3362
2025-11-22 15:00:00	36	135	27	4	5	202	31	82	56	0	2	169	56	175	41	1	7	273	64	50	51	0	2	165	809	3323
2025-11-22 15:15:00	40	165	31	5	2	241	29	76	67	0	3	172	43	258	48	1	0	350	67	55	30	0	0	152	915	3418
2025-11-22 15:30:00	40	143	29	2	0	214	45	82	63	0	3	190	43	187	47	0	6	277	65	51	31	0	0	147	828	3405
2025-11-22 15:45:00	32	147	31	1	5	211	23	81	54	0	6	158	44	212	41	1	5	298	60	53	27	0	4	140	807	3359
2025-11-22 16:00:00	32	132	21	4	4	189	43	88	62	0	3	193	43	161	45	1	2	250	66	64	38	0	0	168	800	3350
2025-11-22 16:15:00	39	141	29	2	2	211	34	69	49	0	3	152	27	218	40	1	1	286	56	55	41	1	1	153	802	3237
2025-11-22 16:30:00	28	134	33	0	2	195	41	60	56	0	1	157	40	155	52	2	6	249	58	46	30	0	1	134	735	3144
2025-11-22 16:45:00	25	134	23	3	4	185	20	59	54	0	9	133	40	230	21	0	3	291	74	43	38	0	0	155	764	3101
2025-11-22 17:00:00	28	119	30	0	1	177	34	52	56	1	1	143	44	211	35	0	0	290	54	60	35	0	0	149	759	3060
2025-11-22 17:15:00	22	147	32	0	1	201	34	47	46	0	0	127	38	207	26	1	2	272	51	47	22	0	1	120	720	2978
2025-11-22 17:30:00	27	109	27	0	0	163	24	44	51	0	0	119	33	196	28	2	1	259	60	49	30	0	0	139	680	2923
2025-11-22 17:45:00	21	111	29	0	0	161	28	45	39	0	0	112	32	190	26	1	0	249	43	42	26	0	0	111	633	2792
Grand Total	1085	4500	1050	48	64	6683	980	2175	1863	1	88	5019	1270	6245	1343	20	102	8878	1854	1647	1062	2	25	4565	25145	-
Approach%	16.2%	67.3%	15.7%	0.7%		-	19.5%	43.3%	37.1%	0%		-	14.3%	70.3%	15.1%	0.2%		-	40.6%	36.1%	23.3%	0%		-	-	-
Totals %	4.3%	17.9%	4.2%	0.2%		26.6%	3.9%	8.6%	7.4%	0%		20%	5.1%	24.8%	5.3%	0.1%		35.3%	7.4%	6.6%	4.2%	0%		18.2%	-	-
Heavy	1	19	8	0		-	10	23	7	0		-	2	19	4	0		-	9	16	1	0		-	-	-
Heavy %	0.1%	0.4%	0.8%	0%		-	1%	1.1%	0.4%	0%		-	0.2%	0.3%	0.3%	0%		-	0.5%	1%	0.1%	0%		-	-	-
Bicycles	0	0	0	0		-	0	0	0	0		-	1	2	0	0		-	0	0	0	0		-	-	-
Bicycle %	0%	0%	0%	0%		-	0%	0%	0%	0%		-	0.1%	0%	0%	0%		-	0%	0%	0%	0%		-	-	-



Peak Hour: 02:30 PM - 03:30 PM Weather:

Start Time	N Approach TERRY FOX DR						E Approach CAMPEAU DR						S Approach TERRY FOX DR						W Approach CAMPEAU DR						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-11-22 14:30:00	31	156	36	3	4	226	35	94	62	0	3	191	38	181	46	1	7	266	57	63	38	0	4	158	841
2025-11-22 14:45:00	43	136	21	2	2	202	37	72	58	0	2	167	42	229	54	0	3	325	63	60	36	0	1	159	853
2025-11-22 15:00:00	36	135	27	4	5	202	31	82	56	0	2	169	56	175	41	1	7	273	64	50	51	0	2	165	809
2025-11-22 15:15:00	40	165	31	5	2	241	29	76	67	0	3	172	43	258	48	1	0	350	67	55	30	0	0	152	915
Grand Total	150	592	115	14	13	871	132	324	243	0	10	699	179	843	189	3	17	1214	251	228	155	0	7	634	3418
Approach%	17.2%	68%	13.2%	1.6%		-	18.9%	46.4%	34.8%	0%		-	14.7%	69.4%	15.6%	0.2%		-	39.6%	36%	24.4%	0%		-	-
Totals %	4.4%	17.3%	3.4%	0.4%		25.5%	3.9%	9.5%	7.1%	0%		20.5%	5.2%	24.7%	5.5%	0.1%		35.5%	7.3%	6.7%	4.5%	0%		18.5%	-
PHF	0.87	0.9	0.8	0.7		0.9	0.89	0.86	0.91	0		0.91	0.8	0.82	0.88	0.75		0.87	0.94	0.9	0.76	0		0.96	0.93
Heavy	0	5	1	0		6	1	3	2	0		6	0	3	0	0		3	1	2	0	0		3	18
Heavy %	0%	0.8%	0.9%	0%		0.7%	0.8%	0.9%	0.8%	0%		0.9%	0%	0.4%	0%	0%		0.2%	0.4%	0.9%	0%	0%		0.5%	0.5%
Lights	150	587	114	14		865	131	321	241	0		693	179	840	189	3		1211	250	226	155	0		631	3400
Lights %	100%	99.2%	99.1%	100%		99.3%	99.2%	99.1%	99.2%	0%		99.1%	100%	99.6%	100%	100%		99.8%	99.6%	99.1%	100%	0%		99.5%	99.5%
Single-Unit Trucks	0	4	0	0		4	0	1	2	0		3	0	2	0	0		2	1	0	0	0		1	10
Single-Unit Trucks %	0%	0.7%	0%	0%		0.5%	0%	0.3%	0.8%	0%		0.4%	0%	0.2%	0%	0%		0.2%	0.4%	0%	0%	0%		0.2%	0.3%
Buses	0	1	1	0		2	1	2	0	0		3	0	1	0	0		1	0	2	0	0		2	8
Buses %	0%	0.2%	0.9%	0%		0.2%	0.8%	0.6%	0%	0%		0.4%	0%	0.1%	0%	0%		0.1%	0%	0.9%	0%	0%		0.3%	0.2%
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%
Pedestrians	-	-	-	-	12	-	-	-	-	-	9	-	-	-	-	-	17	-	-	-	-	-	5	-	-
Pedestrians%	-	-	-	-	25.5%	-	-	-	-	-	19.1%	-	-	-	-	-	36.2%	-	-	-	-	-	10.6%	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-
Bicycles on Crosswalk%	-	-	-	-	2.1%	-	-	-	-	-	2.1%	-	-	-	-	-	0%	-	-	-	-	-	4.3%	-	-
Bicycles on Road	0	0	0	0		-	0	0	0	0		-	0	1	0	0		-	0	0	0	0		-	-
Bicycles on Road%	0%	0%	0%	0%			0%	0%	0%	0%			0%	100%	0%	0%			0%	0%	0%	0%			-

Peak Hour: 02:30 PM - 03:30 PM Weather:





Turning Movement Count (1 . TERRY FOX DR & 499 TERRY FOX DR (SIGNATURE CENTRE DRIVEWAY))

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2025-11-21 16:00:00	30	0	12	0	0	42	14	206	2	5	1	227	1	0	0	0	0	1	0	162	22	0	0	184	454	
2025-11-21 16:15:00	21	1	9	0	0	31	15	174	2	7	0	198	3	0	0	0	0	3	0	166	26	0	0	192	424	
2025-11-21 16:30:00	29	0	19	0	0	48	15	199	0	5	0	219	0	0	0	0	1	0	0	173	25	0	0	198	465	
2025-11-21 16:45:00	26	0	10	0	0	36	20	207	0	4	0	231	0	0	0	0	0	0	0	199	22	0	0	221	488	1831
2025-11-21 17:00:00	36	0	17	0	0	53	17	207	2	3	1	229	1	0	0	0	0	1	0	166	21	0	0	187	470	1847
2025-11-21 17:15:00	30	0	14	0	0	44	4	210	0	6	0	220	0	0	0	0	0	0	9	149	25	0	0	183	447	1870
2025-11-21 17:30:00	23	0	17	0	1	40	18	205	1	4	0	228	1	0	0	0	0	1	0	135	11	0	0	146	415	1820
2025-11-21 17:45:00	24	0	12	0	1	36	16	201	1	1	1	219	0	0	0	0	0	0	0	128	8	0	0	136	391	1723
2025-11-21 18:00:00	28	0	16	0	0	44	10	189	0	3	0	202	0	0	0	0	0	0	0	99	11	0	0	110	356	1609
2025-11-21 18:15:00	27	0	14	0	0	41	10	187	0	4	0	201	0	0	0	0	0	0	0	146	21	0	0	167	409	1571
2025-11-21 18:30:00	12	0	12	0	1	24	4	180	2	1	1	187	2	0	0	0	0	2	0	139	11	0	0	150	363	1519
2025-11-21 18:45:00	19	0	3	0	1	22	12	160	1	1	0	174	1	0	0	0	0	1	0	128	12	0	0	140	337	1465
2025-11-21 19:00:00	19	0	13	0	0	32	3	184	0	2	0	189	0	0	0	0	0	0	0	143	16	0	0	159	380	1489
2025-11-21 19:15:00	15	0	8	0	1	23	11	165	0	2	0	178	0	0	0	0	0	0	0	98	16	0	0	114	315	1395
2025-11-21 19:30:00	26	0	5	0	0	31	7	154	0	4	0	165	1	0	0	0	0	1	1	110	11	0	0	122	319	1351
2025-11-21 19:45:00	20	0	6	0	0	26	11	179	0	2	1	192	0	0	0	0	0	0	0	112	5	0	0	117	335	1349
Grand Total	386	1	187	0	5	574	187	3007	11	54	5	3259	10	0	0	0	1	10	10	2254	263	0	0	2527	6370	-
Approach%	67.2%	0.2%	32.6%	0%	-	-	5.7%	92.3%	0.3%	1.7%	-	-	100%	0%	0%	0%	-	-	0.4%	89.2%	10.4%	0%	-	-	-	-
Totals %	6.1%	0%	2.9%	0%	-	9%	2.9%	47.2%	0.2%	0.8%	-	51.2%	0.2%	0%	0%	0%	-	0.2%	0.2%	35.4%	4.1%	0%	-	39.7%	-	-
Heavy	1	0	2	0	-	-	0	29	0	0	-	-	0	0	0	0	-	-	0	22	0	0	-	-	-	-
Heavy %	0.3%	0%	1.1%	0%	-	-	0%	1%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	1%	0%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 04:30 PM - 05:30 PM Weather:

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-11-21 16:30:00	29	0	19	0	0	48	15	199	0	5	0	219	0	0	0	0	1	0	0	173	25	0	0	198	465
2025-11-21 16:45:00	26	0	10	0	0	36	20	207	0	4	0	231	0	0	0	0	0	0	0	199	22	0	0	221	488
2025-11-21 17:00:00	36	0	17	0	0	53	17	207	2	3	1	229	1	0	0	0	0	1	0	166	21	0	0	187	470
2025-11-21 17:15:00	30	0	14	0	0	44	4	210	0	6	0	220	0	0	0	0	0	0	9	149	25	0	0	183	447
Grand Total	121	0	60	0	0	181	56	823	2	18	1	899	1	0	0	0	1	1	9	687	93	0	0	789	1870
Approach%	66.9%	0%	33.1%	0%		-	6.2%	91.5%	0.2%	2%		-	100%	0%	0%	0%		-	1.1%	87.1%	11.8%	0%		-	-
Totals %	6.5%	0%	3.2%	0%		9.7%	3%	44%	0.1%	1%		48.1%	0.1%	0%	0%	0%		0.1%	0.5%	36.7%	5%	0%		42.2%	-
PHF	0.84	0	0.79	0		0.85	0.7	0.98	0.25	0.75		0.97	0.25	0	0	0		0.25	0.25	0.86	0.93	0		0.89	0.96
Heavy	0	0	0	0		0	0	7	0	0		7	0	0	0	0		0	0	2	0	0		2	9
Heavy %	0%	0%	0%	0%		0%	0%	0.9%	0%	0%		0.8%	0%	0%	0%	0%		0%	0%	0.3%	0%	0%		0.3%	0.5%
Lights	121	0	60	0		181	56	816	2	18		892	1	0	0	0		1	9	685	93	0		787	1861
Lights %	100%	0%	100%	0%		100%	100%	99.1%	100%	100%		99.2%	100%	0%	0%	0%		100%	100%	99.7%	100%	0%		99.7%	99.5%
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%
Buses	0	0	0	0		0	0	7	0	0		7	0	0	0	0		0	0	2	0	0		2	9
Buses %	0%	0%	0%	0%		0%	0%	0.9%	0%	0%		0.8%	0%	0%	0%	0%		0%	0%	0.3%	0%	0%		0.3%	0.5%
Pedestrians	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	50%	-	-	-	-	-	50%	-	-	-	-	-	0%	-	-

Peak Hour: 04:30 PM - 05:30 PM Weather:





Turning Movement Count (1 . TERRY FOX DR & 499 TERRY FOX DR (SIGNATURE CENTRE DRIVEWAY))

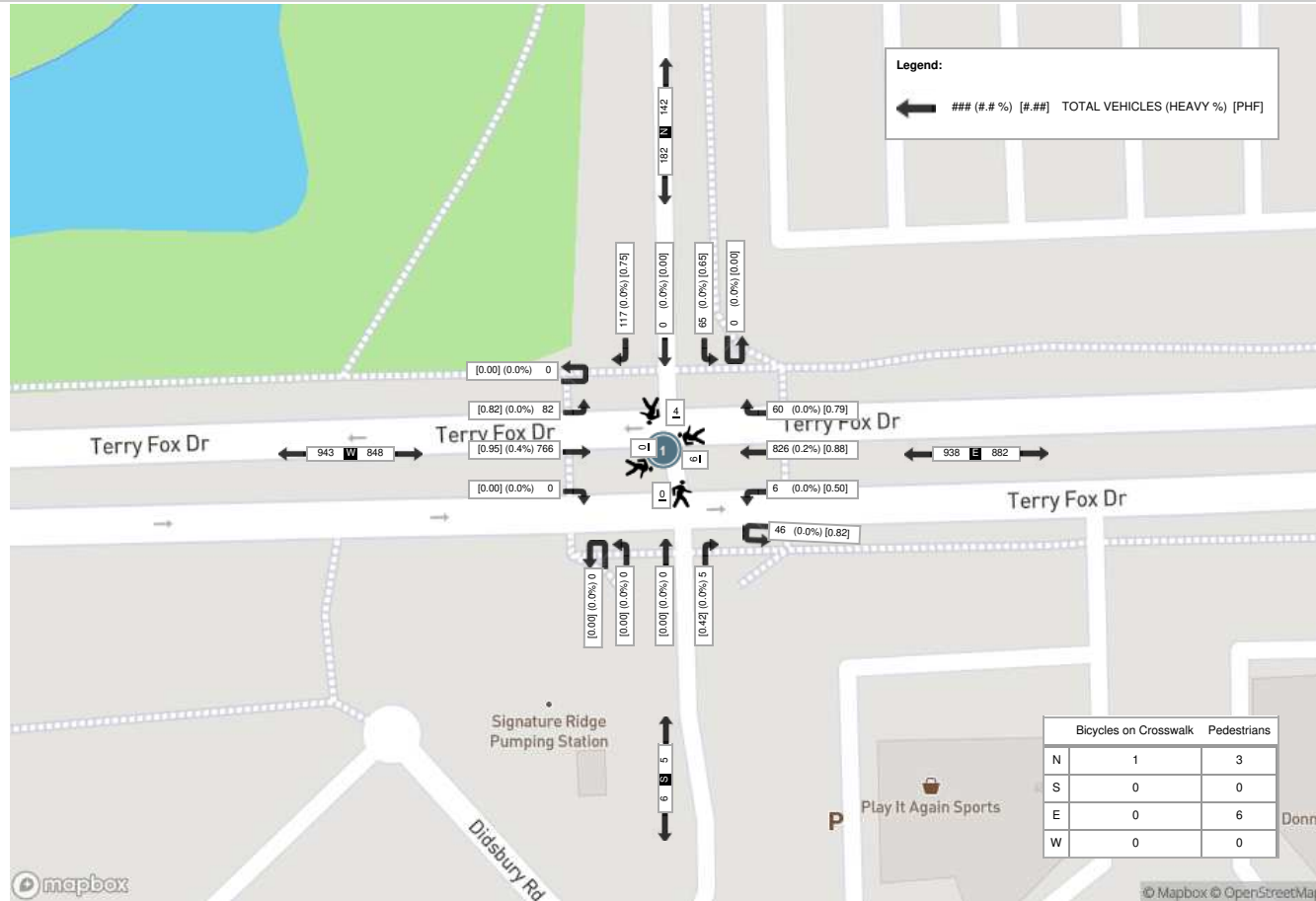
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2025-11-22 10:00:00	16	0	12	0	2	28	11	143	4	3	1	161	4	0	0	0	0	4	0	178	15	0	0	193	386	
2025-11-22 10:15:00	17	0	11	0	1	28	10	161	2	9	0	182	1	0	0	0	0	1	0	158	25	0	0	183	394	
2025-11-22 10:30:00	30	0	11	0	2	41	18	148	2	11	0	179	1	0	0	0	0	1	0	182	25	0	0	207	428	
2025-11-22 10:45:00	16	0	15	0	0	31	17	155	2	11	0	185	2	0	0	0	0	2	0	169	20	0	0	189	407	1615
2025-11-22 11:00:00	22	0	14	0	0	36	20	172	1	11	0	204	1	0	0	0	0	1	0	156	21	0	0	177	418	1647
2025-11-22 11:15:00	24	0	15	0	0	39	16	170	0	10	0	196	0	0	0	0	0	0	0	176	18	0	0	194	429	1682
2025-11-22 11:30:00	27	0	10	0	1	37	19	194	1	10	2	224	3	0	0	0	0	3	1	169	19	1	0	190	454	1708
2025-11-22 11:45:00	31	0	16	0	3	47	18	235	2	13	0	268	1	0	0	0	0	1	0	192	25	0	0	217	533	1834
2025-11-22 12:00:00	20	0	25	0	0	45	12	189	0	12	2	213	0	0	0	0	0	0	0	201	21	0	0	222	480	1896
2025-11-22 12:15:00	27	0	10	0	0	37	19	191	3	7	3	220	3	0	0	0	0	3	0	179	22	0	0	201	461	1928
2025-11-22 12:30:00	39	0	14	0	1	53	11	211	1	14	1	237	1	0	0	0	0	1	0	194	14	0	0	208	499	1973
2025-11-22 12:45:00	22	0	17	0	1	39	13	190	1	6	0	210	1	0	0	0	0	1	0	194	20	0	0	214	464	1904
2025-11-22 13:00:00	27	0	17	0	3	44	17	200	4	13	2	234	4	0	0	0	0	4	0	176	21	0	0	197	479	1903
2025-11-22 13:15:00	34	0	19	0	0	53	17	211	3	11	0	242	4	0	0	0	0	4	1	179	27	0	0	207	506	1948
2025-11-22 13:30:00	46	0	21	0	0	67	14	201	2	14	0	231	3	0	0	0	0	3	0	178	27	0	0	205	506	1955
2025-11-22 13:45:00	43	0	13	0	1	56	17	192	2	13	0	224	2	0	0	0	0	2	0	175	19	0	0	194	476	1967
2025-11-22 14:00:00	33	0	24	0	0	57	8	188	3	15	0	214	3	0	0	0	0	3	0	169	26	0	0	195	469	1957
2025-11-22 14:15:00	30	0	12	0	1	42	20	202	2	9	0	233	2	0	0	0	0	2	0	145	15	0	0	160	437	1888
2025-11-22 14:30:00	35	0	18	0	1	53	16	187	1	16	0	220	1	0	1	0	0	2	1	165	23	0	0	189	464	1846
2025-11-22 14:45:00	27	0	18	0	2	45	24	221	1	12	0	258	1	0	0	0	1	1	0	149	24	0	0	173	477	1847
2025-11-22 15:00:00	37	0	24	0	2	61	16	227	2	10	4	255	2	0	1	0	1	3	0	154	24	0	0	178	497	1875
2025-11-22 15:15:00	20	0	24	0	2	44	18	225	3	15	0	261	1	1	0	0	0	2	0	171	17	0	0	188	495	1933
2025-11-22 15:30:00	33	0	23	0	2	56	14	194	1	11	0	220	2	0	0	0	0	2	0	167	24	0	0	191	469	1938
2025-11-22 15:45:00	25	0	14	0	4	39	11	208	1	8	1	228	1	0	0	0	0	1	0	158	24	0	0	182	450	1911
2025-11-22 16:00:00	42	0	16	0	6	58	10	199	1	4	2	214	1	0	0	0	0	1	0	146	21	1	0	168	441	1855
2025-11-22 16:15:00	31	0	11	0	2	42	21	213	3	7	1	244	4	0	0	0	0	4	0	171	30	1	0	202	492	1852
2025-11-22 16:30:00	31	0	22	0	1	53	17	186	1	3	0	207	2	0	0	0	0	2	1	152	20	0	0	173	435	1818
2025-11-22 16:45:00	24	0	14	0	1	38	12	203	1	3	0	219	0	0	0	0	0	0	0	152	19	0	0	171	428	1796
2025-11-22 17:00:00	21	0	11	0	3	32	16	213	2	7	0	238	3	0	0	0	2	3	1	135	17	0	0	153	426	1781
2025-11-22 17:15:00	31	0	19	0	1	50	10	214	2	8	0	234	2	0	0	0	0	2	0	143	18	1	0	162	448	1737
2025-11-22 17:30:00	28	0	10	0	0	38	13	190	0	6	2	209	0	0	0	0	0	0	0	132	18	0	0	150	397	1699
2025-11-22 17:45:00	33	0	13	0	1	46	9	185	0	4	0	198	1	0	0	0	0	1	0	125	10	0	0	135	380	1651
Grand Total	922	0	513	0	44	1435	484	6218	54	306	21	7062	57	1	2	0	4	60	5	5290	669	4	0	5968	14525	-
Approach%	64.3%	0%	35.7%	0%		-	6.9%	88%	0.8%	4.3%		-	95%	1.7%	3.3%	0%		-	0.1%	88.6%	11.2%	0.1%		-	-	-
Totals %	6.3%	0%	3.5%	0%		9.9%	3.3%	42.8%	0.4%	2.1%		48.6%	0.4%	0%	0%	0%		0.4%	0%	36.4%	4.6%	0%		41.1%	-	-
Heavy	0	0	2	0		-	2	26	0	0		-	0	0	0	0		-	0	27	0	0		-	-	-
Heavy %	0%	0%	0.4%	0%		-	0.4%	0.4%	0%	0%		-	0%	0%	0%	0%		-	0%	0.5%	0%	0%		-	-	-
Bicycles	0	1	0	0		-	0	2	0	0		-	0	0	0	0		-	0	0	0	0		-	-	-
Bicycle %	0%	0%	0%	0%		-	0%	0%	0%	0%		-	0%	0%	0%	0%		-	0%	0%	0%	0%		-	-	-



Peak Hour: 11:45 AM - 12:45 PM Weather:

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-11-22 11:45:00	31	0	16	0	3	47	18	235	2	13	0	268	1	0	0	0	0	1	0	192	25	0	0	217	533
2025-11-22 12:00:00	20	0	25	0	0	45	12	189	0	12	2	213	0	0	0	0	0	0	0	201	21	0	0	222	480
2025-11-22 12:15:00	27	0	10	0	0	37	19	191	3	7	3	220	3	0	0	0	0	3	0	179	22	0	0	201	461
2025-11-22 12:30:00	39	0	14	0	1	53	11	211	1	14	1	237	1	0	0	0	0	1	0	194	14	0	0	208	499
Grand Total	117	0	65	0	4	182	60	826	6	46	6	938	5	0	0	0	0	5	0	766	82	0	0	848	1973
Approach%	64.3%	0%	35.7%	0%	-	-	6.4%	88.1%	0.6%	4.9%	-	-	100%	0%	0%	0%	-	-	0%	90.3%	9.7%	0%	-	-	-
Totals %	5.9%	0%	3.3%	0%	-	9.2%	3%	41.9%	0.3%	2.3%	-	47.5%	0.3%	0%	0%	0%	-	0.3%	0%	38.8%	4.2%	0%	-	43%	-
PHF	0.75	0	0.65	0	-	0.86	0.79	0.88	0.5	0.82	-	0.88	0.42	0	0	0	-	0.42	0	0.95	0.82	0	-	0.95	0.93
Heavy	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	3	0	0	-	3	5
Heavy %	0%	0%	0%	0%	-	0%	0%	0.2%	0%	0%	-	0.2%	0%	0%	0%	0%	-	0%	0%	0.4%	0%	0%	-	0.4%	0.3%
Lights	117	0	65	0	-	182	60	824	6	46	-	936	5	0	0	0	-	5	0	763	82	0	-	845	1968
Lights %	100%	0%	100%	0%	-	100%	100%	99.8%	100%	100%	-	99.8%	100%	0%	0%	0%	-	100%	0%	99.6%	100%	0%	-	99.6%	99.7%
Single-Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	1	1
Single-Unit Trucks %	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0.1%	0%	0%	-	0.1%	0.1%
Buses	0	0	0	0	-	0	0	2	0	0	-	2	0	0	0	0	-	0	0	2	0	0	-	2	4
Buses %	0%	0%	0%	0%	-	0%	0%	0.2%	0%	0%	-	0.2%	0%	0%	0%	0%	-	0%	0%	0.3%	0%	0%	-	0.2%	0.2%
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Articulated Trucks %	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%
Pedestrians	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	30%	-	-	-	-	-	60%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	10%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-
Bicycles on Road	0	0	0	0	-	-	0	0	0	0	-	-	0	0	0	0	-	-	0	0	0	0	-	-	-
Bicycles on Road%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	-	-	-

Peak Hour: 11:45 AM - 12:45 PM Weather:





Turning Movement Count (3 . CAMPEAU DR & DIDSBURY RD)

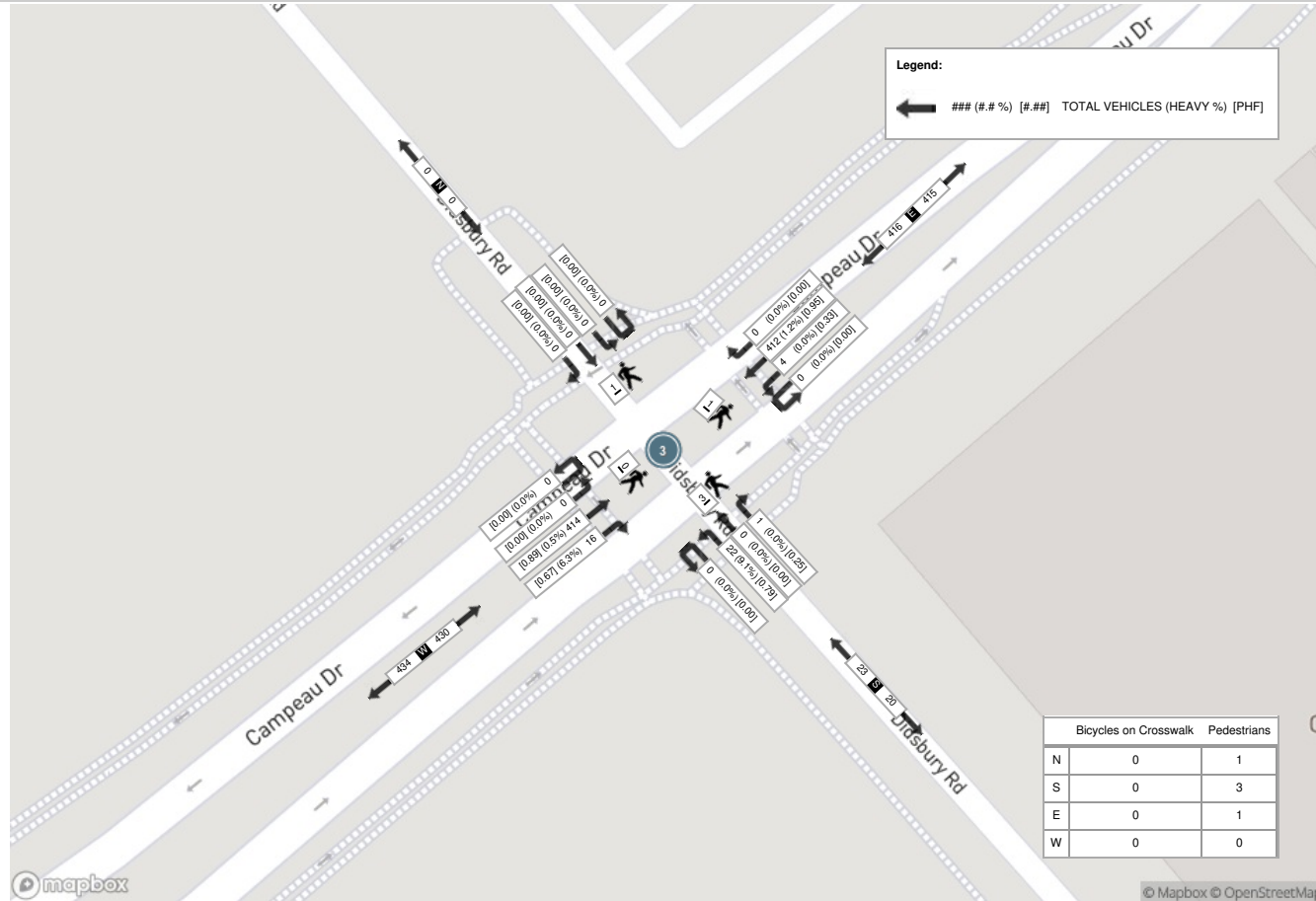
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2025-11-21 16:00:00	0	0	0	0	0	0	0	111	1	0	0	112	2	0	4	0	1	6	4	85	0	0	0	89	207	
2025-11-21 16:15:00	0	1	0	0	0	1	0	83	1	0	0	84	0	0	7	0	0	7	2	113	0	0	0	115	207	
2025-11-21 16:30:00	0	0	0	0	0	0	0	108	0	0	0	108	0	0	6	0	1	6	6	100	0	0	0	106	220	
2025-11-21 16:45:00	0	0	0	0	0	0	0	105	0	0	0	105	0	0	7	0	0	7	5	92	0	0	0	97	209	843
2025-11-21 17:00:00	0	0	0	0	0	0	0	94	3	0	0	97	0	0	4	0	1	4	3	116	0	0	0	119	220	856
2025-11-21 17:15:00	0	0	0	0	1	0	0	105	1	0	1	106	1	0	5	0	1	6	2	106	0	0	0	108	220	869
2025-11-21 17:30:00	0	0	0	0	0	0	0	89	1	0	0	90	0	0	2	0	0	2	1	96	0	0	0	97	189	838
2025-11-21 17:45:00	1	0	0	0	0	1	1	76	1	0	0	78	1	0	3	0	0	4	1	96	0	0	0	97	180	809
2025-11-21 18:00:00	0	0	2	0	0	2	0	92	0	0	0	92	2	0	3	0	0	5	2	83	0	0	0	85	184	773
2025-11-21 18:15:00	0	0	0	0	0	0	0	104	0	0	0	104	2	0	5	0	1	7	2	100	0	0	0	102	213	766
2025-11-21 18:30:00	0	0	0	0	0	0	0	73	1	0	0	74	1	0	0	0	2	1	1	84	0	0	0	85	160	737
2025-11-21 18:45:00	0	0	0	0	0	0	0	72	0	0	0	72	0	0	2	0	1	2	0	72	0	0	0	72	146	703
2025-11-21 19:00:00	0	0	0	0	1	0	0	94	0	1	0	95	1	0	5	0	0	6	2	64	0	0	0	66	167	686
2025-11-21 19:15:00	0	0	0	0	0	0	0	66	0	0	0	66	1	0	2	0	3	3	1	65	0	0	0	66	135	608
2025-11-21 19:30:00	0	0	0	0	0	0	0	62	0	1	0	63	0	0	2	0	0	2	1	63	0	0	0	64	129	577
2025-11-21 19:45:00	0	0	0	0	1	0	0	73	0	0	0	73	0	0	3	0	0	3	0	53	0	0	0	53	129	560
Grand Total	1	1	2	0	3	4	1	1407	9	2	1	1419	11	0	60	0	11	71	33	1388	0	0	0	1421	2915	-
Approach%	25%	25%	50%	0%	-	-	0.1%	99.2%	0.6%	0.1%	-	-	15.5%	0%	84.5%	0%	-	-	2.3%	97.7%	0%	0%	-	-	-	-
Totals %	0%	0%	0.1%	0%	0.1%	0.1%	0%	48.3%	0.3%	0.1%	48.7%	0.4%	0%	2.1%	0%	2.4%	1.1%	47.6%	0%	0%	48.7%	-	-	-	-	
Heavy	0	0	1	0	-	-	0	19	0	0	-	-	1	0	3	0	-	-	1	13	0	0	-	-	-	-
Heavy %	0%	0%	50%	0%	-	-	0%	1.4%	0%	0%	-	-	9.1%	0%	5%	0%	-	-	3%	0.9%	0%	0%	-	-	-	-
Bicycles	0	0	0	0	-	-	0	0	1	0	-	-	0	0	0	0	-	-	0	0	0	0	-	-	-	-
Bicycle %	0%	0%	0%	0%	-	-	0%	0%	11.1%	0%	-	-	0%	0%	0%	0%	-	-	0%	0%	0%	0%	-	-	-	-



Peak Hour: 04:30 PM - 05:30 PM Weather:

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-11-21 16:30:00	0	0	0	0	0	0	0	108	0	0	0	108	0	0	6	0	1	6	6	100	0	0	0	106	220
2025-11-21 16:45:00	0	0	0	0	0	0	0	105	0	0	0	105	0	0	7	0	0	7	5	92	0	0	0	97	209
2025-11-21 17:00:00	0	0	0	0	0	0	0	94	3	0	0	97	0	0	4	0	1	4	3	116	0	0	0	119	220
2025-11-21 17:15:00	0	0	0	0	1	0	0	105	1	0	1	106	1	0	5	0	1	6	2	106	0	0	0	108	220
Grand Total	0	0	0	0	1	0	0	412	4	0	1	416	1	0	22	0	3	23	16	414	0	0	0	430	869
Approach%	0%	0%	0%	0%		-	0%	99%	1%	0%		-	4.3%	0%	95.7%	0%		-	3.7%	96.3%	0%	0%		-	-
Totals %	0%	0%	0%	0%		0%	0%	47.4%	0.5%	0%		47.9%	0.1%	0%	2.5%	0%		2.6%	1.8%	47.6%	0%	0%		49.5%	-
PHF	0	0	0	0		0	0	0.95	0.33	0		0.96	0.25	0	0.79	0		0.82	0.67	0.89	0	0		0.9	0.99
Heavy	0	0	0	0		0	0	5	0	0		5	0	0	2	0		2	1	2	0	0		3	10
Heavy %	0%	0%	0%	0%		0%	0%	1.2%	0%	0%		1.2%	0%	0%	9.1%	0%		8.7%	6.3%	0.5%	0%	0%		0.7%	1.2%
Lights	0	0	0	0		0	0	407	4	0		411	1	0	20	0		21	15	412	0	0		427	859
Lights %	0%	0%	0%	0%		0%	0%	98.8%	100%	0%		98.8%	100%	0%	90.9%	0%		91.3%	93.8%	99.5%	0%	0%		99.3%	98.8%
Single-Unit Trucks	0	0	0	0		0	0	3	0	0		3	0	0	2	0		2	1	1	0	0		2	7
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0.7%	0%	0%		0.7%	0%	0%	9.1%	0%		8.7%	6.3%	0.2%	0%	0%		0.5%	0.8%
Buses	0	0	0	0		0	0	2	0	0		2	0	0	0	0		0	0	1	0	0		1	3
Buses %	0%	0%	0%	0%		0%	0%	0.5%	0%	0%		0.5%	0%	0%	0%	0%		0%	0%	0.2%	0%	0%		0.2%	0.3%
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%
Pedestrians	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	20%	-	-	-	-	-	20%	-	-	-	-	-	60%	-	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-
Bicycles on Road	0	0	0	0		-	0	0	0	0		-	0	0	0	0		-	0	0	0	0		-	-
Bicycles on Road%	0%	0%	0%	0%			0%	0%	0%	0%			0%	0%	0%	0%			0%	0%	0%	0%			-

Peak Hour: 04:30 PM - 05:30 PM Weather:





Turning Movement Count (3 . CAMPEAU DR & DIDSBURY RD)

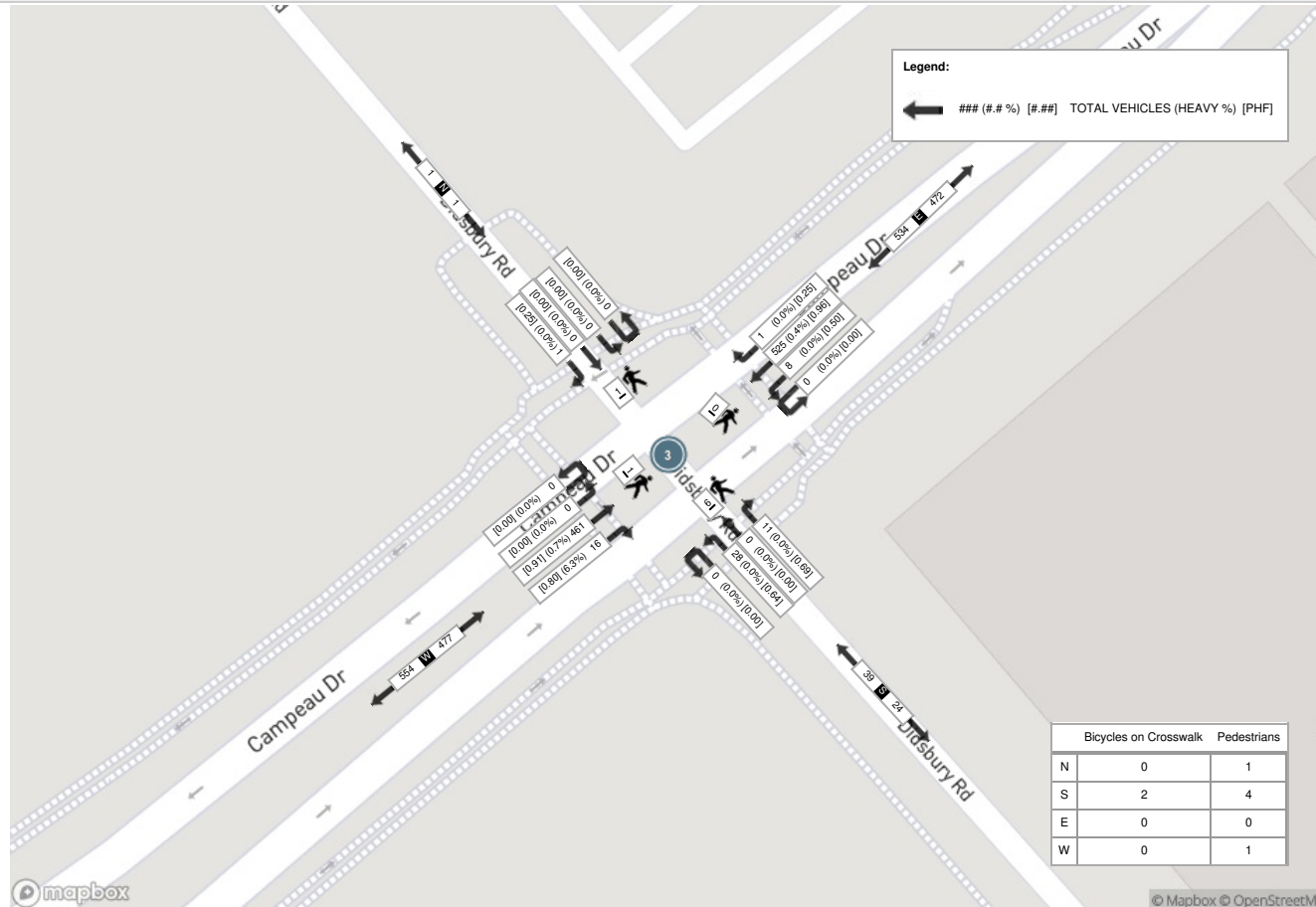
Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2025-11-22 10:00:00	0	0	0	0	1	0	0	84	3	0	0	87	3	0	3	0	1	6	2	69	0	0	0	71	164	
2025-11-22 10:15:00	0	0	0	0	0	0	0	72	4	0	0	76	2	0	2	0	0	4	2	79	0	0	0	81	161	
2025-11-22 10:30:00	0	0	0	0	0	0	0	87	1	1	0	89	1	0	6	0	1	7	5	69	0	0	0	74	170	
2025-11-22 10:45:00	0	0	0	0	0	0	0	94	3	0	0	97	6	0	4	0	0	10	0	75	0	0	0	75	182	677
2025-11-22 11:00:00	0	0	0	0	0	0	0	75	1	0	0	76	1	0	5	0	1	6	3	106	0	0	0	109	191	704
2025-11-22 11:15:00	0	0	0	0	0	0	0	79	1	0	0	80	0	0	5	0	2	5	5	73	0	0	0	78	163	706
2025-11-22 11:30:00	0	0	0	0	0	0	0	89	2	0	0	91	0	0	4	0	3	4	6	118	0	0	0	124	219	755
2025-11-22 11:45:00	0	0	0	0	0	0	0	120	0	0	0	120	3	0	5	0	1	8	3	102	0	0	0	105	233	806
2025-11-22 12:00:00	0	0	0	0	1	0	0	114	2	1	0	117	3	0	5	0	1	8	3	110	0	0	0	113	238	853
2025-11-22 12:15:00	0	0	0	0	0	0	0	135	1	0	0	136	2	0	4	0	3	6	5	77	0	0	0	82	224	914
2025-11-22 12:30:00	0	0	0	0	0	0	0	111	3	1	0	115	4	0	3	0	0	7	5	104	0	0	0	109	231	926
2025-11-22 12:45:00	0	0	0	0	0	0	0	132	2	0	1	134	2	0	11	0	0	13	3	102	0	0	0	105	252	945
2025-11-22 13:00:00	0	0	1	0	0	1	2	137	2	0	0	141	5	0	5	0	1	10	4	108	0	0	0	112	264	971
2025-11-22 13:15:00	0	0	0	0	0	0	0	122	2	0	0	124	3	0	4	0	3	7	1	109	0	0	0	110	241	988
2025-11-22 13:30:00	0	1	0	0	0	1	1	122	2	0	0	125	1	0	6	0	4	7	3	104	0	0	0	107	240	997
2025-11-22 13:45:00	1	0	0	0	0	1	0	145	2	0	0	147	2	0	7	0	0	9	6	105	0	0	0	111	268	1013
2025-11-22 14:00:00	0	0	0	0	0	0	0	128	2	0	0	130	1	0	6	0	0	7	5	118	0	0	0	123	260	1009
2025-11-22 14:15:00	0	0	0	0	0	0	1	125	4	0	0	130	2	0	4	0	2	6	5	112	0	0	0	117	253	1021
2025-11-22 14:30:00	1	0	0	0	0	1	0	135	0	0	0	135	4	0	7	0	2	11	2	105	0	0	1	107	254	1035
2025-11-22 14:45:00	0	0	0	0	1	0	0	137	2	0	0	139	4	0	11	0	2	15	4	126	0	0	0	130	284	1051
2025-11-22 15:00:00	0	0	0	0	0	0	0	112	2	0	1	114	4	0	7	0	0	11	3	101	0	0	0	104	229	1020
2025-11-22 15:15:00	0	0	0	0	1	0	0	112	2	0	3	114	5	0	9	0	0	14	4	92	0	0	0	96	224	991
2025-11-22 15:30:00	0	0	0	0	0	0	0	112	4	0	0	116	20	0	11	0	0	31	4	94	0	0	0	98	245	982
2025-11-22 15:45:00	0	0	0	0	0	0	0	118	1	1	0	120	11	0	6	0	5	17	8	110	0	0	0	118	255	953
2025-11-22 16:00:00	0	0	0	0	0	0	0	127	1	0	0	128	5	0	6	0	1	11	2	121	0	0	0	123	262	986
2025-11-22 16:15:00	0	0	0	0	1	0	0	104	0	0	0	104	3	0	1	0	1	4	1	102	0	0	0	103	211	973
2025-11-22 16:30:00	0	0	0	0	0	0	0	96	0	0	0	96	2	0	5	0	2	7	3	80	0	0	0	83	186	914
2025-11-22 16:45:00	0	0	0	0	3	0	0	93	1	1	0	95	2	0	4	0	2	6	1	101	0	0	0	102	203	862
2025-11-22 17:00:00	0	0	0	0	0	0	0	85	0	0	0	85	2	0	1	0	2	3	3	107	0	0	0	110	198	798
2025-11-22 17:15:00	0	0	0	0	0	0	0	89	3	0	0	92	3	0	6	0	0	9	3	93	0	0	0	96	197	784
2025-11-22 17:30:00	0	0	0	0	1	0	0	73	0	0	1	73	2	0	0	0	1	2	2	98	0	0	0	100	175	773
2025-11-22 17:45:00	0	0	0	0	0	0	0	84	0	0	0	84	1	0	1	0	0	2	0	87	0	0	0	87	173	743
Grand Total	2	1	1	0	9	4	4	3448	53	5	6	3510	109	0	164	0	41	273	106	3157	0	0	1	3263	7050	-
Approach%	50%	25%	25%	0%	-	-	0.1%	98.2%	1.5%	0.1%	-	-	39.9%	0%	60.1%	0%	-	-	3.2%	96.8%	0%	0%	-	-	-	-
Totals %	0%	0%	0%	0%	-	0.1%	0.1%	48.9%	0.8%	0.1%	-	49.8%	1.5%	0%	2.3%	0%	-	3.9%	1.5%	44.8%	0%	0%	-	46.3%	-	-
Heavy	0	0	0	0	-	-	0	22	1	0	-	-	1	0	4	0	-	-	4	27	0	0	-	-	-	-
Heavy %	0%	0%	0%	0%	-	-	0%	0.6%	1.9%	0%	-	-	0.9%	0%	2.4%	0%	-	-	3.8%	0.9%	0%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 02:00 PM - 03:00 PM Weather:

Start Time	N Approach						E Approach						S Approach						W Approach						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-11-22 14:00:00	0	0	0	0	0	0	0	128	2	0	0	130	1	0	6	0	0	7	5	118	0	0	0	123	260
2025-11-22 14:15:00	0	0	0	0	0	0	1	125	4	0	0	130	2	0	4	0	2	6	5	112	0	0	0	117	253
2025-11-22 14:30:00	1	0	0	0	0	1	0	135	0	0	0	135	4	0	7	0	2	11	2	105	0	0	1	107	254
2025-11-22 14:45:00	0	0	0	0	1	0	0	137	2	0	0	139	4	0	11	0	2	15	4	126	0	0	0	130	284
Grand Total	1	0	0	0	1	1	1	525	8	0	0	534	11	0	28	0	6	39	16	461	0	0	1	477	1051
Approach%	100%	0%	0%	0%	-	-	0.2%	98.3%	1.5%	0%	-	-	28.2%	0%	71.8%	0%	-	-	3.4%	96.6%	0%	0%	-	-	-
Totals %	0.1%	0%	0%	0%	0.1%	0.1%	0.1%	50%	0.8%	0%	50.8%	1%	0%	2.7%	0%	3.7%	1.5%	43.9%	0%	0%	0%	0%	45.4%	-	
PHF	0.25	0	0	0	0	0.25	0.25	0.96	0.5	0	0	0.96	0.69	0	0.64	0	0	0.65	0.8	0.91	0	0	0	0.92	0.93
Heavy	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	1	3	0	0	0	4	6
Heavy %	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0%	0.4%	0%	0%	0%	0%	0%	6.3%	0.7%	0%	0%	0%	0.8%	0.6%	
Lights	1	0	0	0	0	1	1	523	8	0	0	532	11	0	28	0	0	39	15	458	0	0	0	473	1045
Lights %	100%	0%	0%	0%	0%	100%	100%	99.6%	100%	0%	0%	99.6%	100%	0%	100%	0%	0%	100%	93.8%	99.3%	0%	0%	0%	99.2%	99.4%
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6.3%	0.2%	0%	0%	0%	0%	0.4%	0.2%
Buses	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	4
Buses %	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0%	0.4%	0.4%
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	1	-	-
Pedestrians%	-	-	-	-	12.5%	-	-	-	-	-	0%	-	-	-	-	-	50%	-	-	-	-	-	12.5%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	25%	-	-	-	-	-	0%	-	-

Peak Hour: 02:00 PM - 03:00 PM Weather:





Turning Movement Count (4 . CAMPEAU DR & 8231 CAMPEAU DR (SITE ACCESS â€” PRIVATE DRIVEWAY))

Start Time	N Approach NORTH LEG						E Approach CAMPEAU DR						S Approach SITE ACCESS						W Approach CAMPEAU DR						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2025-11-21 16:00:00	0	0	0	0	0	0	0	108	9	0	0	117	10	0	0	1	1	11	3	86	0	1	0	90	218	
2025-11-21 16:15:00	0	0	0	0	2	0	0	81	8	0	0	89	14	0	3	0	0	17	5	99	0	0	0	104	210	
2025-11-21 16:30:00	0	0	0	0	2	0	0	102	14	0	0	116	15	0	9	0	1	24	3	90	0	0	0	93	233	
2025-11-21 16:45:00	0	0	0	0	0	0	0	91	17	0	0	108	14	0	7	0	0	21	7	82	0	0	0	89	218	879
2025-11-21 17:00:00	0	0	0	0	3	0	0	85	11	1	0	97	16	0	4	0	0	20	7	100	0	0	0	107	224	885
2025-11-21 17:15:00	0	0	0	0	0	0	0	87	22	0	0	109	19	0	8	0	1	27	8	88	0	0	0	96	232	907
2025-11-21 17:30:00	0	0	0	0	0	0	0	76	15	0	0	91	13	0	6	0	0	19	4	87	0	0	0	91	201	875
2025-11-21 17:45:00	0	0	0	0	0	0	0	67	12	0	0	79	11	0	8	0	1	19	7	81	0	0	0	88	186	843
2025-11-21 18:00:00	0	0	0	0	3	0	0	84	14	0	0	98	14	0	6	0	0	20	4	77	0	0	0	81	199	818
2025-11-21 18:15:00	0	0	0	0	1	0	0	90	14	0	0	104	17	0	2	0	1	19	2	81	0	0	0	83	206	792
2025-11-21 18:30:00	0	0	0	0	0	0	0	69	7	0	0	76	9	0	8	0	1	17	5	77	0	0	0	82	175	766
2025-11-21 18:45:00	0	0	0	0	0	0	0	69	9	0	0	78	16	0	6	0	0	22	7	51	0	0	0	58	158	738
2025-11-21 19:00:00	0	0	0	0	1	0	0	84	12	0	0	96	14	0	5	0	1	19	2	53	0	0	0	55	170	709
2025-11-21 19:15:00	0	0	0	0	0	0	0	57	7	0	0	64	4	0	4	0	1	8	1	61	0	0	0	62	134	637
2025-11-21 19:30:00	0	0	0	0	0	0	0	61	5	0	0	66	10	0	1	0	0	11	3	54	0	0	0	57	134	596
2025-11-21 19:45:00	0	0	0	0	4	0	0	61	12	0	0	73	10	0	4	0	0	14	2	39	0	0	0	41	128	566
Grand Total	0	0	0	0	16	0	0	1272	188	1	0	1461	206	0	81	1	8	288	70	1206	0	1	0	1277	3026	-
Approach%	0%	0%	0%	0%		-	0%	87.1%	12.9%	0.1%		-	71.5%	0%	28.1%	0.3%		-	5.5%	94.4%	0%	0.1%		-	-	-
Totals %	0%	0%	0%	0%		0%	0%	42%	6.2%	0%		48.3%	6.8%	0%	2.7%	0%		9.5%	2.3%	39.9%	0%	0%		42.2%	-	-
Heavy	0	0	0	0		-	0	21	0	0		-	0	0	0	0		-	0	13	0	0		-	-	-
Heavy %	0%	0%	0%	0%		-	0%	1.7%	0%	0%		-	0%	0%	0%	0%		-	0%	1.1%	0%	0%		-	-	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-

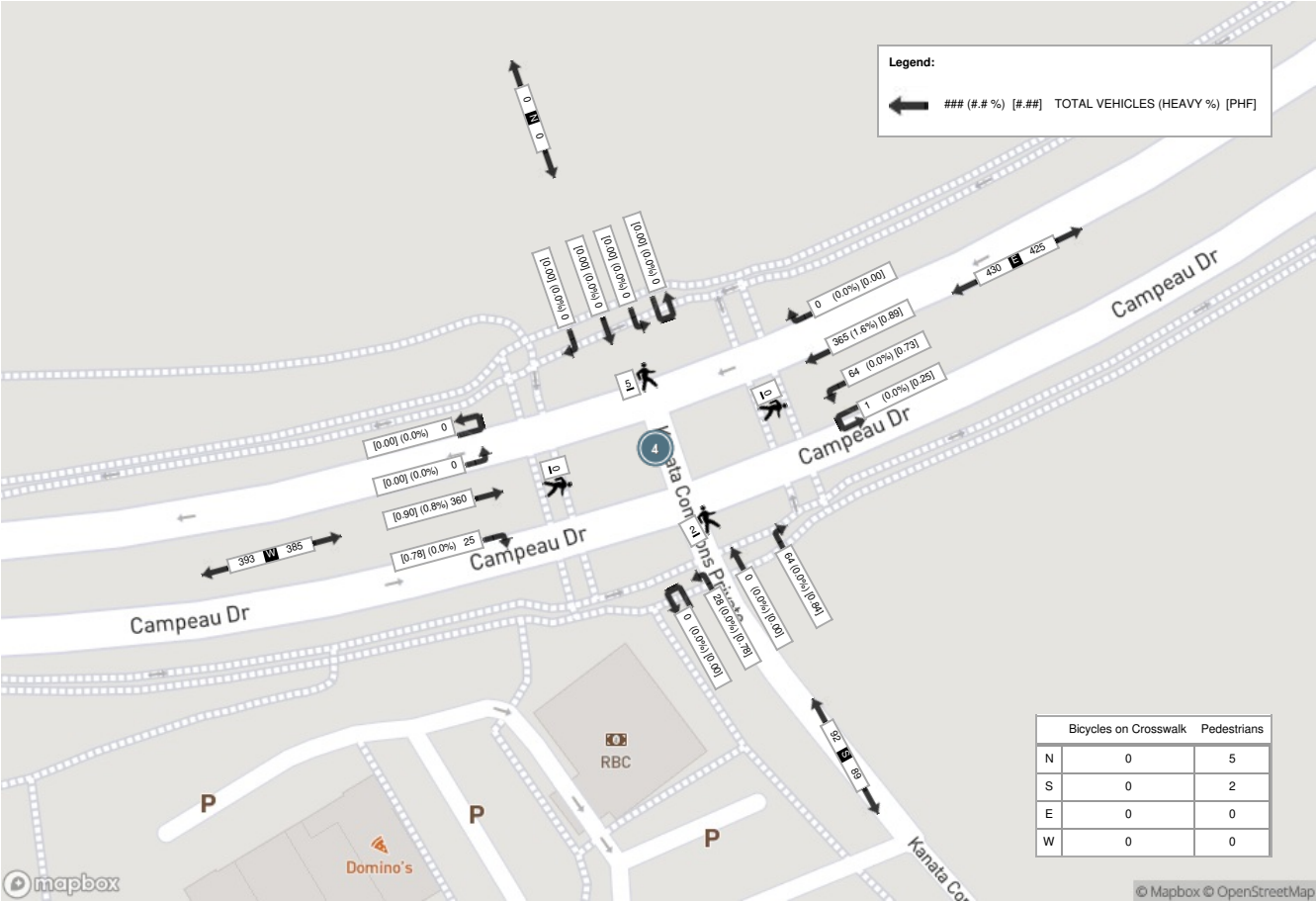


Peak Hour: 04:30 PM - 05:30 PM Weather:

Start Time	N Approach NORTH LEG						E Approach CAMPEAU DR						S Approach SITE ACCESS						W Approach CAMPEAU DR						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-11-21 16:30:00	0	0	0	0	2	0	0	102	14	0	0	116	15	0	9	0	1	24	3	90	0	0	0	93	233
2025-11-21 16:45:00	0	0	0	0	0	0	0	91	17	0	0	108	14	0	7	0	0	21	7	82	0	0	0	89	218
2025-11-21 17:00:00	0	0	0	0	3	0	0	85	11	1	0	97	16	0	4	0	0	20	7	100	0	0	0	107	224
2025-11-21 17:15:00	0	0	0	0	0	0	0	87	22	0	0	109	19	0	8	0	1	27	8	88	0	0	0	96	232
Grand Total	0	0	0	0	5	0	0	365	64	1	0	430	64	0	28	0	2	92	25	360	0	0	0	385	907
Approach%	0%	0%	0%	0%		-	0%	84.9%	14.9%	0.2%		-	69.6%	0%	30.4%	0%		-	6.5%	93.5%	0%	0%		-	-
Totals %	0%	0%	0%	0%		0%	0%	40.2%	7.1%	0.1%		47.4%	7.1%	0%	3.1%	0%		10.1%	2.8%	39.7%	0%	0%		42.4%	-
PHF	0	0	0	0		0	0	0.89	0.73	0.25		0.93	0.84	0	0.78	0		0.85	0.78	0.9	0	0		0.9	0.97
Heavy	0	0	0	0		0	0	6	0	0		6	0	0	0	0		0	0	3	0	0		3	9
Heavy %	0%	0%	0%	0%		0%	0%	1.6%	0%	0%		1.4%	0%	0%	0%	0%		0%	0%	0.8%	0%	0%		0.8%	1%
Lights	0	0	0	0		0	0	359	64	1		424	64	0	28	0		92	25	357	0	0		382	898
Lights %	0%	0%	0%	0%		0%	0%	98.4%	100%	100%		98.6%	100%	0%	100%	0%		100%	100%	99.2%	0%	0%		99.2%	99%
Single-Unit Trucks	0	0	0	0		0	0	4	0	0		4	0	0	0	0		0	0	2	0	0		2	6
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	1.1%	0%	0%		0.9%	0%	0%	0%	0%		0%	0%	0.6%	0%	0%		0.5%	0.7%
Buses	0	0	0	0		0	0	2	0	0		2	0	0	0	0		0	0	1	0	0		1	3
Buses %	0%	0%	0%	0%		0%	0%	0.5%	0%	0%		0.5%	0%	0%	0%	0%		0%	0%	0.3%	0%	0%		0.3%	0.3%
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%
Pedestrians	-	-	-	-	5		-	-	-	-	0	-	-	-	-	2		-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	71.4%		-	-	-	-	0%	-	-	-	-	28.6%		-	-	-	-	-	0%	-	-
Bicycles on Crosswalk	-	-	-	-	0		-	-	-	-	0	-	-	-	-	0		-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%	-	-	-	-	0%		-	-	-	-	-	0%	-	-



Peak Hour: 04:30 PM - 05:30 PM Weather:





Turning Movement Count (4 . CAMPEAU DR & 8231 CAMPEAU DR (SITE ACCESS â€” PRIVATE DRIVEWAY))

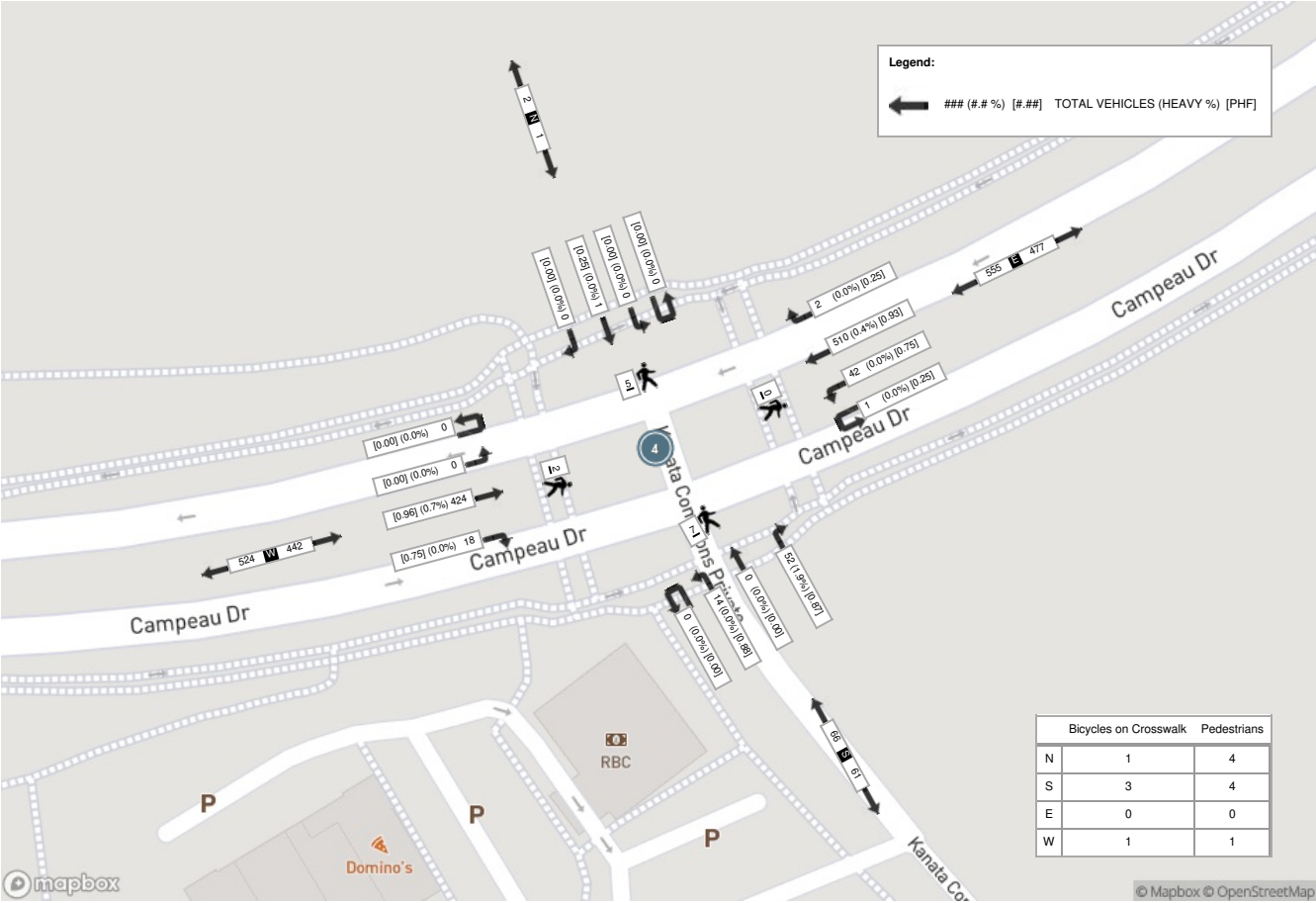
Start Time	N Approach NORTH LEG						E Approach CAMPEAU DR						S Approach SITE ACCESS						W Approach CAMPEAU DR						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2025-11-22 10:00:00	0	0	0	0	3	0	0	75	14	0	0	89	7	0	2	0	0	9	2	66	0	0	0	68	166	
2025-11-22 10:15:00	0	0	0	0	2	0	0	68	7	0	0	75	10	0	2	0	0	12	3	69	0	0	0	72	159	
2025-11-22 10:30:00	0	0	0	0	2	0	0	82	10	0	0	92	5	0	1	0	1	6	3	71	0	1	0	75	173	
2025-11-22 10:45:00	0	0	0	0	0	0	0	87	10	0	0	97	12	0	6	0	2	18	9	68	0	0	0	77	192	690
2025-11-22 11:00:00	0	0	0	0	2	0	0	69	14	0	0	83	12	0	4	0	0	16	3	91	0	0	0	94	193	717
2025-11-22 11:15:00	0	0	0	0	0	0	0	77	9	0	0	86	6	0	1	0	2	7	4	72	0	0	0	76	169	727
2025-11-22 11:30:00	0	0	0	0	0	0	0	75	13	1	0	89	25	0	3	0	3	28	8	94	0	1	0	103	220	774
2025-11-22 11:45:00	0	0	0	0	4	0	0	103	20	0	0	123	10	0	6	0	1	16	3	89	0	0	0	92	231	813
2025-11-22 12:00:00	0	0	0	0	1	0	0	106	13	1	0	120	11	0	6	0	1	17	10	98	0	0	0	108	245	865
2025-11-22 12:15:00	0	0	0	0	0	0	0	124	15	0	0	139	10	0	6	0	1	16	5	72	0	0	1	77	232	928
2025-11-22 12:30:00	0	0	0	0	1	0	0	104	11	0	0	115	19	0	4	0	0	23	8	94	0	0	0	102	240	948
2025-11-22 12:45:00	0	0	0	0	0	0	0	130	13	0	0	143	14	0	3	0	0	17	2	89	0	0	0	91	251	968
2025-11-22 13:00:00	0	0	0	0	0	0	0	125	16	0	0	141	13	0	8	0	1	21	3	98	0	0	0	101	263	986
2025-11-22 13:15:00	0	0	0	0	2	0	0	115	12	0	0	127	12	0	3	0	4	15	5	98	0	0	0	103	245	999
2025-11-22 13:30:00	0	0	0	0	0	0	0	117	7	1	0	125	14	0	6	0	4	20	3	90	0	0	0	93	238	997
2025-11-22 13:45:00	0	0	0	0	0	0	0	140	14	0	0	154	10	0	2	0	0	12	8	103	0	1	0	112	278	1024
2025-11-22 14:00:00	0	0	0	0	1	0	0	118	14	0	0	132	14	0	3	0	0	17	3	109	0	0	1	112	261	1022
2025-11-22 14:15:00	0	0	0	0	2	0	0	128	7	0	0	135	15	0	4	0	1	19	4	102	0	0	0	106	260	1037
2025-11-22 14:30:00	0	1	0	0	0	1	2	127	9	0	0	138	10	0	3	0	3	13	5	103	0	0	0	108	260	1059
2025-11-22 14:45:00	0	0	0	0	2	0	0	137	12	1	0	150	13	0	4	0	3	17	6	110	0	0	1	116	283	1064
2025-11-22 15:00:00	0	0	0	0	0	0	0	105	11	0	0	116	11	0	3	0	0	14	8	96	0	0	0	104	234	1037
2025-11-22 15:15:00	1	0	0	0	2	1	0	106	14	0	0	120	10	0	7	0	0	17	4	83	0	0	0	87	225	1002
2025-11-22 15:30:00	0	0	0	0	1	0	0	127	2	0	0	129	14	0	6	0	0	20	12	90	0	1	0	103	252	994
2025-11-22 15:45:00	0	0	0	0	3	0	0	118	5	0	0	123	9	0	7	0	2	16	4	105	0	1	0	110	249	960
2025-11-22 16:00:00	0	0	0	0	0	0	0	121	11	0	0	132	11	0	2	0	1	13	3	113	0	0	0	116	261	987
2025-11-22 16:15:00	0	0	0	0	5	0	0	101	4	0	0	105	7	0	3	0	0	10	7	93	0	0	0	100	215	977
2025-11-22 16:30:00	0	0	0	0	0	0	0	94	9	0	0	103	9	0	6	0	1	15	4	73	0	0	0	77	195	920
2025-11-22 16:45:00	0	0	0	0	5	0	0	89	6	0	0	95	12	0	2	0	0	14	5	94	0	0	1	99	208	879
2025-11-22 17:00:00	0	0	0	0	0	0	1	75	9	0	0	85	9	0	5	0	2	14	2	101	0	0	0	103	202	820
2025-11-22 17:15:00	0	0	0	0	1	0	0	89	5	0	0	94	13	0	5	0	2	18	7	81	0	0	0	88	200	805
2025-11-22 17:30:00	0	0	0	0	2	0	0	65	9	0	0	74	11	0	7	0	0	18	2	88	0	0	0	90	182	792
2025-11-22 17:45:00	0	0	0	0	1	0	0	79	5	0	0	84	12	0	2	0	0	14	5	73	0	0	0	78	176	760
Grand Total	1	1	0	0	42	2	3	3276	330	4	0	3613	370	0	132	0	35	502	160	2876	0	5	4	3041	7158	-
Approach%	50%	50%	0%	0%		-	0.1%	90.7%	9.1%	0.1%		-	73.7%	0%	26.3%	0%		-	5.3%	94.6%	0%	0.2%		-	-	-
Totals %	0%	0%	0%	0%		0%	0%	45.8%	4.6%	0.1%		50.5%	5.2%	0%	1.8%	0%		7%	2.2%	40.2%	0%	0.1%		42.5%	-	-
Heavy	0	0	0	0		-	0	24	2	0		-	3	0	0	0		-	1	27	0	0		-	-	-
Heavy %	0%	0%	0%	0%		-	0%	0.7%	0.6%	0%		-	0.8%	0%	0%	0%		-	0.6%	0.9%	0%	0%		-	-	-
Bicycles	0	0	0	0		-	0	0	1	0		-	0	0	0	0		-	0	0	0	0		-	-	-
Bicycle %	0%	0%	0%	0%		-	0%	0%	0.3%	0%		-	0%	0%	0%	0%		-	0%	0%	0%	0%		-	-	-



Peak Hour: 02:00 PM - 03:00 PM Weather:

Start Time	N Approach NORTH LEG						E Approach CAMPEAU DR						S Approach SITE ACCESS						W Approach CAMPEAU DR						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-11-22 14:00:00	0	0	0	0	1	0	0	118	14	0	0	132	14	0	3	0	0	17	3	109	0	0	1	112	261
2025-11-22 14:15:00	0	0	0	0	2	0	0	128	7	0	0	135	15	0	4	0	1	19	4	102	0	0	0	106	260
2025-11-22 14:30:00	0	1	0	0	0	1	2	127	9	0	0	138	10	0	3	0	3	13	5	103	0	0	0	108	260
2025-11-22 14:45:00	0	0	0	0	2	0	0	137	12	1	0	150	13	0	4	0	3	17	6	110	0	0	1	116	283
Grand Total	0	1	0	0	5	1	2	510	42	1	0	555	52	0	14	0	7	66	18	424	0	0	2	442	1064
Approach%	0%	100%	0%	0%	-	0.4%	91.9%	7.6%	0.2%	-	78.8%	0%	21.2%	0%	-	4.1%	95.9%	0%	0%	-	-	-	-	-	
Totals	0%	0.1%	0%	0%	0.1%	0.2%	47.9%	3.9%	0.1%	52.2%	4.9%	0%	1.3%	0%	6.2%	1.7%	39.8%	0%	0%	41.5%	-	-	-	-	
PHF	0	0.25	0	0	0.25	0.25	0.25	0.93	0.75	0.25	0.93	0.87	0	0.88	0	0.87	0.75	0.96	0	0	0.95	0.94	0.95	0.94	
Heavy	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	6	3	6	
Heavy %	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.4%	1.9%	0%	0%	0%	1.5%	0%	0.7%	0%	0%	0.7%	0.6%	0.7%	0.6%	
Lights	0	1	0	0	1	2	508	42	1	553	51	0	14	0	65	18	421	0	0	439	1058	439	1058	1058	
Lights %	0%	100%	0%	0%	100%	100%	99.6%	100%	100%	99.6%	98.1%	0%	100%	0%	98.5%	100%	99.3%	0%	0%	99.3%	99.4%	99.3%	99.4%	99.4%	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2	1	2	
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.9%	0%	0%	0%	1.5%	0%	0.2%	0%	0%	0.2%	0.2%	0.2%	0.2%	
Buses	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4	2	4	
Buses %	0%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.4%	0%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.5%	0.4%	0.5%	0.4%	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Pedestrians	-	-	-	-	4	-	-	-	-	0	-	-	-	-	4	-	-	-	-	-	1	-	-	-	
Pedestrians%	-	-	-	-	28.6%	-	-	-	-	0%	-	-	-	-	28.6%	-	-	-	-	-	7.1%	-	-	-	
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	3	-	-	-	-	-	1	-	-	-	
Bicycles on Crosswalk%	-	-	-	-	7.1%	-	-	-	-	0%	-	-	-	-	21.4%	-	-	-	-	-	7.1%	-	-	-	
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	-	-	-	-	
Bicycles on Road%	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	-	-	-	-	

Peak Hour: 02:00 PM - 03:00 PM Weather:





Turning Movement Count (5 . CAMPEAU DR & WINTERSET RD â€™ DONUM LN)

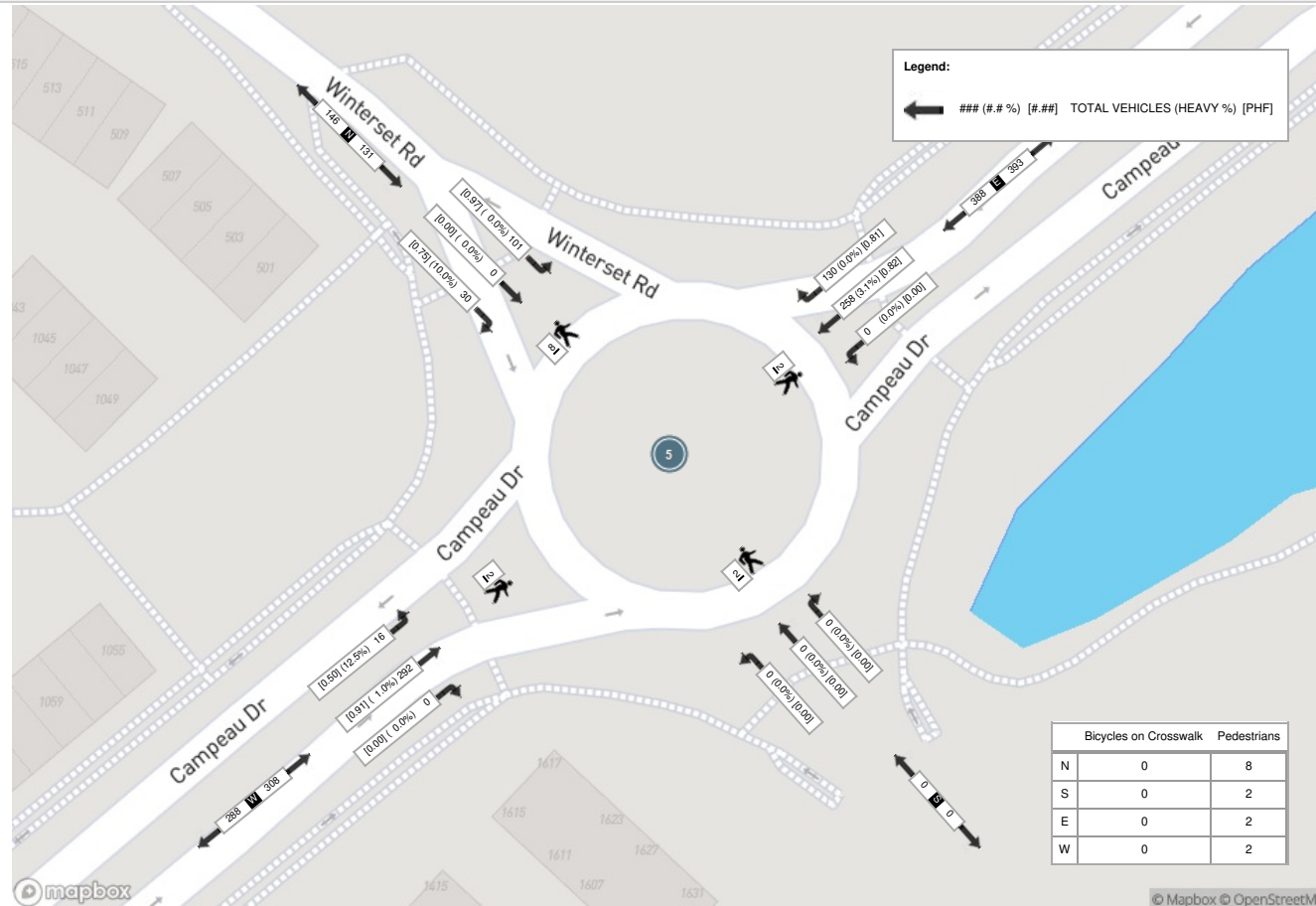
Start Time	N Approach WINTERSET RD						E Approach CAMPEAU DR						S Approach DONUM LN						W Approach CAMPEAU DR						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2025-11-21 16:00:00	4	0	14	0	3	18	29	78	0	1	0	108	0	0	0	0	0	0	0	67	6	1	1	74	200	
2025-11-21 16:15:00	7	0	31	0	1	38	26	59	0	0	0	85	0	0	0	0	0	0	0	73	4	0	3	77	200	
2025-11-21 16:30:00	8	0	25	0	1	33	31	79	0	2	1	112	0	0	0	0	0	0	0	72	2	1	1	75	220	
2025-11-21 16:45:00	10	0	25	0	4	35	34	64	0	0	0	98	0	0	0	0	0	0	0	65	8	2	0	75	208	828
2025-11-21 17:00:00	3	0	25	0	3	28	25	61	0	2	0	88	0	0	0	0	2	0	0	80	4	1	1	85	201	829
2025-11-21 17:15:00	9	0	26	0	0	35	40	54	0	0	1	94	0	0	0	0	0	0	0	75	2	2	0	79	208	837
2025-11-21 17:30:00	7	0	32	0	1	39	29	55	0	0	1	84	0	0	1	0	0	1	0	55	2	0	0	57	181	798
2025-11-21 17:45:00	2	0	32	0	0	34	22	53	0	0	0	75	1	0	0	0	0	1	1	60	7	0	0	68	178	768
2025-11-21 18:00:00	3	0	23	0	5	26	30	61	0	0	0	91	0	0	0	0	0	0	0	52	3	3	1	58	175	742
2025-11-21 18:15:00	3	0	24	0	0	27	33	61	0	1	0	95	0	0	0	0	0	0	0	63	1	1	1	65	187	721
2025-11-21 18:30:00	1	0	16	0	1	17	25	52	0	0	0	77	0	0	0	0	0	0	0	64	2	1	3	67	161	701
2025-11-21 18:45:00	1	0	15	0	0	16	21	53	0	0	0	74	0	0	0	0	1	0	0	46	3	0	0	49	139	662
2025-11-21 19:00:00	5	0	12	0	3	17	31	57	0	1	2	89	0	0	0	0	0	0	0	42	2	0	1	44	150	637
2025-11-21 19:15:00	4	0	21	0	0	25	25	38	0	0	0	63	0	0	0	0	0	0	0	43	5	0	0	48	136	586
2025-11-21 19:30:00	1	0	10	0	2	11	17	45	0	0	0	62	0	0	0	0	0	0	0	46	3	0	0	49	122	547
2025-11-21 19:45:00	2	0	15	0	0	17	16	48	0	0	0	64	0	0	0	0	0	0	1	28	6	0	0	35	116	524
Grand Total	70	0	346	0	24	416	434	918	0	7	5	1359	1	0	1	0	3	2	2	931	60	12	12	1005	2782	-
Approach%	16.8%	0%	83.2%	0%		-	31.9%	67.5%	0%	0.5%		-	50%	0%	50%	0%		-	0.2%	92.6%	6%	1.2%		-	-	-
Totals %	2.5%	0%	12.4%	0%		15%	15.6%	33%	0%	0.3%		48.8%	0%	0%	0%	0%		0.1%	0.1%	33.5%	2.2%	0.4%		36.1%	-	-
Heavy	6	0	0	0		-	1	22	0	0		-	0	0	0	0		-	0	13	8	0		-	-	-
Heavy %	8.6%	0%	0%	0%		-	0.2%	2.4%	0%	0%		-	0%	0%	0%	0%		-	0%	1.4%	13.3%	0%		-	-	-
Bicycles	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-
Bicycle %	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-	-	-		-	-	-



Peak Hour: 04:30 PM - 05:30 PM Weather:

Start Time	N Approach WINTERSET RD						E Approach CAMPEAU DR						S Approach DONUM LN						W Approach CAMPEAU DR						Int. Total (15 min)	
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total		
2025-11-21 16:30:00	8	0	25	0	1	33	31	79	0	2	1	112	0	0	0	0	0	0	0	72	2	1	1	75	220	
2025-11-21 16:45:00	10	0	25	0	4	35	34	64	0	0	0	98	0	0	0	0	0	0	0	65	8	2	0	75	208	
2025-11-21 17:00:00	3	0	25	0	3	28	25	61	0	2	0	88	0	0	0	0	2	0	0	80	4	1	1	85	201	
2025-11-21 17:15:00	9	0	26	0	0	35	40	54	0	0	1	94	0	0	0	0	0	0	0	75	2	2	0	79	208	
Grand Total	30	0	101	0	8	131	130	258	0	4	2	392	0	0	0	0	2	0	0	292	16	6	2	314	837	
Approach	22.9%	0%	77.1%	0%		-	33.2%	65.8%	0%	1%		-	0%	0%	0%	0%		-	0%	93%	5.1%	1.9%		-	-	
Totals %	3.6%	0%	12.1%	0%		15.7%	15.5%	30.8%	0%	0.5%		46.8%	0%	0%	0%	0%		0%	0%	34.9%	1.9%	0.7%		37.5%	-	
PHF	0.75	0	0.97	0		0.94	0.81	0.82	0	0.5		0.88	0	0	0	0		0	0	0.91	0.5	0.75		0.92	0.95	
Heavy	3	0	0	0		3	0	8	0	0		8	0	0	0	0		0	0	3	2	0		5	16	
Heavy %	10%	0%	0%	0%		2.3%	0%	3.1%	0%	0%		2%	0%	0%	0%	0%		0%	0%	1%	12.5%	0%		1.6%	1.9%	
Lights	27	0	101	0		128	130	250	0	4		384	0	0	0	0		0	0	289	14	6		309	821	
Lights %	90%	0%	100%	0%		97.7%	100%	96.9%	0%	100%		98%	0%	0%	0%	0%		0%	0%	99%	87.5%	100%		98.4%	98.1%	
Single-Unit Trucks	1	0	0	0		1	0	6	0	0		6	0	0	0	0		0	0	2	0	0		2	9	
Single-Unit Trucks %	3.3%	0%	0%	0%		0.8%	0%	2.3%	0%	0%		1.5%	0%	0%	0%	0%		0%	0%	0.7%	0%	0%		0.6%	1.1%	
Buses	2	0	0	0		2	0	2	0	0		2	0	0	0	0		0	0	1	2	0		3	7	
Buses %	6.7%	0%	0%	0%		1.5%	0%	0.8%	0%	0%		0.5%	0%	0%	0%	0%		0%	0%	0.3%	12.5%	0%		1%	0.8%	
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	
Pedestrians	-	-	-	-	8	-	-	-	-	2		-	-	-	-	2		-	-	-	-	-	2		-	-
Pedestrians%	-	-	-	-	57.1%	-	-	-	-	14.3%		-	-	-	-	14.3%		-	-	-	-	-	14.3%		-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0		-	-	-	-	0		-	-	-	-	-	0		-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	-	0%		-	-

Peak Hour: 04:30 PM - 05:30 PM Weather:





Turning Movement Count (5 . CAMPEAU DR & WINTERSET RD @ DONUM LN)

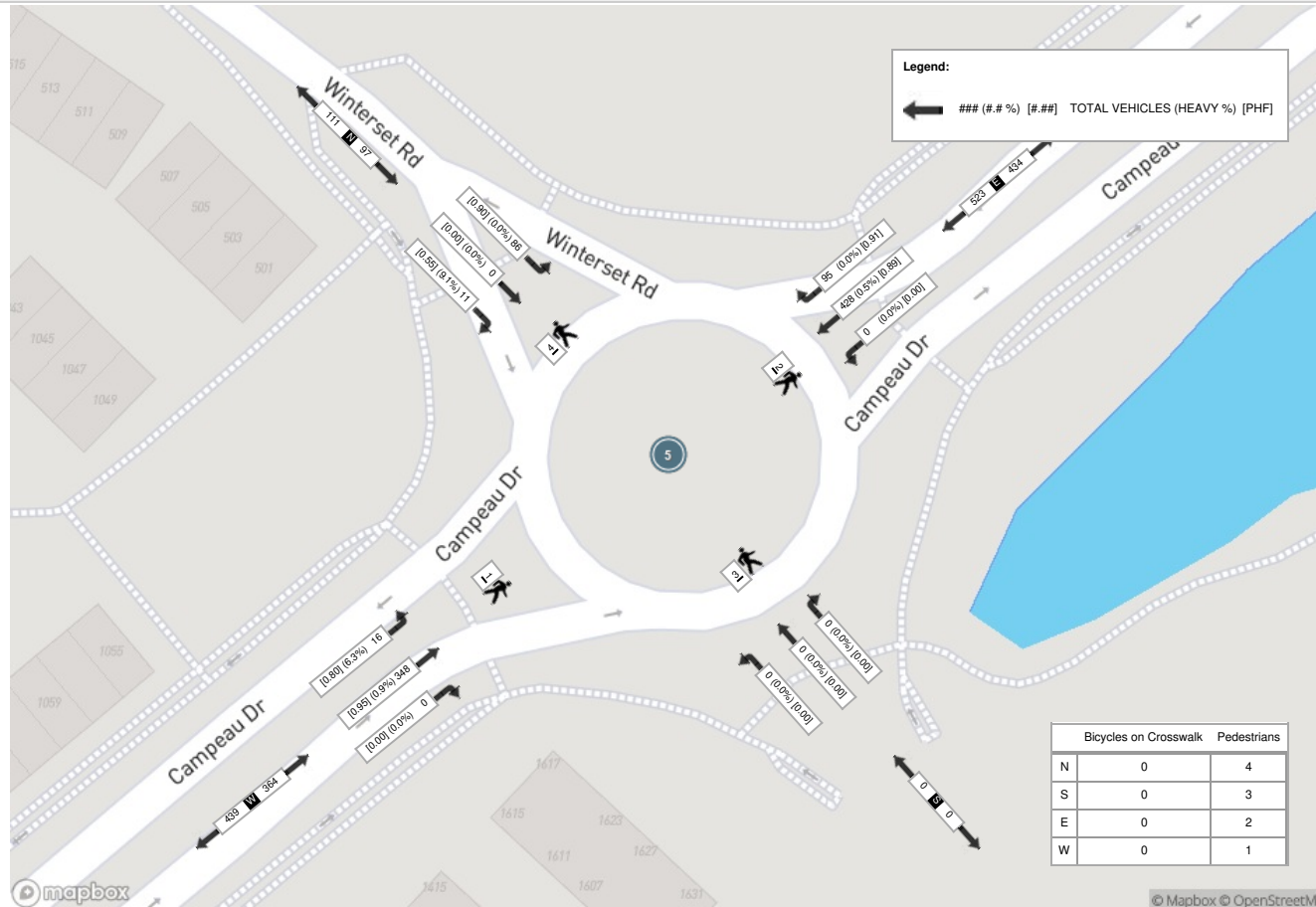
Start Time	N Approach WINTERSET RD						E Approach CAMPEAU DR						S Approach DONUM LN						W Approach CAMPEAU DR						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2025-11-22 10:00:00	5	0	22	0	2	27	19	58	0	0	0	77	0	0	0	0	0	0	0	41	3	0	0	44	148	
2025-11-22 10:15:00	2	0	25	0	3	27	11	58	0	1	0	70	0	0	0	0	0	0	0	55	2	1	0	58	155	
2025-11-22 10:30:00	3	0	23	0	2	26	14	69	0	1	2	84	0	0	0	0	0	0	0	48	1	1	2	50	160	
2025-11-22 10:45:00	4	0	21	0	2	25	12	79	0	0	0	91	0	0	0	0	3	0	1	56	3	1	0	61	177	640
2025-11-22 11:00:00	4	0	24	0	0	28	13	61	0	1	0	75	0	0	0	0	2	0	0	68	3	1	0	72	175	667
2025-11-22 11:15:00	5	0	19	0	3	24	17	60	0	1	2	78	0	0	0	0	2	0	0	56	2	0	2	58	160	672
2025-11-22 11:30:00	5	0	22	0	0	27	18	61	0	0	0	79	0	0	0	0	0	0	0	89	4	1	0	94	200	712
2025-11-22 11:45:00	4	0	29	0	2	33	18	89	0	1	0	108	0	0	0	0	0	0	0	63	2	0	0	65	206	741
2025-11-22 12:00:00	2	1	19	0	1	22	39	73	0	1	0	113	1	0	0	0	0	1	0	87	1	3	1	91	227	793
2025-11-22 12:15:00	6	0	14	0	3	20	27	103	0	0	0	130	0	0	0	0	0	0	0	66	3	1	0	70	220	853
2025-11-22 12:30:00	1	0	20	0	2	21	21	87	0	0	2	108	0	0	0	0	0	0	0	79	2	1	3	82	211	864
2025-11-22 12:45:00	3	0	17	0	3	20	19	111	1	2	0	133	0	0	1	0	0	1	0	74	3	2	1	79	233	891
2025-11-22 13:00:00	7	0	21	0	0	28	23	111	0	1	0	135	0	0	0	0	2	0	0	81	2	1	0	84	247	911
2025-11-22 13:15:00	4	0	18	0	1	22	16	101	0	0	0	117	0	0	0	0	0	0	0	84	1	1	0	86	225	916
2025-11-22 13:30:00	6	0	21	0	1	27	9	110	0	2	1	121	0	0	0	0	3	0	0	76	6	1	2	83	231	936
2025-11-22 13:45:00	5	0	24	0	0	29	24	120	0	0	0	144	0	0	0	0	0	0	0	83	5	1	0	89	262	965
2025-11-22 14:00:00	1	0	24	0	2	25	19	102	0	0	0	121	0	0	0	0	0	0	0	90	3	1	0	94	240	958
2025-11-22 14:15:00	2	0	19	0	2	21	26	103	0	1	0	130	0	0	0	0	2	0	0	83	3	1	1	87	238	971
2025-11-22 14:30:00	3	0	19	0	0	22	26	103	0	0	2	129	0	0	0	0	1	0	0	92	5	1	0	98	249	989
2025-11-22 14:45:00	4	0	23	0	2	27	25	118	0	0	0	143	0	0	0	0	1	0	0	90	0	0	0	90	260	987
2025-11-22 15:00:00	2	0	21	0	0	23	24	86	0	0	0	110	0	0	0	0	1	0	0	83	4	1	0	88	221	968
2025-11-22 15:15:00	2	0	22	0	3	24	24	92	0	0	0	116	0	0	0	0	1	0	0	69	3	1	0	73	213	943
2025-11-22 15:30:00	3	0	18	0	0	21	23	107	0	0	0	130	0	0	0	0	4	0	0	79	4	0	0	83	234	928
2025-11-22 15:45:00	4	0	25	0	4	29	26	102	0	1	0	129	0	0	0	0	1	0	0	87	2	1	0	90	248	916
2025-11-22 16:00:00	2	0	29	0	5	31	24	97	0	0	3	121	0	0	0	0	1	0	0	90	7	0	0	97	249	944
2025-11-22 16:15:00	2	0	23	0	2	25	28	75	0	1	0	104	0	0	0	0	0	0	0	77	3	2	0	82	211	942
2025-11-22 16:30:00	2	0	18	0	3	20	18	80	0	1	0	99	0	0	0	0	0	0	0	55	5	0	0	60	179	887
2025-11-22 16:45:00	6	0	26	0	4	32	21	70	0	0	0	91	0	0	0	0	0	0	0	73	1	2	0	76	199	838
2025-11-22 17:00:00	3	0	15	0	2	18	19	61	0	0	0	80	0	0	0	0	1	0	0	88	5	1	0	94	192	781
2025-11-22 17:15:00	3	0	19	0	3	22	26	68	0	0	0	94	0	0	0	0	2	0	0	67	5	2	2	74	190	760
2025-11-22 17:30:00	4	0	23	0	1	27	22	50	0	0	1	72	0	0	0	0	0	0	0	69	4	0	0	73	172	753
2025-11-22 17:45:00	1	0	12	0	2	13	27	54	0	0	0	81	0	0	0	0	0	0	0	68	2	1	0	71	165	719
Grand Total	110	1	675	0	60	786	678	2719	1	15	13	3413	1	0	1	0	27	2	1	2366	99	30	14	2496	6697	-
Approach%	14%	0.1%	85.9%	0%	-	-	19.9%	79.7%	0%	0.4%	-	-	50%	0%	50%	0%	-	-	0%	94.8%	4%	1.2%	-	-	-	-
Totals	1.6%	0%	10.1%	0%	11.7%	-	10.1%	40.6%	0%	0.2%	51%	-	0%	0%	0%	0%	0%	0%	0%	35.3%	1.5%	0.4%	37.3%	-	-	-
Heavy	8	0	1	0	-	-	1	22	0	1	-	-	0	0	0	0	-	-	0	25	9	0	-	-	-	-
Heavy %	7.3%	0%	0.1%	0%	-	-	0.1%	0.8%	0%	6.7%	-	-	0%	0%	0%	0%	-	-	0%	1.1%	9.1%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 01:45 PM - 02:45 PM Weather:

Start Time	N Approach WINTERSET RD						E Approach CAMPEAU DR						S Approach DONUM LN						W Approach CAMPEAU DR						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-11-22 13:45:00	5	0	24	0	0	29	24	120	0	0	0	144	0	0	0	0	0	0	0	83	5	1	0	89	262
2025-11-22 14:00:00	1	0	24	0	2	25	19	102	0	0	0	121	0	0	0	0	0	0	0	90	3	1	0	94	240
2025-11-22 14:15:00	2	0	19	0	2	21	26	103	0	1	0	130	0	0	0	0	2	0	0	83	3	1	1	87	238
2025-11-22 14:30:00	3	0	19	0	0	22	26	103	0	0	2	129	0	0	0	0	1	0	0	92	5	1	0	98	249
Grand Total	11	0	86	0	4	97	95	428	0	1	2	524	0	0	0	0	3	0	0	348	16	4	1	368	989
Approach%	11.3%	0%	88.7%	0%		-	18.1%	81.7%	0%	0.2%		-	0%	0%	0%	0%		-	0%	94.6%	4.3%	1.1%		-	-
Totals %	1.1%	0%	8.7%	0%		9.8%	9.6%	43.3%	0%	0.1%		53%	0%	0%	0%	0%		0%	0%	35.2%	1.6%	0.4%		37.2%	-
PHF	0.55	0	0.9	0		0.84	0.91	0.89	0	0.25		0.91	0	0	0	0		0	0	0.95	0.8	1		0.94	0.94
Heavy	1	0	0	0		1	0	2	0	0		2	0	0	0	0		0	0	3	1	0		4	7
Heavy %	9.1%	0%	0%	0%		1%	0%	0.5%	0%	0%		0.4%	0%	0%	0%	0%		0%	0%	0.9%	6.3%	0%		1.1%	0.7%
Lights	10	0	86	0		96	95	426	0	1		522	0	0	0	0		0	0	345	15	4		364	982
Lights %	90.9%	0%	100%	0%		99%	100%	99.5%	0%	100%		99.6%	0%	0%	0%	0%		0%	0%	99.1%	93.8%	100%		98.9%	99.3%
Single-Unit Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	1
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0.3%	0%	0%		0.3%	0.1%
Buses	1	0	0	0		1	0	2	0	0		2	0	0	0	0		0	0	2	1	0		3	6
Buses %	9.1%	0%	0%	0%		1%	0%	0.5%	0%	0%		0.4%	0%	0%	0%	0%		0%	0%	0.6%	6.3%	0%		0.8%	0.6%
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%
Pedestrians	-	-	-	-	4	-	-	-	-	2		-	-	-	-	3		-	-	-	-	-	1	-	-
Pedestrians%	-	-	-	-	40%	-	-	-	-	20%		-	-	-	-	30%		-	-	-	-	-	10%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0		-	-	-	-	0		-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	-	0%	-	-

Peak Hour: 01:45 PM - 02:45 PM Weather:



Appendix C: Collision Data



Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: CAMPEAU DR @ DIDSBURY RD

Traffic Control: Stop sign

Total Collisions: 3

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Aug-07, Wed,15:10	Clear	Turning movement	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Truck - car carrier	Other motor vehicle	
2022-Apr-16, Sat,11:00	Clear	SMV other	P.D. only	Dry	East	Other	Pick-up truck	Other	0
2024-Jul-22, Mon,17:50	Clear	Turning movement	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	

Location: CAMPEAU DR @ TERRY FOX DR

Traffic Control: Traffic signal

Total Collisions: 62

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-11, Fri,10:45	Clear	Rear end	P.D. only	Wet	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Jan-11, Fri,17:00	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	
2019-Mar-02, Sat,17:00	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-30, Tue,17:10	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	
2019-Aug-19, Mon,16:47	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-Aug-28, Wed,12:25	Rain	SMV other	P.D. only	Wet	South	Slowing or stopping	Automobile, station wagon	Curb	0
2019-Sep-10, Tue,11:05	Clear	Angle	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-24, Sun,12:30	Clear	Rear end	P.D. only	Dry	South	Going ahead	Passenger van	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: CAMPEAU DR @ TERRY FOX DR

Traffic Control: Traffic signal

Total Collisions: 62

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Dec-11, Wed,16:37	Clear	Angle	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Dec-31, Tue,21:54	Clear	Sideswipe	P.D. only	Wet	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2020-Jan-06, Mon,16:18	Clear	Turning movement	Non-fatal injury	Slush	North	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jan-17, Fri,17:15	Clear	Sideswipe	P.D. only	Ice	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Feb-12, Wed,19:31	Clear	Turning movement	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Mar-17, Tue,09:09	Rain	Angle	Non-fatal injury	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2020-Mar-26, Thu,14:25	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2020-Jul-20, Mon,14:30	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2021-Jan-31, Sun,11:25	Clear	Turning movement	Non-fatal injury	Dry	West	Turning left	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Mar-10, Wed,15:35	Clear	Angle	P.D. only	Dry	East	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2021-Mar-19, Fri,17:15	Clear	Turning movement	P.D. only	Dry	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Mar-21, Sun,18:19	Clear	Turning movement	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: CAMPEAU DR @ TERRY FOX DR

Traffic Control: Traffic signal

Total Collisions: 62

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-Apr-23, Fri,13:44	Clear	Turning movement	P.D. only	Dry	North	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Sep-07, Tue,13:15	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-Oct-15, Fri,16:02	Clear	Sideswipe	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Oct-21, Thu,16:52	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	
2022-Jan-29, Sat,14:00	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Passenger van	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2022-Feb-25, Fri,16:00	Snow	Angle	P.D. only	Loose snow	South	Turning right	Unknown	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2022-Feb-25, Fri,16:18	Snow	Angle	P.D. only	Loose snow	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Unknown	Unknown	Other motor vehicle	
2022-Mar-01, Tue,17:00	Snow	Rear end	P.D. only	Loose snow	West	Turning right	Pick-up truck	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2022-Mar-15, Tue,12:54	Clear	Angle	Non-fatal injury	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Mar-30, Wed,11:17	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Apr-12, Tue,11:48	Clear	Turning movement	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Pick-up truck	Other motor vehicle	
2022-Apr-18, Mon,13:16	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	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: CAMPEAU DR @ TERRY FOX DR

Traffic Control: Traffic signal

Total Collisions: 62

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2022-Jun-01, Wed,08:28	Rain	Rear end	Non-fatal injury	Wet	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Aug-04, Thu,09:49	Rain	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	
2022-Aug-29, Mon,12:15	Clear	Turning movement	P.D. only	Dry	North	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Unknown	Other motor vehicle	
2022-Sep-10, Sat,09:40	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2022-Sep-22, Thu,08:12	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Delivery van	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2022-Oct-07, Fri,15:51	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Oct-17, Mon,06:59	Rain	Angle	P.D. only	Wet	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Oct-23, Sun,15:42	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Nov-01, Tue,18:09	Clear	Angle	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2022-Nov-11, Fri,15:50	Rain	Angle	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2022-Nov-11, Fri,16:15	Rain	Angle	P.D. only	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Nov-26, Sat,11:30	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Delivery van	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: CAMPEAU DR @ TERRY FOX DR

Traffic Control: Traffic signal

Total Collisions: 62

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2022-Dec-14, Wed,06:50	Clear	Turning movement	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2024-Jan-04, Thu,01:50	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2024-Jan-25, Thu,10:00	Drifting Snow	Turning movement	P.D. only	Wet	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2024-Mar-14, Thu,16:00	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	
2024-Mar-27, Wed,04:45	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Merging	Automobile, station wagon	Other motor vehicle	
2024-Mar-28, Thu,12:20	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Passenger van	Other motor vehicle	
2024-Apr-02, Tue,16:20	Clear	Rear end	P.D. only	Dry	South	Stopped	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2024-Apr-12, Fri,09:00	Rain	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Apr-16, Tue,16:00	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Making "U" turn	Automobile, station wagon	Other motor vehicle	
2024-May-21, Tue,12:30	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jul-21, Sun,04:54	Clear	Turning movement	Non-reportable	Dry	East	Going ahead	Bicycle	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Cyclist	
2024-Sep-03, Tue,09:05	Clear	Rear end	P.D. only	Dry	West	Going ahead	Truck - open	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: CAMPEAU DR @ TERRY FOX DR

Traffic Control: Traffic signal

Total Collisions: 62

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2024-Oct-01, Tue,16:08	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Motorcycle	Other motor vehicle	
2024-Oct-19, Sat,15:00	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2024-Oct-19, Sat,15:20	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Oct-28, Mon,17:00	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-10, Tue,20:03	Rain	Angle	P.D. only	Wet	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Dec-24, Tue,11:50	Clear	Turning movement	Non-reportable	Slush	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	

Location: CAMPEAU DR btwn DIDSBURY RD & TERRY FOX DR

Traffic Control: No control

Total Collisions: 7

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2020-Oct-20, Tue,16:26	Clear	Angle	P.D. only	Dry	North	Turning right	Unknown	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2022-Mar-02, Wed,15:20	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2022-Mar-05, Sat,03:34	Clear	SMV other	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Ran off road	0
2024-Feb-09, Fri,08:20	Other	Turning movement	P.D. only	Ice	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	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: CAMPEAU DR btwn DIDSBURY RD & TERRY FOX DR

Traffic Control: No control

Total Collisions: 7

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2024-May-16, Thu,21:36	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Unknown	Other motor vehicle	
2024-Oct-15, Tue,10:00	Clear	Angle	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Dec-06, Fri,17:04	Clear	Sideswipe	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Changing lanes	Automobile, station wagon	Other motor vehicle	

Location: TERRY FOX DR @ 329 N OF CAMPEAU DR/SIGNATURE SC

Traffic Control: Traffic signal

Total Collisions: 14

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-09, Wed,17:44	Snow	Rear end	P.D. only	Ice	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Feb-15, Fri,13:30	Clear	Turning movement	P.D. only	Wet	North	Turning left	Delivery van	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Mar-13, Wed,17:30	Snow	Rear end	P.D. only	Loose snow	North	Slowing or stopping	Passenger van	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Mar-13, Wed,17:37	Snow	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-Jul-26, Fri,14:02	Clear	Angle	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-16, Wed,08:44	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	
2019-Nov-10, Sun,16:41	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	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: TERRY FOX DR @ 329 N OF CAMPEAU DR/SIGNATURE SC

Traffic Control: Traffic signal

Total Collisions: 14

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Nov-22, Fri,17:20	Rain	Rear end	P.D. only	Wet	South	Slowing or stopping	Automobile, station wagon	Skidding/sliding	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Mar-25, Thu,16:07	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2022-Feb-25, Fri,18:26	Snow	Turning movement	P.D. only	Slush	South	Turning left	Unknown	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2022-Aug-21, Sun,13:30	Rain	Rear end	P.D. only	Wet	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Apr-05, Fri,12:30	Rain	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	
2024-Dec-05, Thu,17:00	Snow	Sideswipe	P.D. only	Wet	East	Stopped	Automobile, station wagon	Other motor vehicle	0
					East	Changing lanes	Automobile, station wagon	Other motor vehicle	
2024-Dec-15, Sun,12:15	Clear	Turning movement	Non-fatal injury	Wet	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	

Location: TERRY FOX DR btwn 329 N OF CAMPEAU DR/SIGNATURE CENTRE & CAMPEAU DR

Traffic Control: No control

Total Collisions: 17

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-30, Wed,16:07	Clear	Angle	P.D. only	Dry	West	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: TERRY FOX DR btwn 329 N OF CAMPEAU DR/SIGNATURE CENTRE & CAMPEAU DR

Traffic Control: No control

Total Collisions: 17

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jun-15, Sat,19:08	Rain	Angle	P.D. only	Wet	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-09, Tue,10:05	Clear	Angle	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Sep-28, Sat,02:15	Clear	Angle	P.D. only	Dry	West	Unknown	Unknown	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-08, Sun,15:07	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Jan-03, Fri,12:00	Clear	Angle	Non-fatal injury	Wet	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Feb-28, Fri,15:05	Clear	Angle	P.D. only	Wet	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jun-06, Sat,13:21	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Jan-21, Thu,15:10	Snow	Angle	P.D. only	Wet	West	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2021-Jun-01, Tue,14:14	Clear	Angle	P.D. only	Dry	West	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Oct-27, Wed,11:00	Clear	Angle	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Changing lanes	Automobile, station wagon	Other motor vehicle	
2021-Dec-03, Fri,13:10	Clear	Angle	P.D. only	Dry	West	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2022-Mar-15, Tue,13:00	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	



Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: TERRY FOX DR btwn 329 N OF CAMPEAU DR/SIGNATURE CENTRE & CAMPEAU DR

Traffic Control: No control

Total Collisions: 17

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2022-Apr-01, Fri,11:46	Clear	Turning movement	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Jan-07, Sun,05:00	Snow	SMV other	Non-reportable	Loose snow	North	Turning right	Automobile, station wagon	Skidding/sliding	0
2024-Jul-09, Tue,09:42	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Dec-09, Mon,13:30	Snow	Turning movement	P.D. only	Wet	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: TERRY FOX DR btwn KANATA AVE & DIDSBURY RD

Traffic Control: No control

Total Collisions: 9

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Oct-23, Wed,06:30	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	
2020-Aug-22, Sat,04:57	Clear	SMV other	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Skidding/sliding	0
2021-Aug-14, Sat,21:45	Clear	Angle	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Nov-06, Sat,03:50	Clear	SMV other	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Pole (utility, power)	0
2022-Apr-13, Wed,15:00	Clear	Other	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Debris falling off vehicle	0
					West	Going ahead	Automobile, station wagon	Debris falling off vehicle	
					East	Going ahead	Pick-up truck	Other	
2022-May-31, Tue,06:03	Clear	SMV other	P.D. only	Dry	North	Going ahead	Pick-up truck	Animal - wild	0
2022-Oct-27, Thu,13:25	Clear	Turning movement	P.D. only	Dry	North	Overtaking	Automobile, station wagon	Other motor vehicle	0
					North	Making "U" turn	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: TERRY FOX DR btwn KANATA AVE & DIDSBURY RD

Traffic Control: No control

Total Collisions: 9

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2024-Jun-18, Tue,08:00	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Overtaking	Unknown	Other motor vehicle	
2024-Jul-02, Tue,12:22	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	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Truck-other	Other motor vehicle	

Appendix D: Corridor Growth



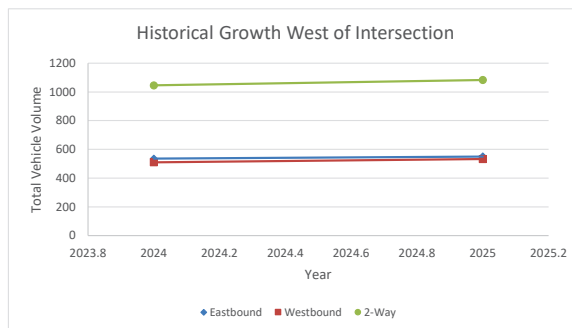
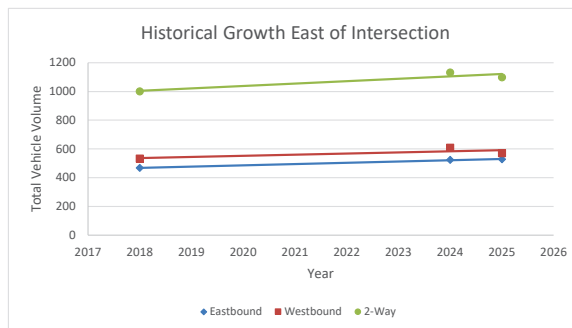
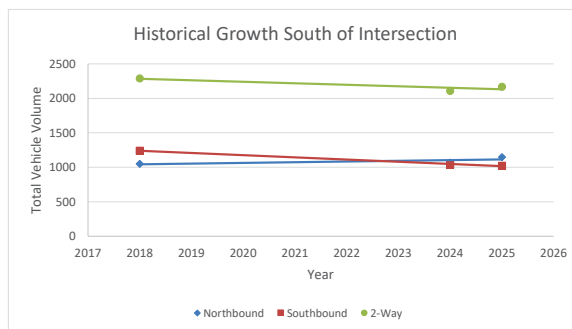
375 Didsbury Road
7036-52
Terry Fox Drive / Campeau Drive
PM Peak

Trend Point at start		1046.7	1122.1	2168.8
Trend Point at end		1070.3	897.4	1967.7
Slope		3.4	-32.1	-28.7
Annual Growth		0.3%	-2.9%	-1.3%

Trend Point at start		1043.8	1240.0	2283.8
Trend Point at end		1114.7	1017.1	2131.7
Slope		10.1	-31.8	-21.7
Annual Growth		1.0%	-2.6%	-1.0%

Trend Point at start		468.2	536.6	1004.8
Trend Point at end		530.3	591.6	1122.0
Slope		8.9	7.9	16.7
Annual Growth		1.9%	1.5%	1.7%

Trend Point at start		536.0	510.0	1046.0
Trend Point at end		550.0	533.0	1083.0
Slope		14.0	23.0	37.0
Annual Growth		2.6%	4.5%	3.5%



Appendix E: Signal Timing Plans



Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

Intersection:	<i>Main:</i> Terry Fox	<i>Side:</i> Campeau
Controller:	MS 3200	TSD: 6032
Author:	Kymen Kwan	Date: 20-Oct-2025

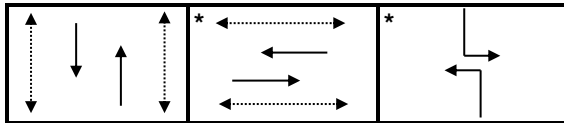
Existing Timing Plans[†]

	Plan						Ped Minimum Time		
	AM Peak 1	Off Peak 2	PM Peak 3	Night 4	Weekend 5	Early PM 12	Walk	DW	A+R
Cycle	115	120	120	108	120	120			
Offset	91	0	104	X	104	115			
NB Thru	47	46	50	40	46	46	7	27	4.2+2.2
SB Thru	47	46	50	40	46	46	7	27	4.2+2.2
EB Thru	54	55	50	43	56	55	7	30	3.7+2.7
WB Thru	54	55	50	43	56	55	7	30	3.7+2.7
NB Left (fp)	14	19	20	25	18	19	-	-	4.2+2.3
SB Left (fp)	14	19	20	25	18	19	-	-	4.2+2.3

Terry Fox Drive is considered to be the North-South street

Phasing Sequence[‡]

Plan: All



Notes: 1) For Plan 12, all unused time will be given to the NS Thru movement

Schedule

Weekday		Saturday		Sunday	
Time	Plan	Time	Plan	Time	Plan
0:10	4	0:10	4	0:10	4
6:30	1	9:00	5	8:00	5
9:30	2	22:30	4	22:30	4
14:40	12				
15:20	3				
19:00	2				
23:00	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

==► Bike Signal

==► Transit Signal

Cost is \$63.94 (\$56.58 + HST)

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

Intersection:	Main: Terry Fox	Side: Signature Centre
Controller:	MS 3200	TSD: 6587
Author:	Kymen Kwan	Date: 20-Oct-2025

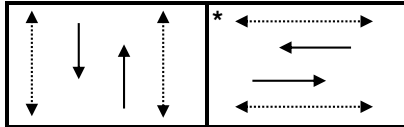
Existing Timing Plans[†]

	Plan					Ped Minimum Time		
	AM Peak 1	Off Peak 2	PM Peak 3	Night 4	Weekend 4	Walk	DW	A+R
Cycle	115	120	120	115	120			
Offset	73	115	75	73	100			
NB Thru	81	83	84	81	83	7	20	4.2+2.2
SB Thru	81	83	84	81	83	7	20	4.2+2.2
EB Thru	34	37	36	34	37	7	20	3.0+3.6
WB Thru	34	37	36	34	37	7	20	3.0+3.6

Note: Terry Fox is considered the NS Street

Phasing Sequence[‡]

Plan: All



Notes: 1) If the EB pedestrian phase is not actuated, the EB Thru movement will force off after 10s green

Schedule

Weekday

Time	Plan
0:10	4
6:30	1
9:30	2
15:00	3
19:00	2
23:00	4

Saturday

Time	Plan
0:10	4
9:00	5
22:30	4

Sunday

Time	Plan
0:10	4
8:00	5
22:30	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

==> Bike Signal

==> Transit Signal

Cost is \$63.94 (\$56.58 + HST)

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

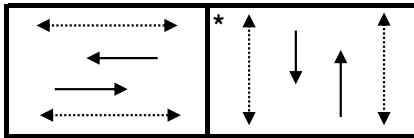
Intersection:	<i>Main:</i> Campeau	<i>Side:</i> Didsbury
Controller:	ATC 3	TSD: 5355
Author:	Kymen Kwan	Date: 20-Oct-2025

Existing Timing Plans[†]

	Plan	Ped Minimum Time		
	All Day 4	Walk	DW	A+R
Cycle	60			
Offset	X			
EB Thru	29	12	9	3.7+2.8
WB Thru	29	12	9	3.7+2.8
NB Thru	31	7	17	3.3+3.8
SB Thru	31	7	17	3.3+3.8

Phasing Sequence[‡]

Plan: All



Schedule

All Day

Time	Plan
0:10	4
23:00	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 \$62.38 (\$55.20 + HST)

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

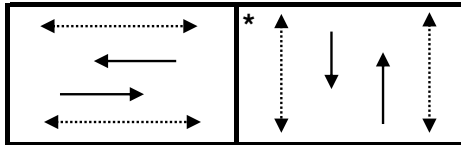
Intersection:	Main: Campeau	Side: Kanata Commons
Controller:	ATC 3	TSD: 5433
Author:	Kymen Kwan	Date: 20-Oct-2025

Existing Timing Plans[†]

	Plan	Ped Minimum Time		
	All Day 4	Walk	DW	A+R
Cycle	65			
Offset	X			
EB Thru	31	12	9	3.7+3.1
WB Thru	31	12	9	3.7+3.1
NB Thru	34	7	20	3.3+4.1
SB Thru	34	7	20	3.3+4.1

Phasing Sequence[‡]

Plan: All



Schedule

All Day

Time	Plan
0:10	4
23:00	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

— — ► Bike Signal

= = ► Transit Signal

Cost is \$63.94 (\$56.58 + HST)

Appendix F: Capacity Analysis Worksheets



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	150	215	185	215	235	120	175	795	175	145	620	125
Future Volume (vph)	150	215	185	215	235	120	175	795	175	145	620	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1795	1881	1575	1733	1845	1536	1804	3574	1516	1767	3574	1559
Flt Permitted	0.46	1.00	1.00	0.49	1.00	1.00	0.34	1.00	1.00	0.27	1.00	1.00
Satd. Flow (perm)	872	1881	1575	901	1845	1536	655	3574	1516	494	3574	1559
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	155	222	191	222	242	124	180	820	180	149	639	129
RTOR Reduction (vph)	0	0	138	0	0	89	0	0	54	0	0	66
Lane Group Flow (vph)	155	222	53	222	242	35	180	820	126	149	639	63
Confl. Peds. (#/hr)	9		2	2		9	3		12	12		3
Confl. Bikes (#/hr)			1				2					
Heavy Vehicles (%)	0%	1%	1%	4%	3%	3%	0%	1%	2%	2%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	32.4	32.4	32.4	32.4	32.4	32.4	69.0	58.2	58.2	67.8	57.6	57.6
Effective Green, g (s)	33.4	33.4	33.4	33.4	33.4	33.4	71.0	59.2	59.2	69.8	58.6	58.6
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.59	0.49	0.49	0.58	0.49	0.49
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	242	523	438	250	513	427	500	1763	747	406	1745	761
v/s Ratio Prot		0.12			0.13		c0.04	c0.23		0.03	0.18	
v/s Ratio Perm	0.18		0.03	c0.25		0.02	0.18		0.08	0.18		0.04
v/c Ratio	0.64	0.42	0.12	0.89	0.47	0.08	0.36	0.47	0.17	0.37	0.37	0.08
Uniform Delay, d1	38.0	35.4	32.3	41.5	36.0	32.0	11.6	20.0	16.8	12.4	19.1	16.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.29	1.22	2.63
Incremental Delay, d2	5.7	0.6	0.1	29.2	0.7	0.1	0.4	0.9	0.5	0.6	0.6	0.2
Delay (s)	43.7	36.0	32.5	70.7	36.7	32.0	12.0	20.9	17.3	16.5	23.8	43.3
Level of Service	D	D	C	E	D	C	B	C	B	B	C	D
Approach Delay (s)	36.9				48.5			19.0			25.4	
Approach LOS	D				D			B			C	

Intersection Summary

HCM 2000 Control Delay	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Queues

1: Terry Fox Drive & Campeau Drive

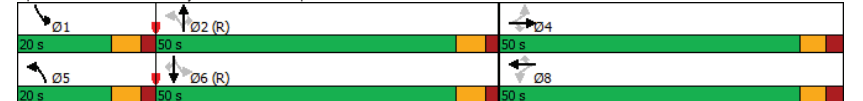
07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	150	215	185	215	235	120	175	795	175	145	620	125
Future Volume (vph)	150	215	185	215	235	120	175	795	175	145	620	125
Lane Group Flow (vph)	155	222	191	222	242	124	180	820	180	149	639	129
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	20.0	50.0	50.0	20.0	50.0	50.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%	16.7%	41.7%	41.7%	16.7%	41.7%	41.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min	C-Min
v/c Ratio	0.64	0.43	0.33	0.89	0.47	0.24	0.36	0.46	0.22	0.37	0.37	0.16
Control Delay	48.7	36.3	5.3	74.3	37.5	5.6	13.0	23.3	10.1	16.7	26.9	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	36.3	5.3	74.3	37.5	5.6	13.0	23.3	10.1	16.7	26.9	11.8
Queue Length 50th (m)	33.7	45.0	0.0	52.7	49.8	0.0	17.0	68.2	9.4	17.4	55.8	1.0
Queue Length 95th (m)	50.6	58.9	15.1	75.8	64.6	12.5	35.5	109.7	29.5	37.0	92.5	21.2
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	325	701	707	335	687	650	546	1772	805	456	1761	833
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.32	0.27	0.66	0.35	0.19	0.33	0.46	0.22	0.33	0.36	0.15

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Terry Fox Drive & Campeau Drive



HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	0	415	15	0	410	0	20	0	0	0	0	0
Future Volume (vph)	0	415	15	0	410	0	20	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5		6.1					
Lane Util. Factor		0.95			0.95		1.00					
Frpb, ped/bikes		1.00			1.00		1.00					
Flpb, ped/bikes		1.00			1.00		1.00					
Frt		0.99			1.00		1.00					
Flt Protected		1.00			1.00		0.95					
Satd. Flow (prot)		3547			3574		1656					
Flt Permitted		1.00			1.00		1.00					
Satd. Flow (perm)		3547			3574		1743					
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	0	419	15	0	414	0	20	0	0	0	0	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	432	0	0	414	0	20	0	0	0	0	0
Confl. Peds. (#/hr)	1		3	3		1			1	1		
Heavy Vehicles (%)	0%	1%	6%	0%	1%	0%	9%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm			Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		29.3			29.3		2.6					
Effective Green, g (s)		30.3			30.3		3.6					
Actuated g/C Ratio		0.67			0.67		0.08					
Clearance Time (s)		6.5			6.5		7.1					
Vehicle Extension (s)		3.0			3.0		3.0					
Lane Grp Cap (vph)		2362			2380		137					
v/s Ratio Prot		c0.12			0.12							
v/s Ratio Perm							c0.01					
v/c Ratio		0.18			0.17		0.15					
Uniform Delay, d1		2.9			2.9		19.5					
Progression Factor		1.00			1.00		1.00					
Incremental Delay, d2		0.0			0.0		0.5					
Delay (s)		2.9			2.9		20.0					
Level of Service		A			A		C					
Approach Delay (s)		2.9			2.9		20.0				0.0	
Approach LOS		A			A		C				A	

Intersection Summary			
HCM 2000 Control Delay	3.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.18		
Actuated Cycle Length (s)	45.5	Sum of lost time (s)	11.6
Intersection Capacity Utilization	30.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

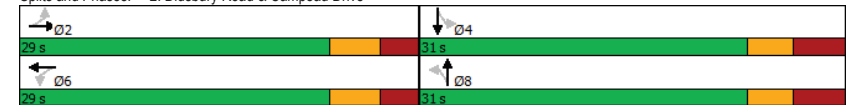
Queues 2: Didsbury Road & Campeau Drive

07-13-2026

Lane Group	EBT	WBT	NBL	Ø4
Lane Configurations	↰	↰	↰	
Traffic Volume (vph)	415	410	20	
Future Volume (vph)	415	410	20	
Lane Group Flow (vph)	434	414	20	
Turn Type	NA	NA	Perm	
Protected Phases	2	6		4
Permitted Phases			8	
Detector Phase	2	6	8	
Switch Phase				
Minimum Initial (s)	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	31.1	31.1
Total Split (s)	29.0	29.0	31.0	31.0
Total Split (%)	48.3%	48.3%	51.7%	52%
Yellow Time (s)	3.7	3.7	3.3	3.3
All-Red Time (s)	2.8	2.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.5	5.5	6.1	
Lead/Lag				
Lead-Lag Optimize?				
Recall Mode	Min	Min	None	None
v/c Ratio	0.14	0.13	0.03	
Control Delay	3.3	3.3	11.7	
Queue Delay	0.0	0.0	0.0	
Total Delay	3.3	3.3	11.7	
Queue Length 50th (m)	0.0	0.0	0.7	
Queue Length 95th (m)	25.8	24.9	6.3	
Internal Link Dist (m)	215.7	105.9		
Turn Bay Length (m)				
Base Capacity (vph)	3195	3218	1220	
Starvation Cap Reductn	0	0	0	
Spillback Cap Reductn	0	0	0	
Storage Cap Reductn	0	0	0	
Reduced v/c Ratio	0.14	0.13	0.02	

Intersection Summary			
Cycle Length: 60			
Actuated Cycle Length: 39.9			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			

Splits and Phases: 2: Didsbury Road & Campeau Drive



HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↕	↕	↕↕	↕	↕	↕	↕	↕	↕↕	↕
Traffic Volume (vph)	0	365	25	65	365	0	30	0	65	0	0	0
Future Volume (vph)	0	365	25	65	365	0	30	0	65	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8	5.8	5.8	5.8		6.4	6.4				
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00				
Frpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00				
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00				
Frt		1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)		3574	1594	1804	3539		1805	1615				
Flt Permitted		1.00	1.00	0.53	1.00		0.76	1.00				
Satd. Flow (perm)		3574	1594	1003	3539		1439	1615				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	376	26	67	376	0	31	0	67	0	0	0
RTOR Reduction (vph)	0	0	13	0	0	0	0	53	0	0	0	0
Lane Group Flow (vph)	0	376	13	67	376	0	31	14	0	0	0	0
Confl. Peds. (#/hr)	5		2	2		5						
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	NA	Perm	Perm	NA	Perm	Perm	NA					
Protected Phases	2			6			8				4	
Permitted Phases		2	6		6	8		4				
Actuated Green, G (s)	21.1	21.1	21.1	21.1		7.8	7.8					
Effective Green, g (s)	22.1	22.1	22.1	22.1		8.8	8.8					
Actuated g/C Ratio	0.51	0.51	0.51	0.51		0.20	0.20					
Clearance Time (s)	6.8	6.8	6.8	6.8		7.4	7.4					
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0					
Lane Grp Cap (vph)	1832	817	514	1814		293	329					
v/s Ratio Prot	0.11			c0.11		0.01						
v/s Ratio Perm		0.01	0.07		c0.02							
v/c Ratio	0.21	0.02	0.13	0.21	0.11	0.04						
Uniform Delay, d1	5.7	5.2	5.5	5.7	13.9	13.8						
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00						
Incremental Delay, d2	0.1	0.0	0.1	0.1	0.2	0.1						
Delay (s)	5.8	5.2	5.6	5.8	14.1	13.8						
Level of Service	A	A	A	A	B	B						
Approach Delay (s)	5.7			5.8		13.9				0.0		
Approach LOS	A			A		B				A		

Intersection Summary			
HCM 2000 Control Delay	6.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.18		
Actuated Cycle Length (s)	43.1	Sum of lost time (s)	12.2
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

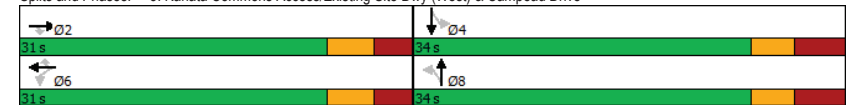
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations	↕↕	↕	↕	↕↕	↕	↕	
Traffic Volume (vph)	365	25	65	365	30	0	
Future Volume (vph)	365	25	65	365	30	0	
Lane Group Flow (vph)	376	26	67	376	31	67	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6	8	4	
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.17	0.03	0.11	0.17	0.06	0.09	
Control Delay	8.7	0.2	10.8	8.7	9.8	0.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.7	0.2	10.8	8.7	9.8	0.2	
Queue Length 50th (m)	8.4	0.0	2.8	8.4	1.7	0.0	
Queue Length 95th (m)	26.4	0.6	13.6	26.4	6.1	0.0	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		50.0	120.0		65.0		
Base Capacity (vph)	2679	1212	752	2652	1051	1263	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.14	0.02	0.09	0.14	0.03	0.05	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 40.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰	↰↱			↱			↱	↱
Traffic Volume (vph)	95	685	0	0	825	55	0	0	0	120	0	60
Future Volume (vph)	95	685	0	0	825	55	0	0	0	120	0	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4					5.6	5.6	
Lane Util. Factor	1.00	0.95			0.95					1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00					1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00					1.00	1.00	
Frt	1.00	1.00			0.99					1.00	0.85	
Flt Protected	0.95	1.00			1.00					0.95	1.00	
Satd. Flow (prot)	1805	3610			3543					1803	1615	
Flt Permitted	0.29	1.00			1.00					0.76	1.00	
Satd. Flow (perm)	558	3610			3543					1437	1615	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	714	0	0	859	57	0	0	0	125	0	62
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0	54
Lane Group Flow (vph)	99	714	0	0	913	0	0	0	0	0	125	9
Confl. Peds. (#/hr)			1	1					1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	90.1	90.1			90.1					16.9	16.9	
Effective Green, g (s)	91.1	91.1			91.1					17.9	17.9	
Actuated g/C Ratio	0.76	0.76			0.76					0.15	0.15	
Clearance Time (s)	6.4	6.4			6.4					6.6	6.6	
Vehicle Extension (s)	3.0	3.0			3.0					3.0	3.0	
Lane Grp Cap (vph)	423	2740			2689					214	240	
v/s Ratio Prot		0.20			c0.26							
v/s Ratio Perm	0.18									c0.09	0.01	
v/c Ratio	0.23	0.26			0.34					0.58	0.04	
Uniform Delay, d1	4.2	4.3			4.7					47.6	43.7	
Progression Factor	1.00	1.00			1.93					1.00	1.00	
Incremental Delay, d2	1.3	0.2			0.3					4.0	0.1	
Delay (s)	5.5	4.6			9.3					51.6	43.8	
Level of Service	A	A			A					D	D	
Approach Delay (s)		4.7			9.3			0.0		49.0		
Approach LOS		A			A			A		D		

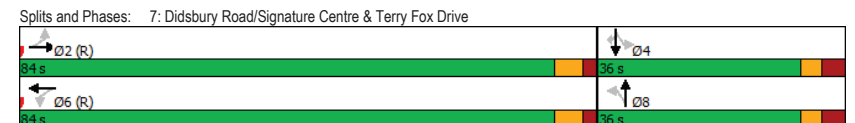
Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Lane Group	EBL	EBT	WBT	SBL	SBT	SBR	Ø8
Lane Configurations	↰	↰↱	↰↱		↱	↱	
Traffic Volume (vph)	95	685	825	120	0	60	
Future Volume (vph)	95	685	825	120	0	60	
Lane Group Flow (vph)	99	714	916	0	125	63	
Turn Type	Perm	NA	NA	Perm	NA	Perm	
Protected Phases		2	6		4		8
Permitted Phases	2			4		4	
Detector Phase	2	2	6	4	4	4	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6
Total Split (s)	84.0	84.0	84.0	36.0	36.0	36.0	36.0
Total Split (%)	70.0%	70.0%	70.0%	30.0%	30.0%	30.0%	30%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	5.4	5.4	5.4		5.6	5.6	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None
v/c Ratio	0.23	0.26	0.34		0.59	0.21	
Control Delay	7.0	5.2	10.4		57.5	11.3	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay	7.0	5.2	10.4		57.5	11.3	
Queue Length 50th (m)	5.8	22.7	85.8		29.6	0.0	
Queue Length 95th (m)	17.9	43.6	111.2		45.2	11.7	
Internal Link Dist (m)		741.7	312.7		84.7		
Turn Bay Length (m)	40.0						
Base Capacity (vph)	424	2741	2694		363	456	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.26	0.34		0.34	0.14	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 75 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	155	230	250	245	325	130	190	845	180	130	590	150
Future Volume (vph)	155	230	250	245	325	130	190	845	180	130	590	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1795	1881	1569	1768	1881	1560	1803	3610	1555	1786	3574	1567
Flt Permitted	0.35	1.00	1.00	0.49	1.00	1.00	0.33	1.00	1.00	0.21	1.00	1.00
Satd. Flow (perm)	659	1881	1569	907	1881	1560	625	3610	1555	397	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	167	247	269	263	349	140	204	909	194	140	634	161
RTOR Reduction (vph)	0	0	182	0	0	94	0	0	54	0	0	88
Lane Group Flow (vph)	167	247	87	263	349	46	204	909	140	140	634	73
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	37.6	37.6	37.6	37.6	37.6	37.6	64.2	53.2	53.2	62.2	52.2	52.2
Effective Green, g (s)	38.6	38.6	38.6	38.6	38.6	38.6	66.2	54.2	54.2	64.2	53.2	53.2
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32	0.32	0.55	0.45	0.45	0.54	0.44	0.44
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	211	605	504	291	605	501	462	1630	702	339	1584	694
v/s Ratio Prot		0.13			0.19		c0.04	c0.25		0.04	0.18	
v/s Ratio Perm	0.25		0.06	c0.29		0.03	0.20		0.09	0.18		0.05
v/c Ratio	0.79	0.41	0.17	0.90	0.58	0.09	0.44	0.56	0.20	0.41	0.40	0.11
Uniform Delay, d1	37.0	31.8	29.2	38.9	33.9	28.5	14.3	24.1	19.8	15.7	22.6	19.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.94	1.04	1.86
Incremental Delay, d2	18.1	0.5	0.2	29.2	1.3	0.1	0.7	1.4	0.6	0.8	0.7	0.3
Delay (s)	55.1	32.2	29.4	68.1	35.2	28.5	14.9	25.5	20.5	15.6	24.2	36.5
Level of Service	E	C	C	E	D	C	B	C	C	B	C	D
Approach Delay (s)	36.7				45.5			23.1			25.1	
Approach LOS	D				D			C			C	

Intersection Summary

HCM 2000 Control Delay	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Queues 1: Terry Fox Drive & Campeau Drive

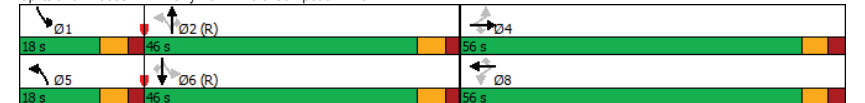
07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	155	230	250	245	325	130	190	845	180	130	590	150
Future Volume (vph)	155	230	250	245	325	130	190	845	180	130	590	150
Lane Group Flow (vph)	167	247	269	263	349	140	204	909	194	140	634	161
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	56.0	56.0	56.0	56.0	56.0	56.0	18.0	46.0	46.0	18.0	46.0	46.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%	46.7%	15.0%	38.3%	38.3%	15.0%	38.3%	38.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.79	0.41	0.39	0.90	0.58	0.24	0.44	0.56	0.26	0.41	0.40	0.21
Control Delay	61.1	32.3	4.4	71.0	36.6	4.8	16.7	28.0	13.2	16.4	26.8	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	32.3	4.4	71.0	36.6	4.8	16.7	28.0	13.2	16.4	26.8	8.9
Queue Length 50th (m)	37.0	47.0	0.0	61.3	70.9	0.3	22.7	87.2	13.8	18.2	61.6	3.2
Queue Length 95th (m)	58.7	60.6	16.0	87.4	87.1	12.5	44.3	129.3	36.0	35.3	88.7	23.9
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	277	793	817	382	793	738	480	1632	757	363	1585	782
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.31	0.33	0.69	0.44	0.19	0.42	0.56	0.26	0.39	0.40	0.21

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated

Splits and Phases: 1: Terry Fox Drive & Campeau Drive



HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	0	460	15	0	525	0	30	0	10	0	0	0
Future Volume (vph)	0	460	15	0	525	0	30	0	10	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5		6.1	6.1				
Lane Util. Factor		0.95			0.95		1.00	1.00				
Frpb, ped/bikes		1.00			1.00		1.00	1.00				
Flpb, ped/bikes		1.00			1.00		1.00	1.00				
Frt		1.00			1.00		1.00	0.85				
Flt Protected		1.00			1.00		0.95	1.00				
Satd. Flow (prot)		3549			3610		1804	1615				
Flt Permitted		1.00			1.00		0.76	1.00				
Satd. Flow (perm)		3549			3610		1438	1615				
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	495	16	0	565	0	32	0	11	0	0	0
RTOR Reduction (vph)	0	4	0	0	0	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	507	0	0	565	0	32	4	0	0	0	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm		
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		12.3			12.3		12.3	12.3				
Effective Green, g (s)		13.3			13.3		13.3	13.3				
Actuated g/C Ratio		0.35			0.35		0.35	0.35				
Clearance Time (s)		6.5			6.5		7.1	7.1				
Vehicle Extension (s)		3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)		1235			1256		500	562				
v/s Ratio Prot		0.14			c0.16			0.00				
v/s Ratio Perm							c0.02					
v/c Ratio		0.41			0.45		0.06	0.01				
Uniform Delay, d1		9.5			9.6		8.3	8.1				
Progression Factor		1.00			1.00		1.00	1.00				
Incremental Delay, d2		0.2			0.3		0.1	0.0				
Delay (s)		9.7			9.9		8.4	8.1				
Level of Service		A			A		A	A				
Approach Delay (s)		9.7			9.9		8.3				0.0	
Approach LOS		A			A		A				A	

Intersection Summary

HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	38.2	Sum of lost time (s)	11.6
Intersection Capacity Utilization	33.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues 2: Didsbury Road & Campeau Drive

07-13-2026

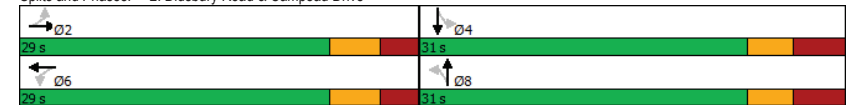
Lane Group	EBT	WBT	NBL	NBT	Ø4
Lane Configurations	↰	↰	↰	↰	
Traffic Volume (vph)	460	525	30	0	
Future Volume (vph)	460	525	30	0	
Lane Group Flow (vph)	511	565	32	11	
Turn Type	NA	NA	Perm	NA	
Protected Phases	2	6		8	4
Permitted Phases			8		
Detector Phase	2	6	8	8	
Switch Phase					
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	31.1	31.1	31.1
Total Split (s)	29.0	29.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	51.7%	51.7%	52%
Yellow Time (s)	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.5	5.5	6.1	6.1	
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	Min	Min	Min	Min	Min
v/c Ratio	0.42	0.46	0.06	0.02	
Control Delay	11.3	11.7	9.5	0.0	
Queue Delay	0.0	0.0	0.0	0.0	
Total Delay	11.3	11.7	9.5	0.0	
Queue Length 50th (m)	11.4	13.0	1.2	0.0	
Queue Length 95th (m)	32.1	35.8	6.2	0.0	
Internal Link Dist (m)	215.7	105.9		90.9	
Turn Bay Length (m)					
Base Capacity (vph)	2249	2285	964	1151	
Starvation Cap Reductn	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	
Storage Cap Reductn	0	0	0	0	
Reduced v/c Ratio	0.23	0.25	0.03	0.01	

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 38.9
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↗	↖	↔↔	↗	↖	↔	↔	↔	↔↔	↔
Traffic Volume (vph)	0	425	20	45	510	0	15	0	50	0	0	0
Future Volume (vph)	0	425	20	45	510	0	15	0	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8	5.8	5.8	5.8		6.4	6.4				
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00				
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00				
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00				
Frt		1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)		3574	1589	1802	3610		1804	1583				
Flt Permitted		1.00	1.00	0.50	1.00		0.76	1.00				
Satd. Flow (perm)		3574	1589	944	3610		1438	1583				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	438	21	46	526	0	15	0	52	0	0	0
RTOR Reduction (vph)	0	0	9	0	0	0	0	42	0	0	0	0
Lane Group Flow (vph)	0	438	12	46	526	0	15	10	0	0	0	0
Confl. Peds. (#/hr)	4		4	4		4	1					1
Confl. Bikes (#/hr)			3			1						1
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Turn Type		NA	Perm	Perm	NA	Perm	Perm	NA				
Protected Phases		2			6			8			4	
Permitted Phases			2	6		6	8		4			
Actuated Green, G (s)		24.4	24.4	24.4	24.4		7.6	7.6				
Effective Green, g (s)		25.4	25.4	25.4	25.4		8.6	8.6				
Actuated g/C Ratio		0.55	0.55	0.55	0.55		0.19	0.19				
Clearance Time (s)		6.8	6.8	6.8	6.8		7.4	7.4				
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Lane Grp Cap (vph)	1964	873	518	1984		267	294					
v/s Ratio Prot	0.12			c0.15			0.01					
v/s Ratio Perm		0.01	0.05			c0.01						
v/c Ratio	0.22	0.01	0.09	0.27		0.06	0.03					
Uniform Delay, d1	5.3	4.7	4.9	5.5		15.5	15.4					
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00					
Incremental Delay, d2	0.1	0.0	0.1	0.1		0.1	0.0					
Delay (s)	5.4	4.7	5.0	5.6		15.6	15.4					
Level of Service	A	A	A	A		B	B					
Approach Delay (s)	5.4			5.5		15.5				0.0		
Approach LOS	A			A		B				A		

Intersection Summary

HCM 2000 Control Delay	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.21		
Actuated Cycle Length (s)	46.2	Sum of lost time (s)	12.2
Intersection Capacity Utilization	44.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations	↔↔	↗	↖	↔↔	↖	↔	
Traffic Volume (vph)	425	20	45	510	15	0	
Future Volume (vph)	425	20	45	510	15	0	
Lane Group Flow (vph)	438	21	46	526	15	52	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.19	0.02	0.07	0.22	0.03	0.08	
Control Delay	8.2	0.1	10.2	8.3	11.1	0.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.2	0.1	10.2	8.3	11.1	0.2	
Queue Length 50th (m)	10.0	0.0	1.9	12.4	1.1	0.0	
Queue Length 95th (m)	30.6	0.0	10.3	36.7	3.7	0.0	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		50.0	120.0		65.0		
Base Capacity (vph)	2539	1149	670	2565	984	1161	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.17	0.02	0.07	0.21	0.02	0.04	

Intersection Summary

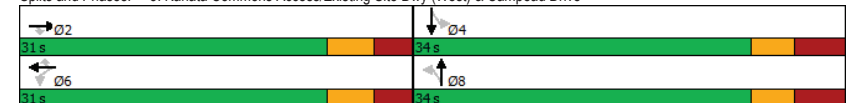
Cycle Length: 65

Actuated Cycle Length: 43.1

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰		↰	↰			↰			↰	↰
Traffic Volume (vph)	80	765	0	0	825	60	0	0	0	115	0	65
Future Volume (vph)	80	765	0	0	825	60	0	0	0	115	0	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4					5.6	5.6	
Lane Util. Factor	1.00	0.95			0.95					1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00					1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00					0.99	1.00	
Frt	1.00	1.00			0.99					1.00	0.85	
Flt Protected	0.95	1.00			1.00					0.95	1.00	
Satd. Flow (prot)	1802	3610			3566					1791	1615	
Flt Permitted	0.28	1.00			1.00					0.76	1.00	
Satd. Flow (perm)	534	3610			3566					1427	1615	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	823	0	0	887	65	0	0	0	124	0	70
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0	60
Lane Group Flow (vph)	86	823	0	0	949	0	0	0	0	0	124	10
Confl. Peds. (#/hr)	3				3				6	6		
Confl. Bikes (#/hr)					1							
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	90.1	90.1			90.1					16.9	16.9	
Effective Green, g (s)	91.1	91.1			91.1					17.9	17.9	
Actuated g/C Ratio	0.76	0.76			0.76					0.15	0.15	
Clearance Time (s)	6.4	6.4			6.4					6.6	6.6	
Vehicle Extension (s)	3.0	3.0			3.0					3.0	3.0	
Lane Grp Cap (vph)	405	2740			2707					212	240	
v/s Ratio Prot		0.23			c0.27							
v/s Ratio Perm	0.16									c0.09	0.01	
v/c Ratio	0.21	0.30			0.35					0.58	0.04	
Uniform Delay, d1	4.1	4.5			4.7					47.6	43.7	
Progression Factor	1.00	1.00			2.59					1.00	1.00	
Incremental Delay, d2	1.2	0.3			0.3					4.1	0.1	
Delay (s)	5.3	4.8			12.6					51.7	43.8	
Level of Service	A	A			B					D	D	
Approach Delay (s)	4.8				12.6			0.0		48.8		
Approach LOS	A				B			A		D		

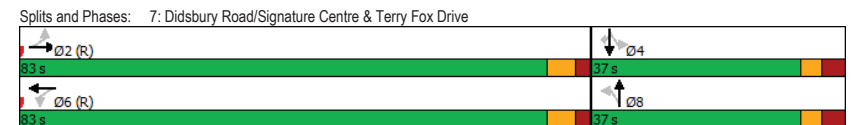
Intersection Summary			
HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		
Critical Lane Group			

Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Lane Group	EBL	EBT	WBT	SBL	SBT	SBR	Ø8
Lane Configurations	↰	↰	↰		↰	↰	
Traffic Volume (vph)	80	765	825	115	0	65	
Future Volume (vph)	80	765	825	115	0	65	
Lane Group Flow (vph)	86	823	952	0	124	70	
Turn Type	Perm	NA	NA	Perm	NA	Perm	
Protected Phases		2	6		4		8
Permitted Phases	2			4		4	
Detector Phase	2	2	6	4	4	4	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	31%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	5.4	5.4	5.4		5.6	5.6	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None
v/c Ratio	0.21	0.30	0.35		0.58	0.23	
Control Delay	6.8	5.4	14.1		57.5	10.9	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay	6.8	5.4	14.1		57.5	10.9	
Queue Length 50th (m)	5.0	27.3	54.6		29.3	0.0	
Queue Length 95th (m)	15.7	51.3	130.3		45.0	12.1	
Internal Link Dist (m)		741.7	312.7		84.7		
Turn Bay Length (m)	40.0						
Base Capacity (vph)	406	2741	2712		373	474	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.21	0.30	0.35		0.33	0.15	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 100 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	300	235	235	340	170	265	845	210	225	630	85
Future Volume (vph)	115	300	235	235	340	170	265	845	210	225	630	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1797	1881	1576	1734	1845	1536	1804	3574	1516	1768	3574	1559
Flt Permitted	0.37	1.00	1.00	0.42	1.00	1.00	0.31	1.00	1.00	0.20	1.00	1.00
Satd. Flow (perm)	693	1881	1576	765	1845	1536	598	3574	1516	366	3574	1559
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	309	242	242	351	175	273	871	216	232	649	88
RTOR Reduction (vph)	0	0	159	0	0	104	0	0	72	0	0	52
Lane Group Flow (vph)	119	309	83	242	351	71	273	871	144	232	649	36
Confl. Peds. (#/hr)	9		2	2		9	3		12	12		3
Confl. Bikes (#/hr)			1				2					
Heavy Vehicles (%)	0%	1%	1%	4%	3%	3%	0%	1%	2%	2%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	40.0	40.0	40.0	40.0	40.0	40.0	60.4	47.6	47.6	61.2	48.0	48.0
Effective Green, g (s)	41.0	41.0	41.0	41.0	41.0	41.0	62.4	48.6	48.6	63.2	49.0	49.0
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34	0.34	0.52	0.41	0.41	0.53	0.41	0.41
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	236	642	538	261	630	524	449	1447	613	358	1459	636
v/s Ratio Prot		0.16			0.19		0.07	0.24		0.08	0.18	
v/s Ratio Perm	0.17		0.05	0.32		0.05	0.25		0.09	0.26		0.02
v/c Ratio	0.50	0.48	0.15	0.93	0.56	0.14	0.61	0.60	0.23	0.65	0.44	0.06
Uniform Delay, d1	31.4	31.1	27.4	38.1	32.1	27.3	17.0	28.1	23.5	18.0	25.7	21.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.45	1.34	2.73
Incremental Delay, d2	1.7	0.6	0.1	36.3	1.1	0.1	2.3	1.9	0.9	3.9	1.0	0.2
Delay (s)	33.1	31.7	27.6	74.4	33.2	27.4	19.4	30.0	24.4	30.0	35.4	58.8
Level of Service	C	C	C	E	C	C	B	C	C	C	D	E
Approach Delay (s)	30.5				44.8		26.9				36.2	
Approach LOS	C				D		C				D	

Intersection Summary			
HCM 2000 Control Delay	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

FB_2028_PM 375 Didsbury Road 7:58 am 11-04-2025 Existing PM Peak
BA Group - WW

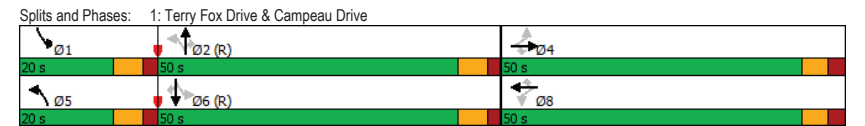
Synchro 11 Report
Page 2

Queues 1: Terry Fox Drive & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	300	235	235	340	170	265	845	210	225	630	85
Future Volume (vph)	115	300	235	235	340	170	265	845	210	225	630	85
Lane Group Flow (vph)	119	309	242	242	351	175	273	871	216	232	649	88
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	20.0	50.0	50.0	20.0	50.0	50.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%	16.7%	41.7%	41.7%	16.7%	41.7%	41.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.50	0.48	0.35	0.93	0.56	0.28	0.61	0.60	0.32	0.65	0.45	0.13
Control Delay	38.0	32.8	4.5	77.1	34.9	6.1	21.1	31.9	13.4	30.8	37.9	14.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.0	32.8	4.5	77.1	34.9	6.1	21.1	31.9	13.4	30.8	37.9	14.9
Queue Length 50th (m)	22.2	57.2	0.0	54.8	67.1	2.7	35.2	95.1	15.9	37.8	76.3	1.2
Queue Length 95th (m)	41.6	82.7	16.7	#103.1	95.9	17.6	53.5	117.3	35.7	58.4	96.6	17.7
Internal Link Dist (m)		167.4			117.4		564.1				312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	263	715	749	291	701	682	466	1483	700	368	1498	705
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.43	0.32	0.83	0.50	0.26	0.59	0.59	0.31	0.63	0.43	0.12

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



FB_2028_PM 375 Didsbury Road 7:58 am 11-04-2025 Existing PM Peak
BA Group - WW

Synchro 11 Report
Page 1

HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	35	520	15	0	570	0	20	5	0	0	5	45
Future Volume (vph)	35	520	15	0	570	0	20	5	0	0	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1			6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	1.00			1.00		1.00	1.00			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1804	3552			3574		1656	1900			1644	
Flt Permitted	0.44	1.00			1.00		0.72	1.00			1.00	
Satd. Flow (perm)	826	3552			3574		1263	1900			1644	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	35	525	15	0	576	0	20	5	0	0	5	45
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	38	0
Lane Group Flow (vph)	35	538	0	0	576	0	20	5	0	0	12	0
Confl. Peds. (#/hr)	1		3	3		1			1	1		
Heavy Vehicles (%)	0%	1%	6%	0%	1%	0%	9%	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		
Actuated Green, G (s)	23.7	23.7			23.7		5.2	5.2			5.2	
Effective Green, g (s)	24.7	24.7			24.7		6.2	6.2			6.2	
Actuated g/C Ratio	0.58	0.58			0.58		0.15	0.15			0.15	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1			7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	480	2064			2077		184	277			239	
v/s Ratio Prot		0.15			c0.16			0.00			0.01	
v/s Ratio Perm	0.04						c0.02					
v/c Ratio	0.07	0.26			0.28		0.11	0.02			0.05	
Uniform Delay, d1	3.9	4.4			4.4		15.8	15.5			15.6	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.1	0.1			0.1		0.3	0.0			0.1	
Delay (s)	4.0	4.5			4.5		16.0	15.6			15.7	
Level of Service	A	A			A		B	B			B	
Approach Delay (s)		4.4			4.5			15.9			15.7	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	42.5	Sum of lost time (s)	11.6
Intersection Capacity Utilization	47.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

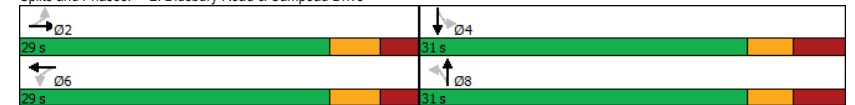
Queues 2: Didsbury Road & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	35	520	570	20	5	5
Future Volume (vph)	35	520	570	20	5	5
Lane Group Flow (vph)	35	540	576	20	5	50
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		2	6		8	4
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	None	None	None
v/c Ratio	0.06	0.20	0.21	0.04	0.01	0.08
Control Delay	8.6	6.4	6.5	9.7	9.4	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.6	6.4	6.5	9.7	9.4	4.6
Queue Length 50th (m)	0.0	0.0	0.0	0.7	0.2	0.2
Queue Length 95th (m)	7.8	34.1	36.7	4.6	1.9	5.3
Internal Link Dist (m)		215.7	105.9		90.9	71.0
Turn Bay Length (m)	30.0					
Base Capacity (vph)	666	2864	2880	874	1315	1152
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.19	0.20	0.02	0.00	0.04

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 38.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 2: Didsbury Road & Campeau Drive



HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↕	↕	↕↕	↕	↕	↕	↕	↕	↕↕	↕
Traffic Volume (vph)	0	475	35	105	530	0	40	0	95	0	0	0
Future Volume (vph)	0	475	35	105	530	0	40	0	95	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8	5.8	5.8	5.8		6.4	6.4				
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00				
Frpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00				
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00				
Frt		1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)		3574	1594	1804	3539		1805	1615				
Flt Permitted		1.00	1.00	0.47	1.00		0.76	1.00				
Satd. Flow (perm)		3574	1594	899	3539		1439	1615				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	490	36	108	546	0	41	0	98	0	0	0
RTOR Reduction (vph)	0	0	19	0	0	0	0	73	0	0	0	0
Lane Group Flow (vph)	0	490	17	108	546	0	41	25	0	0	0	0
Confl. Peds. (#/hr)	5		2	2		5						
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	NA	Perm	Perm	NA	Perm	Perm	NA					
Protected Phases	2			6			8				4	
Permitted Phases		2	6		6	8			4			
Actuated Green, G (s)	19.4	19.4	19.4	19.4			10.3	10.3				
Effective Green, g (s)	20.4	20.4	20.4	20.4			11.3	11.3				
Actuated g/C Ratio	0.46	0.46	0.46	0.46			0.26	0.26				
Clearance Time (s)	6.8	6.8	6.8	6.8			7.4	7.4				
Vehicle Extension (s)	3.0	3.0	3.0	3.0			3.0	3.0				
Lane Grp Cap (vph)	1660	740	417	1644			370	415				
v/s Ratio Prot	0.14			c0.15			0.02					
v/s Ratio Perm		0.01	0.12			c0.03						
v/c Ratio	0.30	0.02	0.26	0.33		0.11	0.06					
Uniform Delay, d1	7.3	6.4	7.2	7.4		12.5	12.3					
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00					
Incremental Delay, d2	0.1	0.0	0.3	0.1		0.1	0.1					
Delay (s)	7.4	6.4	7.5	7.6		12.6	12.4					
Level of Service	A	A	A	A		B	B					
Approach Delay (s)	7.3				7.5		12.4			0.0		
Approach LOS	A				A		B			A		

Intersection Summary

HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	43.9	Sum of lost time (s)	12.2
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

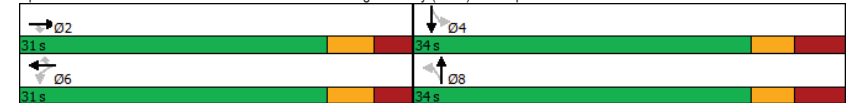
07-13-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations	↕↕	↕	↕	↕↕	↕	↕	
Traffic Volume (vph)	475	35	105	530	40	0	
Future Volume (vph)	475	35	105	530	40	0	
Lane Group Flow (vph)	490	36	108	546	41	98	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.27	0.04	0.23	0.30	0.09	0.15	
Control Delay	10.1	1.4	12.8	10.3	10.2	0.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	10.1	1.4	12.8	10.3	10.2	0.5	
Queue Length 50th (m)	11.4	0.0	4.7	13.0	1.6	0.0	
Queue Length 95th (m)	34.2	2.0	21.4	38.3	7.4	0.0	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		50.0	120.0		65.0		
Base Capacity (vph)	2397	1092	602	2374	987	1173	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.20	0.03	0.18	0.23	0.04	0.08	

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 42.9
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Unsignalized Intersection Capacity Analysis
6: Didsbury Road & Future Site Dwy (North)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	40	50	0
Future Volume (Veh/h)	0	0	0	40	50	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	44	56	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked						
vC, conflicting volume	100	56	56			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	56	56			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	904	1016	1562			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	44	56			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1562	1700			
Volume to Capacity	0.00	0.00	0.03			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Didsbury Road & Future Site Dwy (South)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	40	50	0
Future Volume (Veh/h)	0	0	0	40	50	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	44	56	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	100	56	56			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	56	56			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	904	1016	1562			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	44	56			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1562	1700			
Volume to Capacity	0.00	0.00	0.03			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	95	745	25	0	865	50	35	5	0	95	25	60
Future Volume (vph)	95	745	25	0	865	50	35	5	0	95	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4			5.6			5.6	5.6
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Frt	1.00	1.00			0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.96	1.00
Satd. Flow (prot)	1805	3590			3547			1820			1826	1615
Flt Permitted	0.28	1.00			1.00			0.64			0.74	1.00
Satd. Flow (perm)	534	3590			3547			1217			1410	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	776	26	0	901	52	36	5	0	99	26	62
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	54
Lane Group Flow (vph)	99	801	0	0	951	0	0	41	0	0	125	9
Confl. Peds. (#/hr)			1	1					1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	90.0	90.0			90.0			17.0			17.0	17.0
Effective Green, g (s)	91.0	91.0			91.0			18.0			18.0	18.0
Actuated g/C Ratio	0.76	0.76			0.76			0.15			0.15	0.15
Clearance Time (s)	6.4	6.4			6.4			6.6			6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	404	2722			2689			182			211	242
v/s Ratio Prot		0.22			c0.27							
v/s Ratio Perm	0.19							0.03			c0.09	0.01
v/c Ratio	0.25	0.29			0.35			0.23			0.59	0.04
Uniform Delay, d1	4.3	4.5			4.8			44.9			47.6	43.6
Progression Factor	1.00	1.00			1.12			1.00			1.00	1.00
Incremental Delay, d2	1.4	0.3			0.3			0.6			4.4	0.1
Delay (s)	5.7	4.8			5.7			45.5			52.0	43.7
Level of Service	A	A			A			D			D	D
Approach Delay (s)		4.9			5.7			45.5			49.2	
Approach LOS		A			A			D			D	

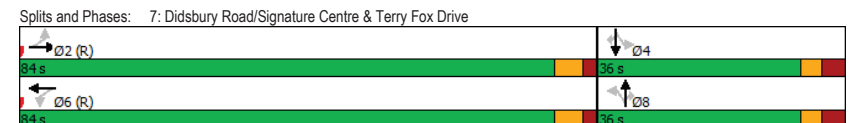
Intersection Summary			
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	95	745	865	35	5	95	25	60
Future Volume (vph)	95	745	865	35	5	95	25	60
Lane Group Flow (vph)	99	802	953	0	41	0	125	63
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	6		8		4	
Permitted Phases	2			8		4		4
Detector Phase	2	2	6	8	8	4	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6
Total Split (s)	84.0	84.0	84.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	70.0%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4		5.6		5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.24	0.29	0.35		0.23		0.59	0.21
Control Delay	7.3	5.4	6.4		45.1		57.8	11.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	7.3	5.4	6.4		45.1		57.8	11.2
Queue Length 50th (m)	6.0	26.3	3.2		9.1		29.6	0.0
Queue Length 95th (m)	18.3	49.6	117.6		18.4		45.3	11.7
Internal Link Dist (m)		741.7	312.7		88.8		84.7	
Turn Bay Length (m)	40.0							
Base Capacity (vph)	405	2723	2693		308		357	456
Starvation Cap Reductn	0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0		0	0
Reduced v/c Ratio	0.24	0.29	0.35		0.13		0.35	0.14

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 75 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	340	305	270	460	180	280	895	215	210	600	105
Future Volume (vph)	115	340	305	270	460	180	280	895	215	210	600	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Flpb. ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb. ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1569	1772	1881	1561	1804	3610	1554	1787	3574	1567
Flt Permitted	0.26	1.00	1.00	0.40	1.00	1.00	0.28	1.00	1.00	0.12	1.00	1.00
Satd. Flow (perm)	501	1881	1569	743	1881	1561	537	3610	1554	224	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	366	328	290	495	194	301	962	231	226	645	113
RTOR Reduction (vph)	0	0	184	0	0	81	0	0	72	0	0	72
Lane Group Flow (vph)	124	366	144	290	495	113	301	962	159	226	645	41
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	47.3	47.3	47.3	47.3	47.3	47.3	53.5	40.9	40.9	53.5	40.9	40.9
Effective Green, g (s)	48.3	48.3	48.3	48.3	48.3	48.3	55.5	41.9	41.9	55.5	41.9	41.9
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.46	0.35	0.35	0.46	0.35	0.35
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	201	757	631	299	757	628	391	1260	542	280	1247	547
v/s Ratio Prot		0.19			0.26		0.09	0.27		0.09	0.18	
v/s Ratio Perm	0.25		0.09	0.39		0.07	0.27		0.10	0.28		0.03
v/c Ratio	0.62	0.48	0.23	0.97	0.65	0.18	0.77	0.76	0.29	0.81	0.52	0.08
Uniform Delay, d1	28.5	26.6	23.6	35.1	29.1	23.1	21.9	34.7	28.3	24.5	31.0	26.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.07	1.76
Incremental Delay, d2	5.5	0.5	0.2	43.3	2.0	0.1	8.9	4.4	1.4	15.0	1.5	0.3
Delay (s)	34.0	27.1	23.8	78.4	31.1	23.2	30.8	39.1	29.7	36.9	34.7	46.3
Level of Service	C	C	C	E	C	C	C	D	C	D	C	D
Approach Delay (s)	26.8				43.6			36.0			36.6	
Approach LOS	C				D			D			D	

Intersection Summary

HCM 2000 Control Delay	36.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	100.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

FB_2028_SAT 375 Didsbury Road 9:45 am 02-10-2026 Existing SAT Peak
BA Group - VVV

Synchro 11 Report
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Queues

1: Terry Fox Drive & Campeau Drive

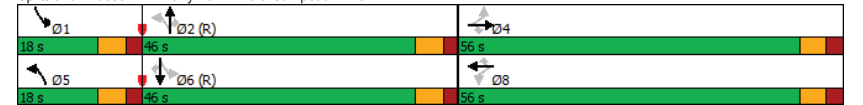
07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	340	305	270	460	180	280	895	215	210	600	105
Future Volume (vph)	115	340	305	270	460	180	280	895	215	210	600	105
Lane Group Flow (vph)	124	366	328	290	495	194	301	962	231	226	645	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	56.0	56.0	56.0	56.0	56.0	56.0	18.0	46.0	46.0	18.0	46.0	46.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%	46.7%	15.0%	38.3%	38.3%	15.0%	38.3%	38.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.62	0.48	0.40	0.97	0.65	0.27	0.77	0.76	0.38	0.81	0.52	0.18
Control Delay	42.7	28.6	4.7	80.7	33.3	8.4	34.8	40.1	17.3	44.9	35.7	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	28.6	4.7	80.7	33.3	8.4	34.8	40.1	17.3	44.9	35.7	10.5
Queue Length 50th (m)	22.8	62.7	2.8	65.7	92.8	8.5	45.5	114.5	21.7	38.3	75.5	2.7
Queue Length 95th (m)	47.7	91.9	20.7	#125.0	132.2	24.0	#68.1	138.7	43.7	#81.0	89.6	19.6
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	212	797	842	315	797	739	391	1285	625	279	1276	630
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.46	0.39	0.92	0.62	0.26	0.77	0.75	0.37	0.81	0.51	0.18

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Terry Fox Drive & Campeau Drive



FB_2028_SAT 375 Didsbury Road 9:45 am 02-10-2026 Existing SAT Peak
BA Group - VVV

Synchro 11 Report
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HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	40	590	15	0	710	0	30	5	10	0	5	50
Future Volume (vph)	40	590	15	0	710	0	30	5	10	0	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1			6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	1.00			1.00		1.00	0.90			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1804	3554			3610		1804	1704			1620	
Flt Permitted	0.32	1.00			1.00		0.72	1.00			1.00	
Satd. Flow (perm)	612	3554			3610		1365	1704			1620	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	634	16	0	763	0	32	5	11	0	5	54
RTOR Reduction (vph)	0	3	0	0	0	0	0	7	0	0	36	0
Lane Group Flow (vph)	43	647	0	0	763	0	32	9	0	0	23	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	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		
Actuated Green, G (s)	14.2	14.2			14.2		12.4	12.4			12.4	
Effective Green, g (s)	15.2	15.2			15.2		13.4	13.4			13.4	
Actuated g/C Ratio	0.38	0.38			0.38		0.33	0.33			0.33	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1			7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	231	1343			1364		455	568			540	
v/s Ratio Prot		0.18			c0.21			0.01			0.01	
v/s Ratio Perm	0.07						c0.02					
v/c Ratio	0.19	0.48			0.56		0.07	0.02			0.04	
Uniform Delay, d1	8.4	9.5			9.9		9.1	9.0			9.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.4	0.3			0.5		0.1	0.0			0.0	
Delay (s)	8.8	9.8			10.4		9.2	9.0			9.1	
Level of Service	A	A			B		A	A			A	
Approach Delay (s)		9.7			10.4			9.1			9.1	
Approach LOS		A			B			A			A	

Intersection Summary

HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	40.2	Sum of lost time (s)	11.6
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues 2: Didsbury Road & Campeau Drive

07-13-2026

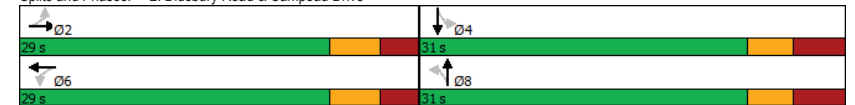
Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	40	590	710	30	5	5
Future Volume (vph)	40	590	710	30	5	5
Lane Group Flow (vph)	43	650	763	32	16	59
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		2	6		8	4
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	Min	Min	Min
v/c Ratio	0.19	0.49	0.57	0.07	0.03	0.10
Control Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Length 50th (m)	1.7	15.3	18.7	1.5	0.3	0.3
Queue Length 95th (m)	9.4	41.5	49.8	6.5	3.3	5.9
Internal Link Dist (m)		215.7	105.9		90.9	71.0
Turn Bay Length (m)	30.0					
Base Capacity (vph)	368	2142	2175	871	1092	1055
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.30	0.35	0.04	0.01	0.06

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 40.8
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	0	565	30	85	705	0	25	0	80	0	0	0
Future Volume (vph)	0	565	30	85	705	0	25	0	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8	5.8	5.8	5.8		6.4	6.4				
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00				
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00				
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00				
Frt		1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)		3574	1590	1803	3610		1804	1583				
Flt Permitted		1.00	1.00	0.43	1.00		0.76	1.00				
Satd. Flow (perm)		3574	1590	821	3610		1438	1583				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	582	31	88	727	0	26	0	82	0	0	0
RTOR Reduction (vph)	0	0	14	0	0	0	0	66	0	0	0	0
Lane Group Flow (vph)	0	582	17	88	727	0	26	16	0	0	0	0
Confl. Peds. (#/hr)	4		4	4		4	1					1
Confl. Bikes (#/hr)			3			1						1
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Turn Type	NA	Perm	Perm	NA	Perm	Perm	NA					
Protected Phases	2			6			8				4	
Permitted Phases		2	6		6	8			4			
Actuated Green, G (s)	23.3	23.3	23.3	23.3		7.6	7.6					
Effective Green, g (s)	24.3	24.3	24.3	24.3		8.6	8.6					
Actuated g/C Ratio	0.54	0.54	0.54	0.54		0.19	0.19					
Clearance Time (s)	6.8	6.8	6.8	6.8		7.4	7.4					
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0					
Lane Grp Cap (vph)	1925	856	442	1945		274	301					
v/s Ratio Prot	0.16			c0.20			0.01					
v/s Ratio Perm		0.01	0.11			c0.02						
v/c Ratio	0.30	0.02	0.20	0.37		0.09	0.05					
Uniform Delay, d1	5.7	4.8	5.4	6.0		15.0	14.9					
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00					
Incremental Delay, d2	0.1	0.0	0.2	0.1		0.2	0.1					
Delay (s)	5.8	4.9	5.6	6.1		15.2	15.0					
Level of Service	A	A	A	A		B	B					
Approach Delay (s)	5.8			6.1		15.0				0.0		
Approach LOS	A			A		B				A		

Intersection Summary

HCM 2000 Control Delay	6.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	45.1	Sum of lost time (s)	12.2
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations	↔	↔	↔	↔	↔	↔	
Traffic Volume (vph)	565	30	85	705	25	0	
Future Volume (vph)	565	30	85	705	25	0	
Lane Group Flow (vph)	582	31	88	727	26	82	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.25	0.03	0.16	0.31	0.05	0.13	
Control Delay	8.4	0.8	10.9	8.8	11.4	1.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.4	0.8	10.9	8.8	11.4	1.0	
Queue Length 50th (m)	14.0	0.0	3.8	18.3	1.5	0.0	
Queue Length 95th (m)	40.4	1.2	17.8	51.6	5.8	1.9	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		50.0	120.0		65.0		
Base Capacity (vph)	2585	1168	593	2611	1009	1155	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.03	0.15	0.28	0.03	0.07	

Intersection Summary

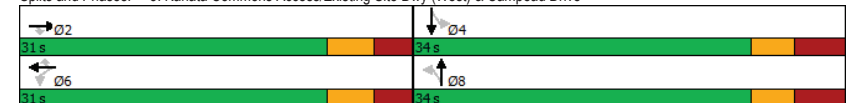
Cycle Length: 65

Actuated Cycle Length: 42.2

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Unsignalized Intersection Capacity Analysis
6: Didsbury Road & Future Site Dwy (North)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	45	55	0
Future Volume (Veh/h)	0	0	0	45	55	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	50	61	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked						
vC, conflicting volume	111	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	111	61	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	891	1010	1555			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	50	61			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1555	1700			
Volume to Capacity	0.00	0.00	0.04			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Didsbury Road & Future Site Dwy (South)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	45	55	0
Future Volume (Veh/h)	0	0	0	45	55	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	50	61	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	111	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	111	61	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	891	1010	1555			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	50	61			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1555	1700			
Volume to Capacity	0.00	0.00	0.04			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	80	820	30	0	865	50	35	10	0	90	25	65
Future Volume (vph)	80	820	30	0	865	50	35	10	0	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4			5.6			5.6	5.6
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00			0.99	1.00
Frt	1.00	0.99			0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.96	1.00
Satd. Flow (prot)	1802	3591			3575			1829			1818	1615
Flt Permitted	0.27	1.00			1.00			0.66			0.74	1.00
Satd. Flow (perm)	514	3591			3575			1246			1398	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	882	32	0	930	54	38	11	0	97	27	70
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	60
Lane Group Flow (vph)	86	913	0	0	982	0	0	49	0	0	124	11
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	90.0	90.0			90.0			17.0			17.0	17.0
Effective Green, g (s)	91.0	91.0			91.0			18.0			18.0	18.0
Actuated g/C Ratio	0.76	0.76			0.76			0.15			0.15	0.15
Clearance Time (s)	6.4	6.4			6.4			6.6			6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	389	2723			2711			186			209	242
v/s Ratio Prot		0.25			c0.27						c0.09	0.01
v/s Ratio Perm	0.17						0.04					
v/c Ratio	0.22	0.34			0.36			0.26			0.59	0.04
Uniform Delay, d1	4.2	4.7			4.8			45.1			47.6	43.6
Progression Factor	1.00	1.00			2.92			1.00			1.00	1.00
Incremental Delay, d2	1.3	0.3			0.3			0.8			4.5	0.1
Delay (s)	5.5	5.0			14.4			45.9			52.0	43.7
Level of Service	A	A			B			D			D	D
Approach Delay (s)	5.1				14.4			45.9			49.0	
Approach LOS	A				B			D			D	

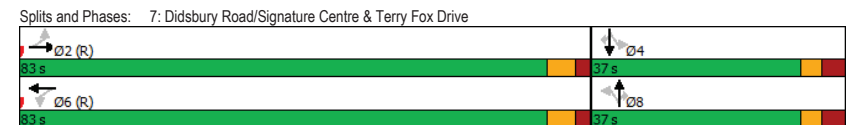
Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	80	820	865	35	10	90	25	65
Future Volume (vph)	80	820	865	35	10	90	25	65
Lane Group Flow (vph)	86	914	984	0	49	0	124	70
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	6		8		4	
Permitted Phases	2			8		4		4
Detector Phase	2	2	6	8	8	4	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.6	5.6	5.6	5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.22	0.34	0.36		0.26		0.59	0.23
Control Delay	7.1	5.6	16.1		46.1		58.0	10.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	7.1	5.6	16.1		46.1		58.0	10.9
Queue Length 50th (m)	5.1	31.3	109.3		11.0		29.3	0.0
Queue Length 95th (m)	16.0	58.2	134.9		21.0		45.1	12.1
Internal Link Dist (m)		741.7	312.7		88.8		84.7	
Turn Bay Length (m)	40.0							
Base Capacity (vph)	389	2725	2714		326		365	474
Starvation Cap Reductn	0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0		0	0
Reduced v/c Ratio	0.22	0.34	0.36		0.15		0.34	0.15

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	100 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	340	305	270	460	180	280	895	215	210	600	105
Future Volume (vph)	115	340	305	270	460	180	280	895	215	210	600	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1569	1772	1881	1561	1804	3610	1554	1787	3574	1567
Flt Permitted	0.27	1.00	1.00	0.40	1.00	1.00	0.29	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)	506	1881	1569	746	1881	1561	543	3610	1554	186	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	366	328	290	495	194	301	962	231	226	645	113
RTOR Reduction (vph)	0	0	145	0	0	86	0	0	74	0	0	71
Lane Group Flow (vph)	124	366	183	290	495	108	301	962	157	226	645	42
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	47.6	47.6	47.6	47.6	47.6	47.6	51.7	38.0	38.0	54.7	39.5	39.5
Effective Green, g (s)	48.6	48.6	48.6	48.6	48.6	48.6	53.7	39.0	39.0	56.7	40.5	40.5
Actuated g/C Ratio	0.41	0.41	0.41	0.41	0.41	0.41	0.45	0.32	0.32	0.47	0.34	0.34
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	204	761	635	302	761	632	397	1173	505	304	1206	528
v/s Ratio Prot		0.19			0.26		0.09	c0.27		c0.10	0.18	
v/s Ratio Perm	0.25		0.12	c0.39		0.07	0.25		0.10	0.25		0.03
v/c Ratio	0.61	0.48	0.29	0.96	0.65	0.17	0.76	0.82	0.31	0.74	0.53	0.08
Uniform Delay, d1	28.2	26.4	24.1	34.8	28.8	22.8	22.9	37.3	30.4	28.6	32.1	27.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.05	1.60
Incremental Delay, d2	5.1	0.5	0.3	41.0	2.0	0.1	8.1	6.5	1.6	9.1	1.6	0.3
Delay (s)	33.2	26.9	24.3	75.7	30.8	22.9	31.0	43.7	32.0	33.9	35.4	43.6
Level of Service	C	C	C	E	C	C	C	D	C	C	D	D
Approach Delay (s)	26.8				42.6			39.4			36.0	
Approach LOS	C				D			D			D	
Intersection Summary												
HCM 2000 Control Delay	36.9			HCM 2000 Level of Service				D				
HCM 2000 Volume to Capacity ratio	0.87											
Actuated Cycle Length (s)	120.0			Sum of lost time (s)				16.2				
Intersection Capacity Utilization	100.3%			ICU Level of Service				G				
Analysis Period (min)	15											
c Critical Lane Group												

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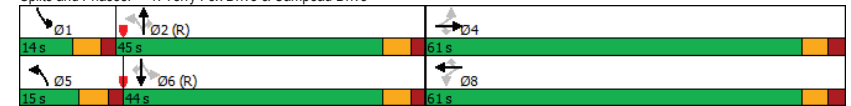
Synchro 11 Report
Page 2

Queues 1: Terry Fox Drive & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	340	305	270	460	180	280	895	215	210	600	105
Future Volume (vph)	115	340	305	270	460	180	280	895	215	210	600	105
Lane Group Flow (vph)	124	366	328	290	495	194	301	962	231	226	645	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	61.0	61.0	61.0	61.0	61.0	61.0	15.0	45.0	45.0	14.0	44.0	44.0
Total Split (%)	50.8%	50.8%	50.8%	50.8%	50.8%	50.8%	12.5%	37.5%	37.5%	11.7%	36.7%	36.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.61	0.48	0.42	0.96	0.65	0.27	0.76	0.82	0.40	0.75	0.53	0.19
Control Delay	40.3	27.6	7.5	77.4	32.4	6.8	37.4	44.2	18.2	43.2	36.4	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.3	27.6	7.5	77.4	32.4	6.8	37.4	44.2	18.2	43.2	36.4	10.8
Queue Length 50th (m)	22.6	62.3	12.3	65.1	92.1	7.0	45.9	114.6	21.9	40.8	76.4	2.8
Queue Length 95th (m)	43.7	84.7	31.5	#116.7	121.8	20.3	#99.1	140.7	44.6	#105.2	91.7	19.8
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	233	871	857	345	871	801	397	1203	591	303	1221	605
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.42	0.38	0.84	0.57	0.24	0.76	0.80	0.39	0.75	0.53	0.19
Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green												
Natural Cycle: 100												
Control Type: Actuated-Coordinated												
# 95th percentile volume exceeds capacity, queue may be longer.												
Queue shown is maximum after two cycles.												

Splits and Phases: 1: Terry Fox Drive & Campeau Drive



FB_2028_SAT_Opt 7:16 pm 06-24-2026

Synchro 11 Report
Page 1

HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	40	590	15	0	710	0	30	5	10	0	5	50
Future Volume (vph)	40	590	15	0	710	0	30	5	10	0	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1			6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	1.00			1.00		1.00	0.90			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1804	3554			3610		1804	1704			1620	
Flt Permitted	0.32	1.00			1.00		0.72	1.00			1.00	
Satd. Flow (perm)	612	3554			3610		1365	1704			1620	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	634	16	0	763	0	32	5	11	0	5	54
RTOR Reduction (vph)	0	3	0	0	0	0	0	7	0	0	36	0
Lane Group Flow (vph)	43	647	0	0	763	0	32	9	0	0	23	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	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		
Actuated Green, G (s)	14.2	14.2			14.2		12.4	12.4			12.4	
Effective Green, g (s)	15.2	15.2			15.2		13.4	13.4			13.4	
Actuated g/C Ratio	0.38	0.38			0.38		0.33	0.33			0.33	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1			7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	231	1343			1364		455	568			540	
v/s Ratio Prot		0.18			c0.21			0.01			0.01	
v/s Ratio Perm	0.07						c0.02					
v/c Ratio	0.19	0.48			0.56		0.07	0.02			0.04	
Uniform Delay, d1	8.4	9.5			9.9		9.1	9.0			9.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.4	0.3			0.5		0.1	0.0			0.0	
Delay (s)	8.8	9.8			10.4		9.2	9.0			9.1	
Level of Service	A	A			B		A	A			A	
Approach Delay (s)		9.7			10.4			9.1			9.1	
Approach LOS		A			B			A			A	

Intersection Summary

HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	40.2	Sum of lost time (s)	11.6
Intersection Capacity Utilization	50.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues 2: Didsbury Road & Campeau Drive

07-13-2026

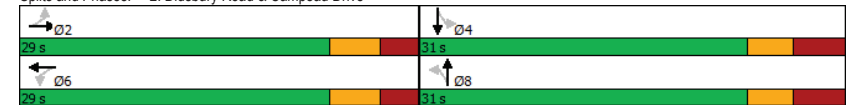
Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	40	590	710	30	5	5
Future Volume (vph)	40	590	710	30	5	5
Lane Group Flow (vph)	43	650	763	32	16	59
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		2	6		8	4
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	Min	Min	Min
v/c Ratio	0.19	0.49	0.57	0.07	0.03	0.10
Control Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Length 50th (m)	1.7	15.3	18.7	1.5	0.3	0.3
Queue Length 95th (m)	9.4	41.5	49.8	6.5	3.3	5.9
Internal Link Dist (m)		215.7	105.9		90.9	71.0
Turn Bay Length (m)	30.0					
Base Capacity (vph)	368	2142	2175	871	1092	1055
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.30	0.35	0.04	0.01	0.06

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 40.8
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	0	565	30	85	705	0	25	0	80	0	0	0
Future Volume (vph)	0	565	30	85	705	0	25	0	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8	5.8	5.8	5.8		6.4	6.4				
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00				
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00				
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00				
Frt		1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)		3574	1590	1803	3610		1804	1583				
Flt Permitted		1.00	1.00	0.43	1.00		0.76	1.00				
Satd. Flow (perm)		3574	1590	821	3610		1438	1583				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	582	31	88	727	0	26	0	82	0	0	0
RTOR Reduction (vph)	0	0	14	0	0	0	0	66	0	0	0	0
Lane Group Flow (vph)	0	582	17	88	727	0	26	16	0	0	0	0
Confl. Peds. (#/hr)	4		4	4		4	1					1
Confl. Bikes (#/hr)			3			1						1
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Turn Type		NA	Perm	Perm	NA	Perm	Perm	NA				
Protected Phases		2			6			8			4	
Permitted Phases			2	6		6	8		4			
Actuated Green, G (s)		23.3	23.3	23.3	23.3		7.6	7.6				
Effective Green, g (s)		24.3	24.3	24.3	24.3		8.6	8.6				
Actuated g/C Ratio		0.54	0.54	0.54	0.54		0.19	0.19				
Clearance Time (s)		6.8	6.8	6.8	6.8		7.4	7.4				
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Lane Grp Cap (vph)	1925	856	442	1945		274	301					
v/s Ratio Prot	0.16			c0.20		0.01						
v/s Ratio Perm		0.01	0.11		c0.02							
v/c Ratio	0.30	0.02	0.20	0.37		0.09	0.05					
Uniform Delay, d1	5.7	4.8	5.4	6.0		15.0	14.9					
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00					
Incremental Delay, d2	0.1	0.0	0.2	0.1		0.2	0.1					
Delay (s)	5.8	4.9	5.6	6.1		15.2	15.0					
Level of Service	A	A	A	A		B	B					
Approach Delay (s)	5.8			6.1		15.0				0.0		
Approach LOS	A			A		B				A		

Intersection Summary

HCM 2000 Control Delay	6.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	45.1	Sum of lost time (s)	12.2
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations	↔	↔	↔	↔	↔	↔	
Traffic Volume (vph)	565	30	85	705	25	0	
Future Volume (vph)	565	30	85	705	25	0	
Lane Group Flow (vph)	582	31	88	727	26	82	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.25	0.03	0.16	0.31	0.05	0.13	
Control Delay	8.4	0.8	10.9	8.8	11.4	1.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.4	0.8	10.9	8.8	11.4	1.0	
Queue Length 50th (m)	14.0	0.0	3.8	18.3	1.5	0.0	
Queue Length 95th (m)	40.4	1.2	17.8	51.6	5.8	1.9	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		50.0	120.0		65.0		
Base Capacity (vph)	2585	1168	593	2611	1009	1155	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.03	0.15	0.28	0.03	0.07	

Intersection Summary

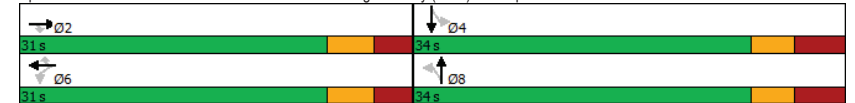
Cycle Length: 65

Actuated Cycle Length: 42.2

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Unsignalized Intersection Capacity Analysis
6: Didsbury Road & Future Site Dwy (North)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	45	55	0
Future Volume (Veh/h)	0	0	0	45	55	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	50	61	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked						
vC, conflicting volume	111	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	111	61	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	891	1010	1555			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	50	61			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1555	1700			
Volume to Capacity	0.00	0.00	0.04			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		6.7%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
5: Didsbury Road & Future Site Dwy (South)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	45	55	0
Future Volume (Veh/h)	0	0	0	45	55	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	50	61	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	111	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	111	61	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	891	1010	1555			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	50	61			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1555	1700			
Volume to Capacity	0.00	0.00	0.04			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		6.7%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	80	820	30	0	865	50	35	10	0	90	25	65
Future Volume (vph)	80	820	30	0	865	50	35	10	0	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4			5.6			5.6	5.6
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00			0.99	1.00
Frt	1.00	0.99			0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.96	1.00
Satd. Flow (prot)	1802	3591			3575			1829			1818	1615
Flt Permitted	0.27	1.00			1.00			0.66			0.74	1.00
Satd. Flow (perm)	514	3591			3575			1246			1398	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	882	32	0	930	54	38	11	0	97	27	70
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	60
Lane Group Flow (vph)	86	913	0	0	982	0	0	49	0	0	124	11
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	90.0	90.0			90.0			17.0			17.0	17.0
Effective Green, g (s)	91.0	91.0			91.0			18.0			18.0	18.0
Actuated g/C Ratio	0.76	0.76			0.76			0.15			0.15	0.15
Clearance Time (s)	6.4	6.4			6.4			6.6			6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	389	2723			2711			186			209	242
v/s Ratio Prot		0.25			c0.27						c0.09	0.01
v/s Ratio Perm	0.17						0.04					
v/c Ratio	0.22	0.34			0.36		0.26				0.59	0.04
Uniform Delay, d1	4.2	4.7			4.8		45.1				47.6	43.6
Progression Factor	1.00	1.00			3.18		1.00				1.00	1.00
Incremental Delay, d2	1.3	0.3			0.3		0.8				4.5	0.1
Delay (s)	5.5	5.0			15.6		45.9				52.0	43.7
Level of Service	A	A			B		D				D	D
Approach Delay (s)	5.1				15.6		45.9				49.0	
Approach LOS	A				B		D				D	

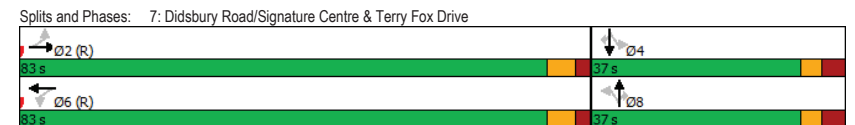
Intersection Summary			
HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	80	820	865	35	10	90	25	65
Future Volume (vph)	80	820	865	35	10	90	25	65
Lane Group Flow (vph)	86	914	984	0	49	0	124	70
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	6		8		4	
Permitted Phases	2			8		4		4
Detector Phase	2	2	6	8	8	4	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.6	5.6	5.6	5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.22	0.34	0.36		0.26		0.59	0.23
Control Delay	7.1	5.6	17.5		46.1		58.0	10.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	7.1	5.6	17.5		46.1		58.0	10.9
Queue Length 50th (m)	5.1	31.3	109.8		11.0		29.3	0.0
Queue Length 95th (m)	16.0	58.2	131.6		21.0		45.1	12.1
Internal Link Dist (m)		741.7	312.7		88.8		84.7	
Turn Bay Length (m)	40.0							
Base Capacity (vph)	389	2725	2714		326		365	474
Starvation Cap Reductn	0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0		0	0
Reduced v/c Ratio	0.22	0.34	0.36		0.15		0.34	0.15

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 100 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	305	240	235	345	170	265	870	210	225	630	85
Future Volume (vph)	115	305	240	235	345	170	265	870	210	225	630	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1797	1881	1576	1734	1845	1536	1804	3574	1516	1769	3574	1559
Flt Permitted	0.36	1.00	1.00	0.41	1.00	1.00	0.31	1.00	1.00	0.18	1.00	1.00
Satd. Flow (perm)	681	1881	1576	753	1845	1536	597	3574	1516	344	3574	1559
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	314	247	242	356	175	273	897	216	232	649	88
RTOR Reduction (vph)	0	0	163	0	0	102	0	0	70	0	0	52
Lane Group Flow (vph)	119	314	84	242	356	73	273	897	146	232	649	36
Confl. Peds. (#/hr)	9		2	2		9	3		12	12		3
Confl. Bikes (#/hr)				1					2			
Heavy Vehicles (%)	0%	1%	1%	4%	3%	3%	0%	1%	2%	2%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	40.0	40.0	40.0	40.0	40.0	40.0	60.4	47.5	47.5	61.2	47.9	47.9
Effective Green, g (s)	41.0	41.0	41.0	41.0	41.0	41.0	62.4	48.5	48.5	63.2	48.9	48.9
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34	0.34	0.52	0.40	0.40	0.53	0.41	0.41
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	232	642	538	257	630	524	450	1444	612	350	1456	635
v/s Ratio Prot		0.17			0.19		0.07	0.25		0.08	0.18	
v/s Ratio Perm	0.17		0.05	0.32		0.05	0.24		0.10	0.27		0.02
v/c Ratio	0.51	0.49	0.16	0.94	0.57	0.14	0.61	0.62	0.24	0.66	0.45	0.06
Uniform Delay, d1	31.5	31.2	27.5	38.3	32.2	27.3	17.0	28.4	23.6	18.3	25.7	21.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.42	1.36	2.76
Incremental Delay, d2	1.9	0.6	0.1	40.3	1.2	0.1	2.3	2.0	0.9	4.6	1.0	0.2
Delay (s)	33.4	31.8	27.6	78.6	33.4	27.4	19.4	30.5	24.5	30.5	36.0	59.6
Level of Service	C	C	C	E	C	C	B	C	C	C	D	E
Approach Delay (s)	30.6				46.2			27.3			36.9	
Approach LOS	C				D			C			D	

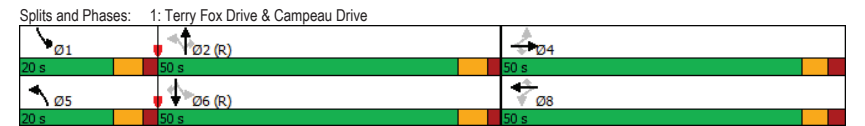
Intersection Summary			
HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	91.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Queues 1: Terry Fox Drive & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	305	240	235	345	170	265	870	210	225	630	85
Future Volume (vph)	115	305	240	235	345	170	265	870	210	225	630	85
Lane Group Flow (vph)	119	314	247	242	356	175	273	897	216	232	649	88
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	20.0	50.0	50.0	20.0	50.0	50.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%	16.7%	41.7%	41.7%	16.7%	41.7%	41.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	C-Min	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.51	0.49	0.35	0.94	0.57	0.28	0.61	0.62	0.32	0.66	0.45	0.13
Control Delay	38.7	33.1	4.5	80.7	35.2	6.5	20.9	32.2	13.7	31.8	38.3	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.7	33.1	4.5	80.7	35.2	6.5	20.9	32.2	13.7	31.8	38.3	14.7
Queue Length 50th (m)	22.1	57.8	0.0	54.6	67.6	3.1	35.7	100.0	16.8	38.7	77.9	1.2
Queue Length 95th (m)	42.2	85.2	17.0	#105.2	98.0	18.3	52.9	120.6	36.1	57.5	95.5	17.5
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	257	710	748	285	696	677	466	1473	693	359	1488	701
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.44	0.33	0.85	0.51	0.26	0.59	0.61	0.31	0.65	0.44	0.13

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
#	95th percentile volume exceeds capacity, queue may be longer.
	Queue shown is maximum after two cycles.



HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	35	530	15	0	575	0	20	5	0	0	5	45
Future Volume (vph)	35	530	15	0	575	0	20	5	0	0	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1			6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	1.00			1.00		1.00	1.00			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1804	3553			3574		1656	1900			1644	
Flt Permitted	0.43	1.00			1.00		0.72	1.00			1.00	
Satd. Flow (perm)	822	3553			3574		1263	1900			1644	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	35	535	15	0	581	0	20	5	0	0	5	45
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	38	0
Lane Group Flow (vph)	35	548	0	0	581	0	20	5	0	0	12	0
Confl. Peds. (#/hr)	1		3	3		1			1	1		
Heavy Vehicles (%)	0%	1%	6%	0%	1%	0%	9%	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		
Actuated Green, G (s)	23.7	23.7			23.7		5.2	5.2			5.2	
Effective Green, g (s)	24.7	24.7			24.7		6.2	6.2			6.2	
Actuated g/C Ratio	0.58	0.58			0.58		0.15	0.15			0.15	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1			7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	477	2064			2077		184	277			239	
v/s Ratio Prot		0.15			c0.16			0.00			0.01	
v/s Ratio Perm	0.04						c0.02					
v/c Ratio	0.07	0.27			0.28		0.11	0.02			0.05	
Uniform Delay, d1	3.9	4.4			4.5		15.8	15.5			15.6	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.1	0.1			0.1		0.3	0.0			0.1	
Delay (s)	4.0	4.5			4.5		16.0	15.6			15.7	
Level of Service	A	A			A		B	B			B	
Approach Delay (s)		4.4			4.5			15.9			15.7	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	5.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	42.5	Sum of lost time (s)	11.6
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues 2: Didsbury Road & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	35	530	575	20	5	5
Future Volume (vph)	35	530	575	20	5	5
Lane Group Flow (vph)	35	550	581	20	5	50
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		2	6		8	4
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	None	None	None
v/c Ratio	0.06	0.21	0.22	0.04	0.01	0.08
Control Delay	8.6	6.5	6.5	9.7	9.4	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.6	6.5	6.5	9.7	9.4	4.6
Queue Length 50th (m)	0.0	0.0	0.0	0.7	0.2	0.2
Queue Length 95th (m)	7.8	34.8	37.1	4.6	1.9	5.3
Internal Link Dist (m)		215.7	105.9		90.9	71.0
Turn Bay Length (m)	30.0					
Base Capacity (vph)	662	2863	2879	873	1315	1151
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.19	0.20	0.02	0.00	0.04

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 38.1	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 2: Didsbury Road & Campeau Drive

↰ Ø2	↰ Ø4
29 s	31 s
↰ Ø6	↰ Ø8
29 s	31 s

HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↗	↖	↔↔	↗	↖	↔	↔	↖	↗	↔
Traffic Volume (vph)	0	485	35	105	535	0	40	0	95	0	0	0
Future Volume (vph)	0	485	35	105	535	0	40	0	95	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8	5.8	5.8	5.8		6.4	6.4				
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00				
Frpb, ped/bikes		1.00	0.99	1.00	1.00		1.00	1.00				
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00				
Frt		1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)		3574	1594	1804	3539		1805	1615				
Flt Permitted		1.00	1.00	0.47	1.00		0.76	1.00				
Satd. Flow (perm)		3574	1594	890	3539		1439	1615				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	500	36	108	552	0	41	0	98	0	0	0
RTOR Reduction (vph)	0	0	19	0	0	0	0	73	0	0	0	0
Lane Group Flow (vph)	0	500	17	108	552	0	41	25	0	0	0	0
Confl. Peds. (#/hr)	5		2	2		5						
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	NA	Perm	Perm	NA	Perm	Perm	NA					
Protected Phases	2			6			8				4	
Permitted Phases		2	6		6	8		4				
Actuated Green, G (s)	19.6	19.6	19.6	19.6		10.3	10.3					
Effective Green, g (s)	20.6	20.6	20.6	20.6		11.3	11.3					
Actuated g/C Ratio	0.47	0.47	0.47	0.47		0.26	0.26					
Clearance Time (s)	6.8	6.8	6.8	6.8		7.4	7.4					
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0	3.0					
Lane Grp Cap (vph)	1669	744	415	1653		368	413					
v/s Ratio Prot	0.14			c0.16			0.02					
v/s Ratio Perm		0.01	0.12			c0.03						
v/c Ratio	0.30	0.02	0.26	0.33		0.11	0.06					
Uniform Delay, d1	7.3	6.3	7.1	7.4		12.6	12.4					
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00					
Incremental Delay, d2	0.1	0.0	0.3	0.1		0.1	0.1					
Delay (s)	7.4	6.3	7.5	7.5		12.7	12.5					
Level of Service	A	A	A	A		B	B					
Approach Delay (s)	7.3				7.5		12.5			0.0		
Approach LOS	A				A		B			A		

Intersection Summary			
HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	44.1	Sum of lost time (s)	12.2
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Queues

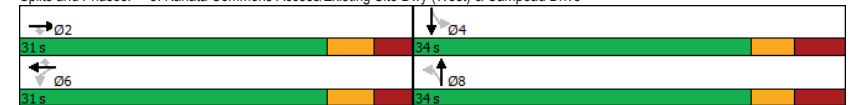
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations	↔↔	↗	↖	↔↔	↖	↔	
Traffic Volume (vph)	485	35	105	535	40	0	
Future Volume (vph)	485	35	105	535	40	0	
Lane Group Flow (vph)	500	36	108	552	41	98	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.27	0.04	0.24	0.30	0.09	0.15	
Control Delay	10.1	1.4	12.8	10.3	10.2	0.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	10.1	1.4	12.8	10.3	10.2	0.5	
Queue Length 50th (m)	11.7	0.0	4.7	13.1	1.6	0.0	
Queue Length 95th (m)	34.8	2.0	21.4	38.8	7.5	0.0	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		50.0	120.0		65.0		
Base Capacity (vph)	2393	1091	596	2369	986	1169	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.21	0.03	0.18	0.23	0.04	0.08	

Intersection Summary	
Cycle Length: 65	
Actuated Cycle Length: 43	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Unsignalized Intersection Capacity Analysis
6: Didsbury Road & Future Site Dwy (North)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	40	50	0
Future Volume (Veh/h)	0	0	0	40	50	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	44	56	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked						
vC, conflicting volume	100	56	56			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	56	56			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	904	1016	1562			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	44	56			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1562	1700			
Volume to Capacity	0.00	0.00	0.03			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Didsbury Road & Future Site Dwy (South)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	40	50	0
Future Volume (Veh/h)	0	0	0	40	50	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	44	56	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	100	56	56			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	56	56			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	904	1016	1562			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	44	56			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1562	1700			
Volume to Capacity	0.00	0.00	0.03			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	95	745	25	0	890	50	35	5	0	95	25	60
Future Volume (vph)	95	745	25	0	890	50	35	5	0	95	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4			5.6			5.6	5.6
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Frt	1.00	1.00			0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.96	1.00
Satd. Flow (prot)	1805	3590			3548			1820			1826	1615
Flt Permitted	0.27	1.00			1.00			0.64			0.74	1.00
Satd. Flow (perm)	518	3590			3548			1217			1410	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	776	26	0	927	52	36	5	0	99	26	62
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	54
Lane Group Flow (vph)	99	801	0	0	977	0	0	41	0	0	125	9
Confl. Peds. (#/hr)			1	1					1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	90.0	90.0			90.0			17.0			17.0	17.0
Effective Green, g (s)	91.0	91.0			91.0			18.0			18.0	18.0
Actuated g/C Ratio	0.76	0.76			0.76			0.15			0.15	0.15
Clearance Time (s)	6.4	6.4			6.4			6.6			6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	392	2722			2690			182			211	242
v/s Ratio Prot		0.22			c0.28							
v/s Ratio Perm	0.19							0.03			c0.09	0.01
v/c Ratio	0.25	0.29			0.36			0.23			0.59	0.04
Uniform Delay, d1	4.3	4.5			4.8			44.9			47.6	43.6
Progression Factor	1.00	1.00			1.10			1.00			1.00	1.00
Incremental Delay, d2	1.5	0.3			0.3			0.6			4.4	0.1
Delay (s)	5.9	4.8			5.6			45.5			52.0	43.7
Level of Service	A	A			A			D			D	D
Approach Delay (s)		4.9			5.6			45.5			49.2	
Approach LOS		A			A			D			D	

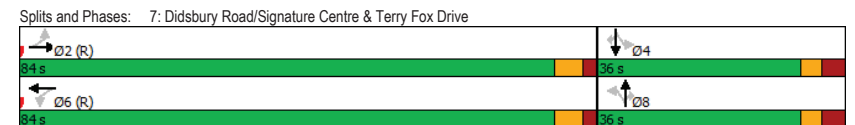
Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	95	745	890	35	5	95	25	60
Future Volume (vph)	95	745	890	35	5	95	25	60
Lane Group Flow (vph)	99	802	979	0	41	0	125	63
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	6		8		4	
Permitted Phases	2			8		4		4
Detector Phase	2	2	6	8	8	4	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6
Total Split (s)	84.0	84.0	84.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	70.0%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4		5.6		5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.25	0.29	0.36		0.23		0.59	0.21
Control Delay	7.5	5.4	6.3		45.1		57.8	11.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	7.5	5.4	6.3		45.1		57.8	11.2
Queue Length 50th (m)	6.0	26.3	3.1		9.1		29.6	0.0
Queue Length 95th (m)	18.5	49.6	123.4		18.4		45.3	11.7
Internal Link Dist (m)		741.7	312.7		88.8		84.7	
Turn Bay Length (m)	40.0							
Base Capacity (vph)	393	2723	2693		308		357	456
Starvation Cap Reductn	0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0		0	0
Reduced v/c Ratio	0.25	0.29	0.36		0.13		0.35	0.14

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 75 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	345	305	265	465	180	280	925	215	210	600	105
Future Volume (vph)	115	345	305	265	465	180	280	925	215	210	600	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1569	1773	1881	1561	1804	3610	1554	1787	3574	1567
Flt Permitted	0.26	1.00	1.00	0.39	1.00	1.00	0.29	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)	485	1881	1569	728	1881	1561	545	3610	1554	197	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	371	328	285	500	194	301	995	231	226	645	113
RTOR Reduction (vph)	0	0	183	0	0	80	0	0	70	0	0	71
Lane Group Flow (vph)	124	371	145	285	500	114	301	995	161	226	645	42
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	46.9	46.9	46.9	46.9	46.9	46.9	53.6	41.0	41.0	54.2	41.3	41.3
Effective Green, g (s)	47.9	47.9	47.9	47.9	47.9	47.9	55.6	42.0	42.0	56.2	42.3	42.3
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.46	0.35	0.35	0.47	0.35	0.35
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	193	750	626	290	750	623	395	1263	543	276	1259	552
v/s Ratio Prot		0.20			0.27		0.09	0.28		0.09	0.18	
v/s Ratio Perm	0.26		0.09	0.39		0.07	0.27		0.10	0.29		0.03
v/c Ratio	0.64	0.49	0.23	0.98	0.67	0.18	0.76	0.79	0.30	0.82	0.51	0.08
Uniform Delay, d1	29.1	27.0	23.9	35.6	29.5	23.4	21.8	35.0	28.3	27.8	30.7	25.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.07	1.73
Incremental Delay, d2	7.1	0.5	0.2	47.8	2.3	0.1	8.4	5.0	1.4	16.4	1.4	0.3
Delay (s)	36.3	27.5	24.1	83.5	31.8	23.5	30.2	40.0	29.7	40.7	34.1	45.0
Level of Service	D	C	C	F	C	C	C	D	C	D	C	D
Approach Delay (s)	27.5				45.2			36.5			36.9	
Approach LOS	C				D			D			D	

Intersection Summary			
HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

FB_2033_SAT 375 Didsbury Road 9:45 am 02-10-2026 Existing SAT Peak
BA Group - VVV

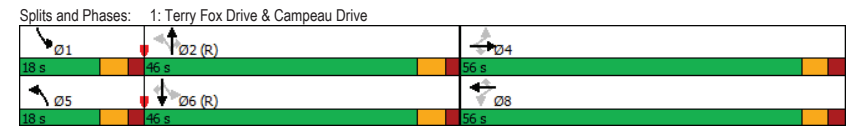
Synchro 11 Report
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Queues 1: Terry Fox Drive & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	345	305	265	465	180	280	925	215	210	600	105
Future Volume (vph)	115	345	305	265	465	180	280	925	215	210	600	105
Lane Group Flow (vph)	124	371	328	285	500	194	301	995	231	226	645	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	56.0	56.0	56.0	56.0	56.0	56.0	18.0	46.0	46.0	18.0	46.0	46.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%	46.7%	15.0%	38.3%	38.3%	15.0%	38.3%	38.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.64	0.49	0.41	0.98	0.67	0.28	0.76	0.79	0.38	0.82	0.51	0.18
Control Delay	45.5	29.1	4.9	85.1	34.1	8.7	34.0	40.9	17.8	47.7	35.1	10.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.5	29.1	4.9	85.1	34.1	8.7	34.0	40.9	17.8	47.7	35.1	10.3
Queue Length 50th (m)	23.5	65.1	3.4	66.0	96.0	8.9	44.5	117.9	22.1	38.4	74.3	2.7
Queue Length 95th (m)	48.9	93.7	21.4	#123.5	133.9	24.4	#66.7	145.0	44.7	#85.7	89.6	19.4
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	204	793	837	306	793	735	394	1284	621	276	1280	631
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.47	0.39	0.93	0.63	0.26	0.76	0.77	0.37	0.82	0.50	0.18

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



FB_2033_SAT 375 Didsbury Road 9:45 am 02-10-2026 Existing SAT Peak
BA Group - VVV

Synchro 11 Report
Page 1

HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	40	595	15	0	715	0	30	5	10	0	5	50
Future Volume (vph)	40	595	15	0	715	0	30	5	10	0	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1			6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	1.00			1.00		1.00	0.90			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1804	3555			3610		1804	1704			1620	
Flt Permitted	0.32	1.00			1.00		0.72	1.00			1.00	
Satd. Flow (perm)	605	3555			3610		1365	1704			1620	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	640	16	0	769	0	32	5	11	0	5	54
RTOR Reduction (vph)	0	3	0	0	0	0	0	7	0	0	36	0
Lane Group Flow (vph)	43	653	0	0	769	0	32	9	0	0	23	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	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		
Actuated Green, G (s)	14.2	14.2			14.2		12.4	12.4			12.4	
Effective Green, g (s)	15.2	15.2			15.2		13.4	13.4			13.4	
Actuated g/C Ratio	0.38	0.38			0.38		0.33	0.33			0.33	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1			7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	228	1344			1364		455	568			540	
v/s Ratio Prot		0.18			c0.21			0.01			0.01	
v/s Ratio Perm	0.07						c0.02					
v/c Ratio	0.19	0.49			0.56		0.07	0.02			0.04	
Uniform Delay, d1	8.4	9.5			9.9		9.1	9.0			9.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.4	0.3			0.5		0.1	0.0			0.0	
Delay (s)	8.8	9.8			10.4		9.2	9.0			9.1	
Level of Service	A	A			B		A	A			A	
Approach Delay (s)		9.7			10.4			9.1			9.1	
Approach LOS		A			B			A			A	

Intersection Summary

HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	40.2	Sum of lost time (s)	11.6
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues 2: Didsbury Road & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	40	595	715	30	5	5
Future Volume (vph)	40	595	715	30	5	5
Lane Group Flow (vph)	43	656	769	32	16	59
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		2	6		8	4
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	Min	Min	Min
v/c Ratio	0.19	0.49	0.57	0.07	0.03	0.10
Control Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Length 50th (m)	1.7	15.4	19.0	1.5	0.3	0.3
Queue Length 95th (m)	9.5	41.8	50.2	6.5	3.3	5.9
Internal Link Dist (m)		215.7	105.9		90.9	71.0
Turn Bay Length (m)	30.0					
Base Capacity (vph)	364	2140	2172	870	1091	1053
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.31	0.35	0.04	0.01	0.06

Intersection Summary

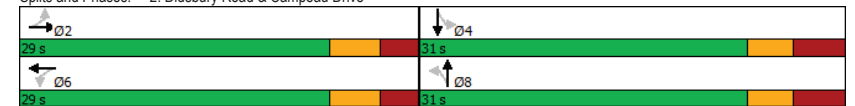
Cycle Length: 60

Actuated Cycle Length: 40.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	0	570	30	85	710	0	25	0	80	0	0	0
Future Volume (vph)	0	570	30	85	710	0	25	0	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8	5.8	5.8	5.8		6.4	6.4				
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00				
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00				
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00				
Frt		1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)		3574	1590	1803	3610		1804	1583				
Flt Permitted		1.00	1.00	0.43	1.00		0.76	1.00				
Satd. Flow (perm)		3574	1590	816	3610		1438	1583				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	588	31	88	732	0	26	0	82	0	0	0
RTOR Reduction (vph)	0	0	14	0	0	0	0	66	0	0	0	0
Lane Group Flow (vph)	0	588	17	88	732	0	26	16	0	0	0	0
Confl. Peds. (#/hr)	4		4	4		4	1					1
Confl. Bikes (#/hr)			3			1						1
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Turn Type		NA	Perm	Perm	NA	Perm	Perm	NA				
Protected Phases		2			6			8			4	
Permitted Phases			2	6		6	8		4			
Actuated Green, G (s)		23.3	23.3	23.3	23.3		7.6	7.6				
Effective Green, g (s)		24.3	24.3	24.3	24.3		8.6	8.6				
Actuated g/C Ratio		0.54	0.54	0.54	0.54		0.19	0.19				
Clearance Time (s)		6.8	6.8	6.8	6.8		7.4	7.4				
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Lane Grp Cap (vph)	1925	856	439	1945		274	301					
v/s Ratio Prot	0.16			c0.20		0.01						
v/s Ratio Perm		0.01	0.11			c0.02						
v/c Ratio	0.31	0.02	0.20	0.38		0.09	0.05					
Uniform Delay, d1	5.7	4.8	5.4	6.0		15.0	14.9					
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00					
Incremental Delay, d2	0.1	0.0	0.2	0.1		0.2	0.1					
Delay (s)	5.8	4.9	5.6	6.1		15.2	15.0					
Level of Service	A	A	A	A		B	B					
Approach Delay (s)	5.8			6.1		15.0				0.0		
Approach LOS	A			A		B				A		

Intersection Summary

HCM 2000 Control Delay	6.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	45.1	Sum of lost time (s)	12.2
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations	↔	↔	↔	↔	↔	↔	
Traffic Volume (vph)	570	30	85	710	25	0	
Future Volume (vph)	570	30	85	710	25	0	
Lane Group Flow (vph)	588	31	88	732	26	82	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.25	0.03	0.17	0.31	0.05	0.13	
Control Delay	8.5	0.8	10.9	8.8	11.4	1.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.5	0.8	10.9	8.8	11.4	1.1	
Queue Length 50th (m)	14.1	0.0	3.8	18.5	1.5	0.0	
Queue Length 95th (m)	41.0	1.2	17.8	52.0	5.8	2.1	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		50.0	120.0		65.0		
Base Capacity (vph)	2583	1167	589	2609	1009	1154	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.03	0.15	0.28	0.03	0.07	

Intersection Summary

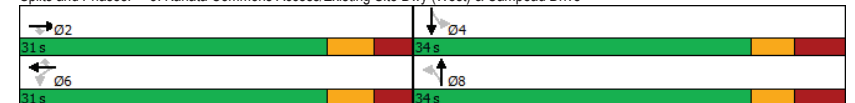
Cycle Length: 65

Actuated Cycle Length: 42.2

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Unsignalized Intersection Capacity Analysis
6: Didsbury Road & Future Site Dwy (North)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	45	55	0
Future Volume (Veh/h)	0	0	0	45	55	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	50	61	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked						
vC, conflicting volume	111	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	111	61	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	891	1010	1555			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	50	61			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1555	1700			
Volume to Capacity	0.00	0.00	0.04			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Didsbury Road & Future Site Dwy (South)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	45	55	0
Future Volume (Veh/h)	0	0	0	45	55	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	50	61	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	111	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	111	61	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	891	1010	1555			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	50	61			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1555	1700			
Volume to Capacity	0.00	0.00	0.04			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	80	820	30	0	895	50	35	10	0	90	25	65
Future Volume (vph)	80	820	30	0	895	50	35	10	0	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4			5.6			5.6	5.6
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00			0.99	1.00
Frt	1.00	0.99			0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.96	1.00
Satd. Flow (prot)	1802	3591			3576			1829			1818	1615
Flt Permitted	0.26	1.00			1.00			0.66			0.74	1.00
Satd. Flow (perm)	495	3591			3576			1246			1398	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	882	32	0	962	54	38	11	0	97	27	70
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	60
Lane Group Flow (vph)	86	913	0	0	1014	0	0	49	0	0	124	11
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	90.0	90.0			90.0			17.0			17.0	17.0
Effective Green, g (s)	91.0	91.0			91.0			18.0			18.0	18.0
Actuated g/C Ratio	0.76	0.76			0.76			0.15			0.15	0.15
Clearance Time (s)	6.4	6.4			6.4			6.6			6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	375	2723			2711			186			209	242
v/s Ratio Prot		0.25			c0.28						c0.09	0.01
v/s Ratio Perm	0.17						0.04					
v/c Ratio	0.23	0.34			0.37		0.26				0.59	0.04
Uniform Delay, d1	4.2	4.7			4.9		45.1				47.6	43.6
Progression Factor	1.00	1.00			2.91		1.00				1.00	1.00
Incremental Delay, d2	1.4	0.3			0.3		0.8				4.5	0.1
Delay (s)	5.7	5.0			14.5		45.9				52.0	43.7
Level of Service	A	A			B		D				D	D
Approach Delay (s)	5.1				14.5		45.9				49.0	
Approach LOS	A				B		D				D	

Intersection Summary

HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

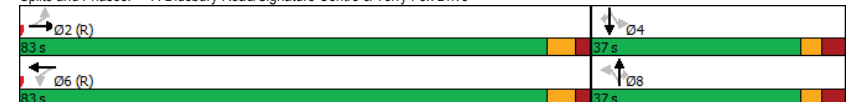
07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	80	820	895	35	10	90	25	65
Future Volume (vph)	80	820	895	35	10	90	25	65
Lane Group Flow (vph)	86	914	1016	0	49	0	124	70
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	6		8		4	
Permitted Phases	2			8		4		4
Detector Phase	2	2	6	8	8	4	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.6	5.6	5.6	5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.23	0.34	0.37		0.26		0.59	0.23
Control Delay	7.3	5.6	16.3		46.1		58.0	10.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	7.3	5.6	16.3		46.1		58.0	10.9
Queue Length 50th (m)	5.1	31.3	113.7		11.0		29.3	0.0
Queue Length 95th (m)	16.3	58.2	136.8		21.0		45.1	12.1
Internal Link Dist (m)		741.7	312.7		88.8		84.7	
Turn Bay Length (m)	40.0							
Base Capacity (vph)	375	2725	2714		326		365	474
Starvation Cap Reductn	0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0		0	0
Reduced v/c Ratio	0.23	0.34	0.37		0.15		0.34	0.15

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 7: Didsbury Road/Signature Centre & Terry Fox Drive



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	345	305	265	465	180	280	925	215	210	600	105
Future Volume (vph)	115	345	305	265	465	180	280	925	215	210	600	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1569	1773	1881	1561	1804	3610	1554	1787	3574	1567
Flt Permitted	0.26	1.00	1.00	0.39	1.00	1.00	0.29	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)	491	1881	1569	733	1881	1561	547	3610	1554	184	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	371	328	285	500	194	301	995	231	226	645	113
RTOR Reduction (vph)	0	0	145	0	0	86	0	0	71	0	0	71
Lane Group Flow (vph)	124	371	183	285	500	108	301	995	160	226	645	42
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	47.3	47.3	47.3	47.3	47.3	47.3	52.0	38.4	38.4	55.0	39.9	39.9
Effective Green, g (s)	48.3	48.3	48.3	48.3	48.3	48.3	54.0	39.4	39.4	57.0	40.9	40.9
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.45	0.33	0.33	0.48	0.34	0.34
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	197	757	631	295	757	628	399	1185	510	302	1218	534
v/s Ratio Prot		0.20			0.27		0.09	c0.28		c0.10	0.18	
v/s Ratio Perm	0.25		0.12	c0.39		0.07	0.25		0.10	0.25		0.03
v/c Ratio	0.63	0.49	0.29	0.97	0.66	0.17	0.75	0.84	0.31	0.75	0.53	0.08
Uniform Delay, d1	28.7	26.7	24.2	35.0	29.2	23.0	22.7	37.4	30.2	28.9	31.8	26.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.05	1.57
Incremental Delay, d2	6.2	0.5	0.3	42.8	2.2	0.1	7.9	7.2	1.6	9.4	1.6	0.3
Delay (s)	34.9	27.2	24.5	77.8	31.3	23.1	30.6	44.6	31.8	34.4	35.0	42.4
Level of Service	C	C	C	E	C	C	C	D	C	C	D	D
Approach Delay (s)	27.3				43.3			39.9			35.7	
Approach LOS	C				D			D			D	

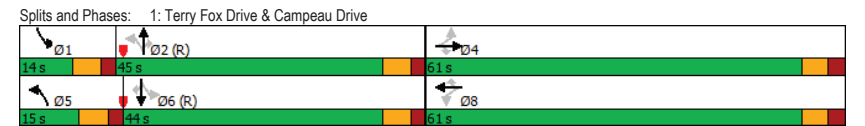
Intersection Summary			
HCM 2000 Control Delay	37.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Queues 1: Terry Fox Drive & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	345	305	265	465	180	280	925	215	210	600	105
Future Volume (vph)	115	345	305	265	465	180	280	925	215	210	600	105
Lane Group Flow (vph)	124	371	328	285	500	194	301	995	231	226	645	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	61.0	61.0	61.0	61.0	61.0	61.0	15.0	45.0	45.0	14.0	44.0	44.0
Total Split (%)	50.8%	50.8%	50.8%	50.8%	50.8%	50.8%	12.5%	37.5%	37.5%	11.7%	36.7%	36.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.63	0.49	0.42	0.97	0.66	0.27	0.75	0.84	0.40	0.75	0.53	0.19
Control Delay	42.1	28.0	7.5	79.3	32.9	6.9	37.0	45.1	18.7	43.7	36.1	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	28.0	7.5	79.3	32.9	6.9	37.0	45.1	18.7	43.7	36.1	10.6
Queue Length 50th (m)	22.9	63.7	12.4	64.3	93.8	7.1	45.6	119.4	22.6	40.9	76.0	2.8
Queue Length 95th (m)	44.5	86.3	31.5	#115.1	123.3	20.5	#98.7	147.0	45.5	#105.6	91.7	19.7
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	227	871	857	339	871	800	399	1207	589	301	1225	607
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.43	0.38	0.84	0.57	0.24	0.75	0.82	0.39	0.75	0.53	0.19

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	100
Control Type:	Actuated-Coordinated
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	



HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	40	595	15	0	715	0	30	5	10	0	5	50
Future Volume (vph)	40	595	15	0	715	0	30	5	10	0	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1			6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	1.00			1.00		1.00	0.90			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1804	3555			3610		1804	1704			1620	
Flt Permitted	0.32	1.00			1.00		0.72	1.00			1.00	
Satd. Flow (perm)	605	3555			3610		1365	1704			1620	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	640	16	0	769	0	32	5	11	0	5	54
RTOR Reduction (vph)	0	3	0	0	0	0	0	7	0	0	36	0
Lane Group Flow (vph)	43	653	0	0	769	0	32	9	0	0	23	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	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		
Actuated Green, G (s)	14.2	14.2			14.2		12.4	12.4			12.4	
Effective Green, g (s)	15.2	15.2			15.2		13.4	13.4			13.4	
Actuated g/C Ratio	0.38	0.38			0.38		0.33	0.33			0.33	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1			7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	228	1344			1364		455	568			540	
v/s Ratio Prot		0.18			0.21			0.01			0.01	
v/s Ratio Perm	0.07						0.02					
v/c Ratio	0.19	0.49			0.56		0.07	0.02			0.04	
Uniform Delay, d1	8.4	9.5			9.9		9.1	9.0			9.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.4	0.3			0.5		0.1	0.0			0.0	
Delay (s)	8.8	9.8			10.4		9.2	9.0			9.1	
Level of Service	A	A			B		A	A			A	
Approach Delay (s)		9.7			10.4			9.1			9.1	
Approach LOS		A			B			A			A	

Intersection Summary

HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	40.2	Sum of lost time (s)	11.6
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues 2: Didsbury Road & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	40	595	715	30	5	5
Future Volume (vph)	40	595	715	30	5	5
Lane Group Flow (vph)	43	656	769	32	16	59
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		2	6		8	4
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	Min	Min	Min
v/c Ratio	0.19	0.49	0.57	0.07	0.03	0.10
Control Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Length 50th (m)	1.7	15.4	19.0	1.5	0.3	0.3
Queue Length 95th (m)	9.5	41.8	50.2	6.5	3.3	5.9
Internal Link Dist (m)		215.7	105.9		90.9	71.0
Turn Bay Length (m)	30.0					
Base Capacity (vph)	364	2140	2172	870	1091	1053
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.31	0.35	0.04	0.01	0.06

Intersection Summary

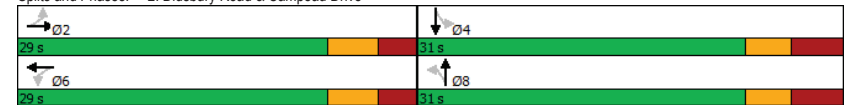
Cycle Length: 60

Actuated Cycle Length: 40.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↔	↔	↔↔	↔	↔	↔			↔↔	
Traffic Volume (vph)	0	570	30	85	710	0	25	0	80	0	0	0
Future Volume (vph)	0	570	30	85	710	0	25	0	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8	5.8	5.8	5.8		6.4	6.4				
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00	1.00				
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00				
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00				
Frt		1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)		3574	1590	1803	3610		1804	1583				
Flt Permitted		1.00	1.00	0.43	1.00		0.76	1.00				
Satd. Flow (perm)		3574	1590	816	3610		1438	1583				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	588	31	88	732	0	26	0	82	0	0	0
RTOR Reduction (vph)	0	0	14	0	0	0	0	66	0	0	0	0
Lane Group Flow (vph)	0	588	17	88	732	0	26	16	0	0	0	0
Confl. Peds. (#/hr)	4		4	4		4	1					1
Confl. Bikes (#/hr)			3			1						1
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Turn Type		NA	Perm	Perm	NA	Perm	Perm	NA				
Protected Phases		2			6			8			4	
Permitted Phases			2	6		6	8		4			
Actuated Green, G (s)		23.3	23.3	23.3	23.3		7.6	7.6				
Effective Green, g (s)		24.3	24.3	24.3	24.3		8.6	8.6				
Actuated g/C Ratio		0.54	0.54	0.54	0.54		0.19	0.19				
Clearance Time (s)		6.8	6.8	6.8	6.8		7.4	7.4				
Vehicle Extension (s)		3.0	3.0	3.0	3.0		3.0	3.0				
Lane Grp Cap (vph)	1925	856	439	1945		274	301					
v/s Ratio Prot	0.16			c0.20			0.01					
v/s Ratio Perm		0.01	0.11			c0.02						
v/c Ratio	0.31	0.02	0.20	0.38		0.09	0.05					
Uniform Delay, d1	5.7	4.8	5.4	6.0		15.0	14.9					
Progression Factor	1.00	1.00	1.00	1.00		1.00	1.00					
Incremental Delay, d2	0.1	0.0	0.2	0.1		0.2	0.1					
Delay (s)	5.8	4.9	5.6	6.1		15.2	15.0					
Level of Service	A	A	A	A		B	B					
Approach Delay (s)	5.8			6.1		15.0				0.0		
Approach LOS	A			A		B				A		

Intersection Summary

HCM 2000 Control Delay	6.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	45.1	Sum of lost time (s)	12.2
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations	↔↔	↔	↔	↔↔	↔	↔	
Traffic Volume (vph)	570	30	85	710	25	0	
Future Volume (vph)	570	30	85	710	25	0	
Lane Group Flow (vph)	588	31	88	732	26	82	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.25	0.03	0.17	0.31	0.05	0.13	
Control Delay	8.5	0.8	10.9	8.8	11.4	1.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.5	0.8	10.9	8.8	11.4	1.1	
Queue Length 50th (m)	14.1	0.0	3.8	18.5	1.5	0.0	
Queue Length 95th (m)	41.0	1.2	17.8	52.0	5.8	2.1	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		50.0	120.0		65.0		
Base Capacity (vph)	2583	1167	589	2609	1009	1154	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.03	0.15	0.28	0.03	0.07	

Intersection Summary

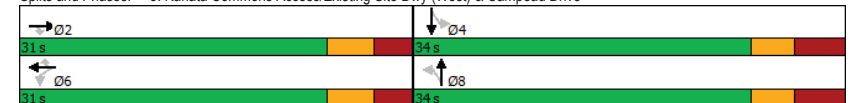
Cycle Length: 65

Actuated Cycle Length: 42.2

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Unsignalized Intersection Capacity Analysis
6: Didsbury Road & Future Site Dwy (North)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	45	55	0
Future Volume (Veh/h)	0	0	0	45	55	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	50	61	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked						
vC, conflicting volume	111	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	111	61	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	891	1010	1555			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	50	61			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1555	1700			
Volume to Capacity	0.00	0.00	0.04			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
5: Didsbury Road & Future Site Dwy (South)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	45	55	0
Future Volume (Veh/h)	0	0	0	45	55	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	50	61	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	111	61	61			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	111	61	61			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	891	1010	1555			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	50	61			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1555	1700			
Volume to Capacity	0.00	0.00	0.04			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			6.7%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	80	820	30	0	895	50	35	10	0	90	25	65
Future Volume (vph)	80	820	30	0	895	50	35	10	0	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4			5.6			5.6	5.6
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00			0.99	1.00
Frt	1.00	0.99			0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.96	1.00
Satd. Flow (prot)	1802	3591			3576			1829			1818	1615
Flt Permitted	0.26	1.00			1.00			0.66			0.74	1.00
Satd. Flow (perm)	495	3591			3576			1246			1398	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	882	32	0	962	54	38	11	0	97	27	70
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	60
Lane Group Flow (vph)	86	913	0	0	1014	0	0	49	0	0	124	11
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	90.0	90.0			90.0			17.0			17.0	17.0
Effective Green, g (s)	91.0	91.0			91.0			18.0			18.0	18.0
Actuated g/C Ratio	0.76	0.76			0.76			0.15			0.15	0.15
Clearance Time (s)	6.4	6.4			6.4			6.6			6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	375	2723			2711			186			209	242
v/s Ratio Prot		0.25			c0.28						c0.09	0.01
v/s Ratio Perm	0.17							0.04				
v/c Ratio	0.23	0.34			0.37			0.26			0.59	0.04
Uniform Delay, d1	4.2	4.7			4.9			45.1			47.6	43.6
Progression Factor	1.00	1.00			3.19			1.00			1.00	1.00
Incremental Delay, d2	1.4	0.3			0.3			0.8			4.5	0.1
Delay (s)	5.7	5.0			15.9			45.9			52.0	43.7
Level of Service	A	A			B			D			D	D
Approach Delay (s)	5.1				15.9			45.9			49.0	
Approach LOS	A				B			D			D	

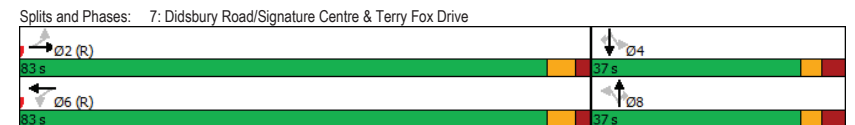
Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	80	820	895	35	10	90	25	65
Future Volume (vph)	80	820	895	35	10	90	25	65
Lane Group Flow (vph)	86	914	1016	0	49	0	124	70
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	6		8		4	
Permitted Phases	2			8		4		4
Detector Phase	2	2	6	8	8	4	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	5.4	5.4	5.4	5.6		5.6	5.6	
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.23	0.34	0.37		0.26		0.59	0.23
Control Delay	7.3	5.6	17.8		46.1		58.0	10.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	7.3	5.6	17.8		46.1		58.0	10.9
Queue Length 50th (m)	5.1	31.3	114.3		11.0		29.3	0.0
Queue Length 95th (m)	16.3	58.2	133.3		21.0		45.1	12.1
Internal Link Dist (m)		741.7	312.7		88.8		84.7	
Turn Bay Length (m)	40.0							
Base Capacity (vph)	375	2725	2714		326		365	474
Starvation Cap Reductn	0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0		0	0
Reduced v/c Ratio	0.23	0.34	0.37		0.15		0.34	0.15

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	100 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	70
Control Type:	Actuated-Coordinated



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	340	395	235	385	175	275	970	210	230	665	85
Future Volume (vph)	115	340	395	235	385	175	275	970	210	230	665	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1576	1734	1845	1536	1804	3574	1516	1769	3574	1559
Flt Permitted	0.33	1.00	1.00	0.39	1.00	1.00	0.28	1.00	1.00	0.13	1.00	1.00
Satd. Flow (perm)	629	1881	1576	704	1845	1536	535	3574	1516	236	3574	1559
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	351	407	242	397	180	284	1000	216	237	686	88
RTOR Reduction (vph)	0	0	210	0	0	91	0	0	65	0	0	54
Lane Group Flow (vph)	119	351	197	242	397	89	284	1000	151	237	686	34
Confl. Peds. (#/hr)	9		2	2		9	3		12	12		3
Confl. Bikes (#/hr)			1				2					
Heavy Vehicles (%)	0%	1%	1%	4%	3%	3%	0%	1%	2%	2%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	42.7	42.7	42.7	42.7	42.7	42.7	57.7	44.7	44.7	58.5	45.1	45.1
Effective Green, g (s)	43.7	43.7	43.7	43.7	43.7	43.7	59.7	45.7	45.7	60.5	46.1	46.1
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.36	0.36	0.50	0.38	0.38	0.50	0.38	0.38
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	229	684	573	256	671	559	414	1361	577	302	1373	598
v/s Ratio Prot		0.19			0.22		0.08	0.28		0.09	0.19	
v/s Ratio Perm	0.19		0.13	0.34		0.06	0.26		0.10	0.30		0.02
v/c Ratio	0.52	0.51	0.34	0.95	0.59	0.16	0.69	0.73	0.26	0.78	0.50	0.06
Uniform Delay, d1	29.9	29.8	27.7	37.0	30.9	25.8	19.1	31.9	25.5	22.1	28.2	23.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.21	1.88
Incremental Delay, d2	2.0	0.7	0.4	41.1	1.4	0.1	4.7	3.6	1.1	12.2	1.3	0.2
Delay (s)	31.9	30.5	28.1	78.1	32.3	25.9	23.7	35.5	26.7	34.4	35.2	43.9
Level of Service	C	C	C	E	C	C	C	D	C	C	D	D
Approach Delay (s)	29.6				44.4			32.0			35.8	
Approach LOS	C				D			C			D	

Intersection Summary			
HCM 2000 Control Delay	34.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

FT_2028_PM 375 Didsbury Road 7:58 am 11-04-2025 Existing PM Peak
BA Group - WW

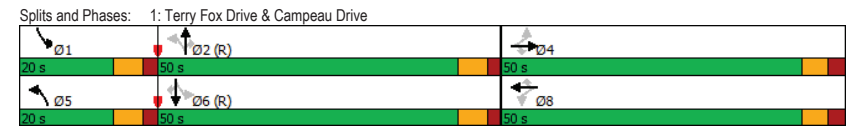
Synchro 11 Report
Page 2

Queues 1: Terry Fox Drive & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	340	395	235	385	175	275	970	210	230	665	85
Future Volume (vph)	115	340	395	235	385	175	275	970	210	230	665	85
Lane Group Flow (vph)	119	351	407	242	397	180	284	1000	216	237	686	88
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	20.0	50.0	50.0	20.0	50.0	50.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%	16.7%	41.7%	41.7%	16.7%	41.7%	41.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.52	0.51	0.52	0.95	0.59	0.28	0.69	0.73	0.34	0.78	0.50	0.13
Control Delay	39.0	32.6	8.4	81.7	34.9	7.9	25.0	36.5	15.4	40.8	36.3	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	32.6	8.4	81.7	34.9	7.9	25.0	36.5	15.4	40.8	36.3	10.0
Queue Length 50th (m)	21.8	63.9	12.0	54.7	75.0	5.6	39.0	117.1	19.2	40.2	82.5	1.8
Queue Length 95th (m)	43.6	96.0	39.9	#110.0	111.5	21.7	55.0	138.8	38.7	#73.7	92.7	13.9
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	237	712	801	266	698	670	424	1391	654	309	1401	665
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.49	0.51	0.91	0.57	0.27	0.67	0.72	0.33	0.77	0.49	0.13

Intersection Summary			
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			



FT_2028_PM 375 Didsbury Road 7:58 am 11-04-2025 Existing PM Peak
BA Group - WW

Synchro 11 Report
Page 1

HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	40	705	15	0	620	5	20	5	0	15	5	50
Future Volume (vph)	40	705	15	0	620	5	20	5	0	15	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	1.00		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	3558			3570		1656	1900		1803	1640	
Flt Permitted	0.41	1.00			1.00		0.72	1.00		0.75	1.00	
Satd. Flow (perm)	783	3558			3570		1256	1900		1432	1640	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	40	712	15	0	626	5	20	5	0	15	5	51
RTOR Reduction (vph)	0	2	0	0	1	0	0	0	0	0	41	0
Lane Group Flow (vph)	40	725	0	0	630	0	20	5	0	15	15	0
Confl. Peds. (#/hr)	1		3	3		1			1	1		
Heavy Vehicles (%)	0%	1%	6%	0%	1%	0%	9%	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		
Actuated Green, G (s)	23.2	23.2			23.2		7.3	7.3		7.3	7.3	
Effective Green, g (s)	24.2	24.2			24.2		8.3	8.3		8.3	8.3	
Actuated g/C Ratio	0.55	0.55			0.55		0.19	0.19		0.19	0.19	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1		7.1	7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	429	1952			1959		236	357		269	308	
v/s Ratio Prot		c0.20			0.18			0.00			0.01	
v/s Ratio Perm	0.05						c0.02			0.01		
v/c Ratio	0.09	0.37			0.32		0.08	0.01		0.06	0.05	
Uniform Delay, d1	4.7	5.6			5.5		14.8	14.6		14.7	14.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1			0.1		0.2	0.0		0.1	0.1	
Delay (s)	4.8	5.8			5.5		14.9	14.6		14.8	14.7	
Level of Service	A	A			A		B	B		B	B	
Approach Delay (s)		5.7			5.5			14.9			14.7	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	44.1	Sum of lost time (s)	11.6
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

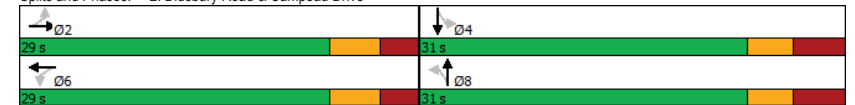
Queues 2: Didsbury Road & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	40	705	620	20	5	15	5
Future Volume (vph)	40	705	620	20	5	15	5
Lane Group Flow (vph)	40	727	631	20	5	15	56
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		2	6		8		4
Permitted Phases	2			8		4	
Detector Phase	2	2	6	8	8	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1	6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	None	None	None	None
v/c Ratio	0.08	0.31	0.27	0.05	0.01	0.03	0.10
Control Delay	9.7	8.2	7.9	11.1	10.4	10.8	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	8.2	7.9	11.1	10.4	10.8	4.8
Queue Length 50th (m)	1.6	17.6	14.8	1.3	0.4	0.9	0.3
Queue Length 95th (m)	8.6	47.1	40.2	4.7	2.0	3.9	5.8
Internal Link Dist (m)		215.7	105.9		90.9		71.0
Turn Bay Length (m)	30.0						
Base Capacity (vph)	552	2515	2523	805	1218	917	1070
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.29	0.25	0.02	0.00	0.02	0.05

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 41.2	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 2: Didsbury Road & Campeau Drive



HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	115	445	35	105	515	70	40	0	95	220	0	90
Future Volume (vph)	115	445	35	105	515	70	40	0	95	220	0	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4				
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00				
Flpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00				
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85				
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00				
Satd. Flow (prot)	1801	3574	1594	1804	3539	1575	1805	1615				
Flt Permitted	0.45	1.00	1.00	0.49	1.00	1.00	0.56	1.00				
Satd. Flow (perm)	862	3574	1594	926	3539	1575	1060	1615				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	459	36	108	531	72	41	0	98	227	0	93
RTOR Reduction (vph)	0	0	23	0	0	46	0	65	0	0	61	0
Lane Group Flow (vph)	119	459	13	108	531	26	41	33	0	0	259	0
Conf. Peds. (#/hr)	5		2	2		5						
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	13.4	13.4	13.4	13.4	13.4	13.4	12.8	12.8				12.8
Effective Green, g (s)	14.4	14.4	14.4	14.4	14.4	14.4	13.8	13.8				13.8
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.36	0.36	0.34	0.34				0.34
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.4	7.4				7.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0				3.0
Lane Grp Cap (vph)	307	1273	568	330	1261	561	362	551				871
v/s Ratio Prot		0.13			c0.15			0.02				
v/s Ratio Perm	0.14		0.01	0.12		0.02	0.04				c0.10	
v/c Ratio	0.39	0.36	0.02	0.33	0.42	0.05	0.11	0.06				0.30
Uniform Delay, d1	9.7	9.6	8.4	9.5	9.8	8.5	9.1	8.9				9.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00
Incremental Delay, d2	0.8	0.2	0.0	0.6	0.2	0.0	0.1	0.0				0.2
Delay (s)	10.5	9.8	8.5	10.1	10.1	8.5	9.2	9.0				9.9
Level of Service	B	A	A	B	B	A	A	A				A
Approach Delay (s)		9.8			9.9			9.1			9.9	
Approach LOS		A			A			A			A	

Intersection Summary

HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	40.4	Sum of lost time (s)	12.2
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	115	445	35	105	515	70	40	0	220	0
Future Volume (vph)	115	445	35	105	515	70	40	0	220	0
Lane Group Flow (vph)	119	459	36	108	531	72	41	98	0	320
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2			6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	6	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	27.8	27.8	34.4	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	34.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52.3%	52.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	4.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4	6.4	6.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None
v/c Ratio	0.40	0.37	0.06	0.33	0.43	0.12	0.12	0.14		0.35
Control Delay	15.7	11.4	1.4	14.2	11.9	4.0	11.2	0.4		8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	15.7	11.4	1.4	14.2	11.9	4.0	11.2	0.4		8.6
Queue Length 50th (m)	5.3	10.6	0.0	4.7	12.5	0.0	1.7	0.0		5.3
Queue Length 95th (m)	23.4	31.7	1.9	20.9	36.8	6.8	8.3	0.0		16.8
Internal Link Dist (m)		239.7			215.7			136.6		37.3
Turn Bay Length (m)	35.0		50.0	120.0			65.0			
Base Capacity (vph)	557	2314	1057	599	2291	1042	753	1213		1838
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	0.21	0.20	0.03	0.18	0.23	0.07	0.05	0.08		0.17

Intersection Summary

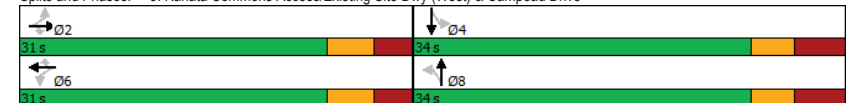
Cycle Length: 65

Actuated Cycle Length: 41.4

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Unsignalized Intersection Capacity Analysis
6: Didsbury Road & Future Site Dwy (North)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	5	5	45	60	240
Future Volume (Veh/h)	150	5	5	45	60	240
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	167	6	6	50	67	267
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked	0.98	0.98	0.98			
vC, conflicting volume	262	200	334			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	235	171	308			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	77	99	100			
cM capacity (veh/h)	738	858	1236			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	173	56	334			
Volume Left	167	6	0			
Volume Right	6	0	267			
cSH	741	1236	1700			
Volume to Capacity	0.23	0.00	0.20			
Queue Length 95th (m)	7.2	0.1	0.0			
Control Delay (s)	11.3	0.9	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.3	0.9	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization		33.2%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
5: Didsbury Road & Future Site Dwy (South)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	15	5	45	55	10
Future Volume (Veh/h)	5	15	5	45	55	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	17	6	50	61	11
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	128	66	72			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	128	66	72			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	867	1003	1541			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	23	56	72			
Volume Left	6	6	0			
Volume Right	17	0	11			
cSH	964	1541	1700			
Volume to Capacity	0.02	0.00	0.04			
Queue Length 95th (m)	0.6	0.1	0.0			
Control Delay (s)	8.8	0.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	0.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization		16.5%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	95	725	85	190	805	50	130	5	60	95	25	60
Future Volume (vph)	95	725	85	190	805	50	130	5	60	95	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		5.4	5.4			5.6	5.6		5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1805	3545		1804	3545			1813	1594		1826	1615
Flt Permitted	0.30	1.00		0.32	1.00			0.59	1.00		0.59	1.00
Satd. Flow (perm)	568	3545		600	3545			1116	1594		1113	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	755	89	198	839	52	135	5	62	99	26	62
RTOR Reduction (vph)	0	6	0	0	3	0	0	0	52	0	0	52
Lane Group Flow (vph)	99	838	0	198	888	0	0	140	11	0	125	11
Confl. Peds. (#/hr)			1	1					1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	87.6	87.6		87.6	87.6			19.4	19.4		19.4	19.4
Effective Green, g (s)	88.6	88.6		88.6	88.6			20.4	20.4		20.4	20.4
Actuated g/C Ratio	0.74	0.74		0.74	0.74			0.17	0.17		0.17	0.17
Clearance Time (s)	6.4	6.4		6.4	6.4			6.6	6.6		6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	419	2617		443	2617			189	270		189	274
v/s Ratio Prot		0.24			0.25							
v/s Ratio Perm	0.17			c0.33				c0.13	0.01		0.11	0.01
v/c Ratio	0.24	0.32		0.45	0.34			0.74	0.04		0.66	0.04
Uniform Delay, d1	5.0	5.4		6.1	5.5			47.3	41.6		46.6	41.6
Progression Factor	1.00	1.00		2.02	1.70			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.3	0.3		2.5	0.3			14.4	0.1		8.4	0.1
Delay (s)	6.3	5.7		14.9	9.6			61.7	41.7		55.0	41.7
Level of Service	A	A		B	A			E	D		D	D
Approach Delay (s)		5.8			10.5			55.5			50.5	
Approach LOS		A			B			E			D	

Intersection Summary			
HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

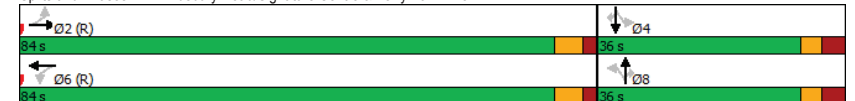
Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	95	725	190	805	130	5	60	95	25	60
Future Volume (vph)	95	725	190	805	130	5	60	95	25	60
Lane Group Flow (vph)	99	844	198	891	0	140	63	0	125	63
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		6		8			4	
Permitted Phases	2		6		8		8	4		4
Detector Phase	2	2	6	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6	33.6
Total Split (s)	84.0	84.0	84.0	84.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	70.0%	70.0%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.2	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.6	5.6	5.6	5.6	5.6	5.6
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.24	0.32	0.45	0.34		0.74	0.20		0.66	0.19
Control Delay	7.9	6.2	18.9	10.6		68.7	10.6		62.1	10.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	7.9	6.2	18.9	10.6		68.7	10.6		62.1	10.6
Queue Length 50th (m)	6.8	32.0	1.4	2.8		33.3	0.0		29.3	0.0
Queue Length 95th (m)	18.1	53.0	m67.8	121.4		52.6	11.6		47.2	11.6
Internal Link Dist (m)		741.7		312.7		88.8			84.7	
Turn Bay Length (m)	40.0		35.0			25.0				
Base Capacity (vph)	418	2621	442	2618		282	450		281	456
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	0.24	0.32	0.45	0.34		0.50	0.14		0.44	0.14

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	75 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Didsbury Road/Signature Centre & Terry Fox Drive



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	390	480	270	510	190	295	1055	215	215	645	105
Future Volume (vph)	115	390	480	270	510	190	295	1055	215	215	645	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1569	1774	1881	1561	1804	3610	1554	1787	3574	1567
Flt Permitted	0.24	1.00	1.00	0.36	1.00	1.00	0.24	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)	445	1881	1569	671	1881	1561	464	3610	1554	187	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	419	516	290	548	204	317	1134	231	231	694	113
RTOR Reduction (vph)	0	0	173	0	0	74	0	0	62	0	0	68
Lane Group Flow (vph)	124	419	343	290	548	130	317	1134	169	231	694	45
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	49.9	49.9	49.9	49.9	49.9	49.9	50.9	39.3	39.3	50.9	39.3	39.3
Effective Green, g (s)	50.9	50.9	50.9	50.9	50.9	50.9	52.9	40.3	40.3	52.9	40.3	40.3
Actuated g/C Ratio	0.42	0.42	0.42	0.42	0.42	0.42	0.44	0.34	0.34	0.44	0.34	0.34
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	188	797	665	284	797	662	345	1212	521	250	1200	526
v/s Ratio Prot		0.22			0.29		0.10	c0.31		c0.10	0.19	
v/s Ratio Perm	0.28		0.22	c0.43		0.08	0.31		0.11	0.31		0.03
v/c Ratio	0.66	0.53	0.52	1.02	0.69	0.20	0.92	0.94	0.32	0.92	0.58	0.09
Uniform Delay, d1	27.6	25.6	25.5	34.5	28.1	21.7	26.3	38.6	29.7	32.5	32.8	27.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.22	0.86	0.66
Incremental Delay, d2	8.1	0.6	0.7	58.9	2.5	0.1	28.4	14.4	1.6	35.5	1.9	0.3
Delay (s)	35.7	26.2	26.2	93.5	30.6	21.9	54.7	53.0	31.3	75.1	30.3	18.4
Level of Service	D	C	C	F	C	C	D	D	C	E	C	B
Approach Delay (s)		27.3			46.4			50.4			39.0	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM 2000 Control Delay	42.0			HCM 2000 Level of Service				D				
HCM 2000 Volume to Capacity ratio	0.97											
Actuated Cycle Length (s)	120.0			Sum of lost time (s)				16.2				
Intersection Capacity Utilization	102.6%			ICU Level of Service				G				
Analysis Period (min)	15											
c Critical Lane Group												

FT_2028_SAT 375 Didsbury Road 9:45 am 02-10-2026 Existing SAT Peak
BA Group - WW

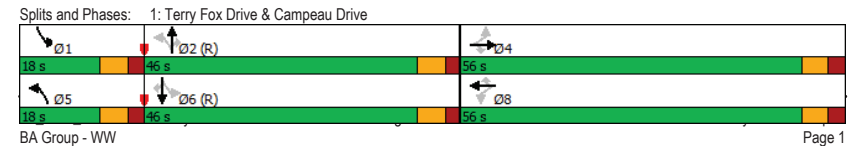
Synchro 11 Report
Page 2

Queues 1: Terry Fox Drive & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	390	480	270	510	190	295	1055	215	215	645	105
Future Volume (vph)	115	390	480	270	510	190	295	1055	215	215	645	105
Lane Group Flow (vph)	124	419	516	290	548	204	317	1134	231	231	694	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	56.0	56.0	56.0	56.0	56.0	56.0	18.0	46.0	46.0	18.0	46.0	46.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%	46.7%	15.0%	38.3%	38.3%	15.0%	38.3%	38.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.66	0.53	0.62	1.02	0.69	0.28	0.92	0.94	0.40	0.92	0.58	0.19
Control Delay	47.2	28.7	14.1	94.8	33.6	9.7	55.8	53.4	19.8	75.7	30.5	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	28.7	14.1	94.8	33.6	9.7	55.8	53.4	19.8	75.7	30.5	5.2
Queue Length 50th (m)	24.2	75.9	39.5	~76.7	109.1	11.3	47.4	142.0	24.8	34.9	76.6	3.6
Queue Length 95th (m)	#55.8	107.6	77.1	#132.9	151.1	27.9	#89.8	#185.2	47.5	#92.4	60.5	7.6
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	188	798	838	284	798	736	344	1221	587	250	1209	597
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.53	0.62	1.02	0.69	0.28	0.92	0.93	0.39	0.92	0.57	0.19

Intersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 120												
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green												
Natural Cycle: 110												
Control Type: Actuated-Coordinated												
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.												



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HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	50	795	15	0	775	0	30	5	10	20	5	55
Future Volume (vph)	50	795	15	0	775	0	30	5	10	20	5	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	3559			3610		1804	1704		1805	1618	
Flt Permitted	0.29	1.00			1.00		0.72	1.00		0.75	1.00	
Satd. Flow (perm)	544	3559			3610		1358	1704		1419	1618	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	54	855	16	0	833	0	32	5	11	22	5	59
RTOR Reduction (vph)	0	2	0	0	0	0	0	7	0	0	40	0
Lane Group Flow (vph)	54	869	0	0	833	0	32	9	0	22	24	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	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		
Actuated Green, G (s)	15.7	15.7			15.7		12.4	12.4		12.4	12.4	
Effective Green, g (s)	16.7	16.7			16.7		13.4	13.4		13.4	13.4	
Actuated g/C Ratio	0.40	0.40			0.40		0.32	0.32		0.32	0.32	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1		7.1	7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	217	1425			1445		436	547		455	519	
v/s Ratio Prot		c0.24			0.23			0.01			0.01	
v/s Ratio Perm	0.10						c0.02			0.02		
v/c Ratio	0.25	0.61			0.58		0.07	0.02		0.05	0.05	
Uniform Delay, d1	8.3	9.9			9.7		9.8	9.7		9.8	9.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.7			0.6		0.1	0.0		0.0	0.0	
Delay (s)	8.9	10.7			10.3		9.9	9.7		9.8	9.8	
Level of Service	A	B			B		A	A		A	A	
Approach Delay (s)		10.6			10.3			9.8			9.8	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	41.7	Sum of lost time (s)	11.6
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues 2: Didsbury Road & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	50	795	775	30	5	20	5
Future Volume (vph)	50	795	775	30	5	20	5
Lane Group Flow (vph)	54	871	833	32	16	22	64
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		2	6		8		4
Permitted Phases	2			8		4	
Detector Phase	2	2	6	8	8	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1	6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	Min	Min	Min
v/c Ratio	0.25	0.62	0.58	0.07	0.03	0.05	0.12
Control Delay	13.3	12.8	12.4	11.3	7.5	11.0	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	12.8	12.4	11.3	7.5	11.0	4.8
Queue Length 50th (m)	2.2	22.2	21.0	1.6	0.3	1.1	0.3
Queue Length 95th (m)	12.0	58.4	55.2	6.6	3.3	5.1	6.2
Internal Link Dist (m)		215.7	105.9		90.9		71.0
Turn Bay Length (m)	30.0						
Base Capacity (vph)	315	2063	2091	834	1051	871	1017
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.42	0.40	0.04	0.02	0.03	0.06

Intersection Summary

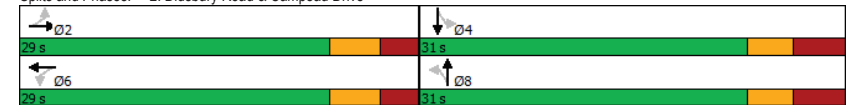
Cycle Length: 60

Actuated Cycle Length: 42.2

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (vph)	155	530	30	85	685	90	25	0	80	250	0	100
Future Volume (vph)	155	530	30	85	685	90	25	0	80	250	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4				
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00				
Flpb. ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00				
Flpb. ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85				
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00				
Satd. Flow (prot)	1802	3574	1589	1803	3610	1574	1804	1583				
Flt Permitted	0.36	1.00	1.00	0.45	1.00	1.00	0.54	1.00				
Satd. Flow (perm)	683	3574	1589	850	3610	1574	1019	1583				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	160	546	31	88	706	93	26	0	82	258	0	103
RTOR Reduction (vph)	0	0	18	0	0	55	0	56	0	0	64	0
Lane Group Flow (vph)	160	546	13	88	706	38	26	26	0	0	297	0
Conf. Peds. (#/hr)	4		4	4		4	1					
Conf. Bikes (#/hr)			3			1						
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		4			
Actuated Green, G (s)	17.7	17.7	17.7	17.7	17.7	17.7	13.4	13.4			13.4	
Effective Green, g (s)	18.7	18.7	18.7	18.7	18.7	18.7	14.4	14.4			14.4	
Actuated g/C Ratio	0.41	0.41	0.41	0.41	0.41	0.41	0.32	0.32			0.32	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.4	7.4			7.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	281	1475	655	350	1490	649	323	503			814	
v/s Ratio Prot		0.15			0.20			0.02				
v/s Ratio Perm	c0.23		0.01	0.10		0.02	0.03				c0.12	
v/c Ratio	0.57	0.37	0.02	0.25	0.47	0.06	0.08	0.05			0.36	
Uniform Delay, d1	10.2	9.2	7.9	8.7	9.7	8.0	10.8	10.7			11.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	2.6	0.2	0.0	0.4	0.2	0.0	0.1	0.0			0.3	
Delay (s)	12.9	9.4	7.9	9.1	9.9	8.0	10.9	10.8			12.2	
Level of Service	B	A	A	A	A	A	B	B			B	
Approach Delay (s)	10.1				9.7			10.8			12.2	
Approach LOS	B				A			B			B	

Intersection Summary

HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	45.3	Sum of lost time (s)	12.2
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

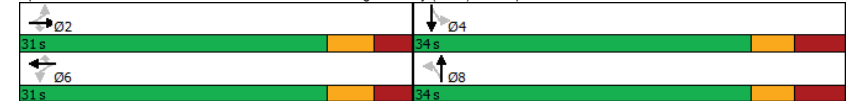
07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (vph)	155	530	30	85	685	90	25	0	250	0
Future Volume (vph)	155	530	30	85	685	90	25	0	250	0
Lane Group Flow (vph)	160	546	31	88	706	93	26	82	0	361
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2			6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	6	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	27.8	27.8	34.4	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	34.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52.3%	52.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	4.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4	6.4	6.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None
v/c Ratio	0.58	0.38	0.04	0.25	0.48	0.13	0.08	0.13		0.42
Control Delay	22.3	10.9	0.8	12.5	11.8	3.6	13.0	0.5		11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	22.3	10.9	0.8	12.5	11.8	3.6	13.0	0.5		11.2
Queue Length 50th (m)	8.2	13.3	0.0	3.9	18.2	0.0	1.5	0.0		8.9
Queue Length 95th (m)	#41.4	37.8	1.2	17.6	49.9	7.9	6.0	0.5		19.5
Internal Link Dist (m)		239.7			215.7			136.6		37.3
Turn Bay Length (m)	35.0		50.0	120.0			65.0			
Base Capacity (vph)	393	2057	944	489	2077	943	642	1061		1652
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	0.41	0.27	0.03	0.18	0.34	0.10	0.04	0.08		0.22

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 46.1
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Unsignalized Intersection Capacity Analysis
6: Didsbury Road & Future Site Dwy (North)

07-13-2026

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			U	U	
Traffic Volume (veh/h)	175	5	5	50	70	305
Future Volume (Veh/h)	175	5	5	50	70	305
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	194	6	6	56	78	339
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	316	248	417			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	265	195	371			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	72	99	99			
cM capacity (veh/h)	695	817	1150			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	200	62	417			
Volume Left	194	6	0			
Volume Right	6	0	339			
cSH	698	1150	1700			
Volume to Capacity	0.29	0.01	0.25			
Queue Length 95th (m)	9.5	0.1	0.0			
Control Delay (s)	12.2	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.2	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization		39.1%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
5: Didsbury Road & Future Site Dwy (South)

07-13-2026

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			U	U	
Traffic Volume (veh/h)	5	20	5	50	60	15
Future Volume (Veh/h)	5	20	5	50	60	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	22	6	56	67	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	144	76	84			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	144	76	84			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	850	991	1526			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	28	62	84			
Volume Left	6	6	0			
Volume Right	22	0	17			
cSH	957	1526	1700			
Volume to Capacity	0.03	0.00	0.05			
Queue Length 95th (m)	0.7	0.1	0.0			
Control Delay (s)	8.9	0.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	0.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization		16.8%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	80	795	110	240	795	50	140	10	75	90	25	65
Future Volume (vph)	80	795	110	240	795	50	140	10	75	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		5.4	5.4			5.6	5.6		5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1802	3544		1805	3572			1815	1583		1820	1615
Flt Permitted	0.29	1.00		0.27	1.00			0.61	1.00		0.55	1.00
Satd. Flow (perm)	549	3544		509	3572			1151	1583		1035	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	855	118	258	855	54	151	11	81	97	27	70
RTOR Reduction (vph)	0	7	0	0	3	0	0	0	66	0	0	57
Lane Group Flow (vph)	86	966	0	258	906	0	0	162	15	0	124	13
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	85.7	85.7		85.7	85.7			21.3	21.3		21.3	21.3
Effective Green, g (s)	86.7	86.7		86.7	86.7			22.3	22.3		22.3	22.3
Actuated g/C Ratio	0.72	0.72		0.72	0.72			0.19	0.19		0.19	0.19
Clearance Time (s)	6.4	6.4		6.4	6.4			6.6	6.6		6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	396	2560		367	2580			213	294		192	300
v/s Ratio Prot		0.27			0.25							
v/s Ratio Perm	0.16			c0.51				c0.14	0.01		0.12	0.01
v/c Ratio	0.22	0.38		0.70	0.35			0.76	0.05		0.65	0.04
Uniform Delay, d1	5.5	6.4		9.4	6.2			46.3	40.2		45.2	40.1
Progression Factor	1.00	1.00		1.60	1.03			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.3	0.4		6.1	0.2			14.7	0.1		7.3	0.1
Delay (s)	6.7	6.8		21.1	6.6			61.1	40.2		52.5	40.2
Level of Service	A	A		C	A			E	D		D	D
Approach Delay (s)		6.8			9.8			54.1			48.0	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

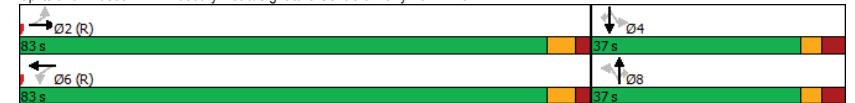
Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	80	795	240	795	140	10	75	90	25	65
Future Volume (vph)	80	795	240	795	140	10	75	90	25	65
Lane Group Flow (vph)	86	973	258	909	0	162	81	0	124	70
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		6		8			4	
Permitted Phases	2		6		8		8	4		4
Detector Phase	2	2	6	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.6	5.6		5.6	5.6
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.22	0.38	0.70	0.35		0.76	0.23		0.65	0.20
Control Delay	8.5	7.4	27.2	7.3		67.1	9.2		59.4	9.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	8.5	7.4	27.2	7.3		67.1	9.2		59.4	9.6
Queue Length 50th (m)	6.2	41.6	28.3	25.1		38.4	0.0		28.7	0.0
Queue Length 95th (m)	16.9	67.7	m22.9	m19.9		58.7	12.5		46.4	11.7
Internal Link Dist (m)		741.7		312.7		88.8			84.7	
Turn Bay Length (m)	40.0		35.0				25.0			
Base Capacity (vph)	397	2566	367	2582		301	474		270	474
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	0.22	0.38	0.70	0.35		0.54	0.17		0.46	0.15

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	100 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Didsbury Road/Signature Centre & Terry Fox Drive



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	390	480	270	510	190	295	1055	215	215	645	105
Future Volume (vph)	115	390	480	270	510	190	295	1055	215	215	645	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1569	1774	1881	1561	1804	3610	1554	1787	3574	1567
Flt Permitted	0.24	1.00	1.00	0.36	1.00	1.00	0.23	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)	459	1881	1569	681	1881	1561	433	3610	1554	195	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	419	516	290	548	204	317	1134	231	231	694	113
RTOR Reduction (vph)	0	0	132	0	0	78	0	0	62	0	0	67
Lane Group Flow (vph)	124	419	384	290	548	126	317	1134	169	231	694	46
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	50.8	50.8	50.8	50.8	50.8	50.8	51.0	38.6	38.6	49.0	37.6	37.6
Effective Green, g (s)	51.8	51.8	51.8	51.8	51.8	51.8	53.0	39.6	39.6	51.0	38.6	38.6
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.43	0.43	0.44	0.33	0.33	0.42	0.32	0.32
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	198	811	677	293	811	673	344	1191	512	247	1149	504
v/s Ratio Prot		0.22			0.29		c0.10	c0.31		0.10	0.19	
v/s Ratio Perm	0.27		0.24	c0.43		0.08	0.30		0.11	0.30		0.03
v/c Ratio	0.63	0.52	0.57	0.99	0.68	0.19	0.92	0.95	0.33	0.94	0.60	0.09
Uniform Delay, d1	26.6	24.9	25.7	33.8	27.4	21.1	25.7	39.3	30.2	32.3	34.3	28.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.28	0.86	0.67
Incremental Delay, d2	6.1	0.6	1.1	49.2	2.2	0.1	29.3	16.9	1.7	38.2	2.2	0.3
Delay (s)	32.6	25.5	26.8	83.0	29.6	21.2	55.0	56.1	31.9	79.7	31.9	19.4
Level of Service	C	C	C	F	C	C	D	E	C	E	C	B
Approach Delay (s)	26.9				42.8			52.6			41.1	
Approach LOS	C				D			D			D	

Intersection Summary			
HCM 2000 Control Delay	42.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Queues

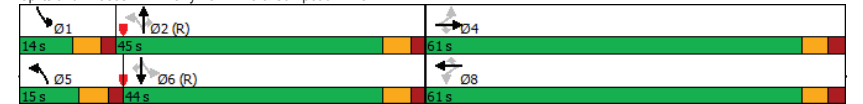
1: Terry Fox Drive & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	390	480	270	510	190	295	1055	215	215	645	105
Future Volume (vph)	115	390	480	270	510	190	295	1055	215	215	645	105
Lane Group Flow (vph)	124	419	516	290	548	204	317	1134	231	231	694	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	61.0	61.0	61.0	61.0	61.0	61.0	15.0	45.0	45.0	14.0	44.0	44.0
Total Split (%)	50.8%	50.8%	50.8%	50.8%	50.8%	50.8%	12.5%	37.5%	37.5%	11.7%	36.7%	36.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.63	0.52	0.64	0.99	0.67	0.27	0.92	0.95	0.40	0.94	0.60	0.20
Control Delay	41.1	26.9	17.2	83.5	31.5	7.7	61.1	56.6	20.4	78.3	32.2	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	26.9	17.2	83.5	31.5	7.7	61.1	56.6	20.4	78.3	32.2	5.8
Queue Length 50th (m)	22.0	70.0	50.3	65.6	100.4	9.0	~51.7	144.0	25.4	~49.3	78.3	3.7
Queue Length 95th (m)	46.8	99.1	87.0	#124.4	139.3	23.8	#108.3	#189.3	48.5	#108.4	62.3	8.4
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	213	871	851	315	871	797	344	1191	575	247	1149	571
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.48	0.61	0.92	0.63	0.26	0.92	0.95	0.40	0.94	0.60	0.20

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	110
Control Type:	Actuated-Coordinated
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.	

Splits and Phases: 1: Terry Fox Drive & Campeau Drive



HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Volume (vph)	50	795	15	0	775	0	30	5	10	20	5	55
Future Volume (vph)	50	795	15	0	775	0	30	5	10	20	5	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	3559			3610		1804	1704		1805	1618	
Flt Permitted	0.29	1.00			1.00		0.72	1.00		0.75	1.00	
Satd. Flow (perm)	544	3559			3610		1358	1704		1419	1618	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	54	855	16	0	833	0	32	5	11	22	5	59
RTOR Reduction (vph)	0	2	0	0	0	0	0	7	0	0	40	0
Lane Group Flow (vph)	54	869	0	0	833	0	32	9	0	22	24	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	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		
Actuated Green, G (s)	15.7	15.7			15.7		12.4	12.4		12.4	12.4	
Effective Green, g (s)	16.7	16.7			16.7		13.4	13.4		13.4	13.4	
Actuated g/C Ratio	0.40	0.40			0.40		0.32	0.32		0.32	0.32	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1		7.1	7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	217	1425			1445		436	547		455	519	
v/s Ratio Prot		c0.24			0.23			0.01			0.01	
v/s Ratio Perm	0.10						c0.02			0.02		
v/c Ratio	0.25	0.61			0.58		0.07	0.02		0.05	0.05	
Uniform Delay, d1	8.3	9.9			9.7		9.8	9.7		9.8	9.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.7			0.6		0.1	0.0		0.0	0.0	
Delay (s)	8.9	10.7			10.3		9.9	9.7		9.8	9.8	
Level of Service	A	B			B		A	A		A	A	
Approach Delay (s)		10.6			10.3			9.8			9.8	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	41.7	Sum of lost time (s)	11.6
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues 2: Didsbury Road & Campeau Drive

07-13-2026

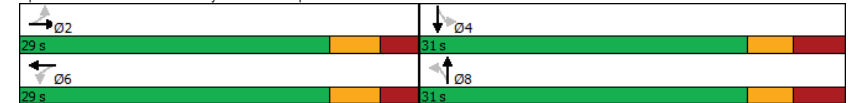
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↰	↱	↱	↰	↱	↰	↱
Traffic Volume (vph)	50	795	775	30	5	20	5
Future Volume (vph)	50	795	775	30	5	20	5
Lane Group Flow (vph)	54	871	833	32	16	22	64
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		2	6		8		4
Permitted Phases	2			8		4	
Detector Phase	2	2	6	8	8	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1	6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	Min	Min	Min
v/c Ratio	0.25	0.62	0.58	0.07	0.03	0.05	0.12
Control Delay	13.3	12.8	12.4	11.3	7.5	11.0	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	12.8	12.4	11.3	7.5	11.0	4.8
Queue Length 50th (m)	2.2	22.2	21.0	1.6	0.3	1.1	0.3
Queue Length 95th (m)	12.0	58.4	55.2	6.6	3.3	5.1	6.2
Internal Link Dist (m)		215.7	105.9		90.9		71.0
Turn Bay Length (m)	30.0						
Base Capacity (vph)	315	2063	2091	834	1051	871	1017
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.42	0.40	0.04	0.02	0.03	0.06

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 42.2
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (vph)	155	530	30	85	685	90	25	0	80	250	0	100
Future Volume (vph)	155	530	30	85	685	90	25	0	80	250	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4				
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00				
Flpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00				
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85				
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00				
Satd. Flow (prot)	1802	3574	1589	1803	3610	1574	1804	1583				
Flt Permitted	0.36	1.00	1.00	0.45	1.00	1.00	0.54	1.00				
Satd. Flow (perm)	683	3574	1589	850	3610	1574	1019	1583				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	160	546	31	88	706	93	26	0	82	258	0	103
RTOR Reduction (vph)	0	0	18	0	0	55	0	56	0	0	64	0
Lane Group Flow (vph)	160	546	13	88	706	38	26	26	0	0	297	0
Conf. Peds. (#/hr)	4		4	4		4	1					
Conf. Bikes (#/hr)			3			1						
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		4			
Actuated Green, G (s)	17.7	17.7	17.7	17.7	17.7	17.7	13.4	13.4			13.4	
Effective Green, g (s)	18.7	18.7	18.7	18.7	18.7	18.7	14.4	14.4			14.4	
Actuated g/C Ratio	0.41	0.41	0.41	0.41	0.41	0.41	0.32	0.32			0.32	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.4	7.4			7.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	281	1475	655	350	1490	649	323	503			814	
v/s Ratio Prot		0.15			0.20			0.02				
v/s Ratio Perm	c0.23		0.01	0.10		0.02	0.03				c0.12	
v/c Ratio	0.57	0.37	0.02	0.25	0.47	0.06	0.08	0.05			0.36	
Uniform Delay, d1	10.2	9.2	7.9	8.7	9.7	8.0	10.8	10.7			11.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	2.6	0.2	0.0	0.4	0.2	0.0	0.1	0.0			0.3	
Delay (s)	12.9	9.4	7.9	9.1	9.9	8.0	10.9	10.8			12.2	
Level of Service	B	A	A	A	A	A	B	B			B	
Approach Delay (s)	10.1				9.7			10.8			12.2	
Approach LOS	B				A			B			B	

Intersection Summary

HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	45.3	Sum of lost time (s)	12.2
Intersection Capacity Utilization	63.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

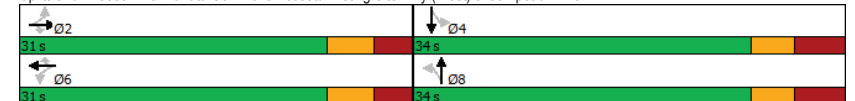
07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (vph)	155	530	30	85	685	90	25	0	250	0
Future Volume (vph)	155	530	30	85	685	90	25	0	250	0
Lane Group Flow (vph)	160	546	31	88	706	93	26	82	0	361
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2			6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	6	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	27.8	27.8	34.4	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	34.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52.3%	52.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	4.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4	6.4	6.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None
v/c Ratio	0.58	0.38	0.04	0.25	0.48	0.13	0.08	0.13		0.42
Control Delay	22.3	10.9	0.8	12.5	11.8	3.6	13.0	0.5		11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	22.3	10.9	0.8	12.5	11.8	3.6	13.0	0.5		11.2
Queue Length 50th (m)	8.2	13.3	0.0	3.9	18.2	0.0	1.5	0.0		8.9
Queue Length 95th (m)	#41.4	37.8	1.2	17.6	49.9	7.9	6.0	0.5		19.5
Internal Link Dist (m)		239.7			215.7			136.6		37.3
Turn Bay Length (m)	35.0		50.0	120.0			65.0			
Base Capacity (vph)	393	2057	944	489	2077	943	642	1061		1652
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	0.41	0.27	0.03	0.18	0.34	0.10	0.04	0.08		0.22

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 46.1
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Unsignalized Intersection Capacity Analysis
6: Didsbury Road & Future Site Dwy (North)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Volume (veh/h)	175	5	5	50	70	305
Future Volume (Veh/h)	175	5	5	50	70	305
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	194	6	6	56	78	339
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	316	248	417			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	265	195	371			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	72	99	99			
cM capacity (veh/h)	695	817	1150			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	200	62	417			
Volume Left	194	6	0			
Volume Right	6	0	339			
cSH	698	1150	1700			
Volume to Capacity	0.29	0.01	0.25			
Queue Length 95th (m)	9.5	0.1	0.0			
Control Delay (s)	12.2	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.2	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization		39.1%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
5: Didsbury Road & Future Site Dwy (South)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Volume (veh/h)	5	20	5	50	60	15
Future Volume (Veh/h)	5	20	5	50	60	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	22	6	56	67	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	144	76	84			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	144	76	84			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	850	991	1526			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	28	62	84			
Volume Left	6	6	0			
Volume Right	22	0	17			
cSH	957	1526	1700			
Volume to Capacity	0.03	0.00	0.05			
Queue Length 95th (m)	0.7	0.1	0.0			
Control Delay (s)	8.9	0.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	0.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization		16.8%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	80	795	110	240	795	50	140	10	75	90	25	65
Future Volume (vph)	80	795	110	240	795	50	140	10	75	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		5.4	5.4			5.6	5.6		5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1802	3544		1805	3572			1815	1583		1820	1615
Flt Permitted	0.29	1.00		0.27	1.00			0.61	1.00		0.55	1.00
Satd. Flow (perm)	549	3544		509	3572			1151	1583		1035	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	855	118	258	855	54	151	11	81	97	27	70
RTOR Reduction (vph)	0	7	0	0	3	0	0	0	66	0	0	57
Lane Group Flow (vph)	86	966	0	258	906	0	0	162	15	0	124	13
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	85.7	85.7		85.7	85.7			21.3	21.3		21.3	21.3
Effective Green, g (s)	86.7	86.7		86.7	86.7			22.3	22.3		22.3	22.3
Actuated g/C Ratio	0.72	0.72		0.72	0.72			0.19	0.19		0.19	0.19
Clearance Time (s)	6.4	6.4		6.4	6.4			6.6	6.6		6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	396	2560		367	2580			213	294		192	300
v/s Ratio Prot		0.27			0.25							
v/s Ratio Perm	0.16			c0.51				c0.14	0.01		0.12	0.01
v/c Ratio	0.22	0.38		0.70	0.35			0.76	0.05		0.65	0.04
Uniform Delay, d1	5.5	6.4		9.4	6.2			46.3	40.2		45.2	40.1
Progression Factor	1.00	1.00		1.58	0.97			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.3	0.4		6.0	0.2			14.7	0.1		7.3	0.1
Delay (s)	6.7	6.8		20.9	6.2			61.1	40.2		52.5	40.2
Level of Service	A	A		C	A			E	D		D	D
Approach Delay (s)		6.8			9.4			54.1			48.0	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

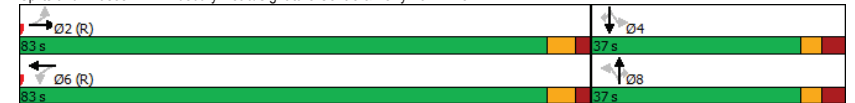
Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	80	795	240	795	140	10	75	90	25	65
Future Volume (vph)	80	795	240	795	140	10	75	90	25	65
Lane Group Flow (vph)	86	973	258	909	0	162	81	0	124	70
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		6		8			4	
Permitted Phases	2		6		8		8	4		4
Detector Phase	2	2	6	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.6	5.6		5.6	5.6
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.22	0.38	0.70	0.35		0.76	0.23		0.65	0.20
Control Delay	8.5	7.4	26.9	6.8		67.1	9.2		59.4	9.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	8.5	7.4	26.9	6.8		67.1	9.2		59.4	9.6
Queue Length 50th (m)	6.2	41.6	26.7	22.6		38.4	0.0		28.7	0.0
Queue Length 95th (m)	16.9	67.7	m22.7	m16.8		58.7	12.5		46.4	11.7
Internal Link Dist (m)		741.7		312.7		88.8			84.7	
Turn Bay Length (m)	40.0		35.0			25.0				
Base Capacity (vph)	397	2566	367	2582		301	474		270	474
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	0.22	0.38	0.70	0.35		0.54	0.17		0.46	0.15

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	100 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Didsbury Road/Signature Centre & Terry Fox Drive



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	345	400	235	390	175	275	995	210	230	665	85
Future Volume (vph)	115	345	400	235	390	175	275	995	210	230	665	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1576	1734	1845	1536	1804	3574	1516	1769	3574	1559
Flt Permitted	0.33	1.00	1.00	0.38	1.00	1.00	0.28	1.00	1.00	0.11	1.00	1.00
Satd. Flow (perm)	621	1881	1576	696	1845	1536	536	3574	1516	212	3574	1559
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	356	412	242	402	180	284	1026	216	237	686	88
RTOR Reduction (vph)	0	0	209	0	0	90	0	0	64	0	0	54
Lane Group Flow (vph)	119	356	203	242	402	90	284	1026	152	237	686	34
Confl. Peds. (#/hr)	9		2	2		9	3		12	12		3
Confl. Bikes (#/hr)				1					2			
Heavy Vehicles (%)	0%	1%	1%	4%	3%	3%	0%	1%	2%	2%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	42.9	42.9	42.9	42.9	42.9	42.9	57.3	44.3	44.3	58.5	44.9	44.9
Effective Green, g (s)	43.9	43.9	43.9	43.9	43.9	43.9	59.3	45.3	45.3	60.5	45.9	45.9
Actuated g/C Ratio	0.37	0.37	0.37	0.37	0.37	0.37	0.49	0.38	0.38	0.50	0.38	0.38
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	227	688	576	254	674	561	412	1349	572	296	1367	596
v/s Ratio Prot		0.19			0.22		0.08	0.29		0.10	0.19	
v/s Ratio Perm	0.19		0.13	0.35		0.06	0.26		0.10	0.31		0.02
v/c Ratio	0.52	0.52	0.35	0.95	0.60	0.16	0.69	0.76	0.27	0.80	0.50	0.06
Uniform Delay, d1	29.9	29.8	27.7	37.0	30.9	25.6	19.3	32.6	25.8	25.4	28.3	23.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98	1.18	1.86
Incremental Delay, d2	2.2	0.7	0.4	43.3	1.4	0.1	4.8	4.1	1.1	14.0	1.3	0.2
Delay (s)	32.0	30.4	28.1	80.3	32.3	25.8	24.1	36.7	27.0	39.0	34.8	43.7
Level of Service	C	C	C	F	C	C	C	D	C	D	C	D
Approach Delay (s)	29.5				45.0			33.0			36.6	
Approach LOS	C				D			C			D	

Intersection Summary

HCM 2000 Control Delay	35.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	93.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

FT_2033_PM 375 Didsbury Road 7:58 am 11-04-2025 Existing PM Peak
BA Group - WW

Synchro 11 Report
Page 2

Queues

1: Terry Fox Drive & Campeau Drive

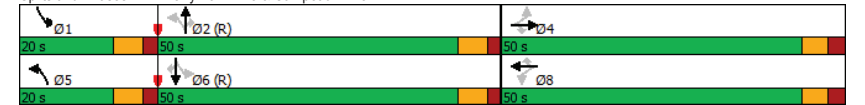
07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	345	400	235	390	175	275	995	210	230	665	85
Future Volume (vph)	115	345	400	235	390	175	275	995	210	230	665	85
Lane Group Flow (vph)	119	356	412	242	402	180	284	1026	216	237	686	88
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	20.0	50.0	50.0	20.0	50.0	50.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%	16.7%	41.7%	41.7%	16.7%	41.7%	41.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.52	0.52	0.52	0.95	0.60	0.28	0.69	0.76	0.34	0.80	0.50	0.14
Control Delay	39.3	32.7	8.7	83.5	34.9	8.0	25.1	37.5	15.7	44.7	35.9	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.3	32.7	8.7	83.5	34.9	8.0	25.1	37.5	15.7	44.7	35.9	9.9
Queue Length 50th (m)	22.0	65.8	13.0	55.6	77.0	5.8	38.5	120.2	19.4	40.1	82.4	1.8
Queue Length 95th (m)	43.9	97.5	41.6	#110.8	113.1	21.8	55.0	143.8	39.1	#78.4	92.7	13.9
Internal Link Dist (m)		167.4			117.4		564.1				312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	235	712	801	263	698	670	423	1382	649	300	1393	662
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.50	0.51	0.92	0.58	0.27	0.67	0.74	0.33	0.79	0.49	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Terry Fox Drive & Campeau Drive



FT_2033_PM 375 Didsbury Road 7:58 am 11-04-2025 Existing PM Peak
BA Group - WW

Synchro 11 Report
Page 1

HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Volume (vph)	40	715	15	0	625	5	20	5	0	15	5	50
Future Volume (vph)	40	715	15	0	625	5	20	5	0	15	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	1.00		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	3558			3570		1656	1900		1803	1640	
Flt Permitted	0.41	1.00			1.00		0.72	1.00		0.75	1.00	
Satd. Flow (perm)	779	3558			3570		1256	1900		1432	1640	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	40	722	15	0	631	5	20	5	0	15	5	51
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	41	0
Lane Group Flow (vph)	40	735	0	0	636	0	20	5	0	15	15	0
Confl. Peds. (#/hr)	1		3	3		1			1	1		
Heavy Vehicles (%)	0%	1%	6%	0%	1%	0%	9%	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		
Actuated Green, G (s)	23.3	23.3			23.3		7.3	7.3		7.3	7.3	
Effective Green, g (s)	24.3	24.3			24.3		8.3	8.3		8.3	8.3	
Actuated g/C Ratio	0.55	0.55			0.55		0.19	0.19		0.19	0.19	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1		7.1	7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	428	1956			1962		235	356		268	307	
v/s Ratio Prot		c0.21			0.18			0.00			0.01	
v/s Ratio Perm	0.05						c0.02			0.01		
v/c Ratio	0.09	0.38			0.32		0.09	0.01		0.06	0.05	
Uniform Delay, d1	4.7	5.6			5.5		14.8	14.6		14.7	14.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1			0.1		0.2	0.0		0.1	0.1	
Delay (s)	4.8	5.8			5.5		15.0	14.6		14.8	14.8	
Level of Service	A	A			A		B	B		B	B	
Approach Delay (s)		5.7			5.5			14.9			14.8	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	44.2	Sum of lost time (s)	11.6
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

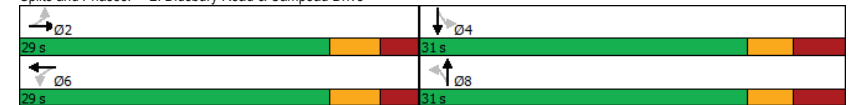
Queues 2: Didsbury Road & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↰	↱	↱	↰	↱	↰	↱
Traffic Volume (vph)	40	715	625	20	5	15	5
Future Volume (vph)	40	715	625	20	5	15	5
Lane Group Flow (vph)	40	737	636	20	5	15	56
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		2	6		8		4
Permitted Phases	2			8		4	
Detector Phase	2	2	6	8	8	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1	6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	None	None	None	None
v/c Ratio	0.08	0.31	0.27	0.05	0.01	0.03	0.10
Control Delay	9.6	8.2	7.9	11.1	10.4	10.9	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.6	8.2	7.9	11.1	10.4	10.9	4.8
Queue Length 50th (m)	1.6	17.9	15.0	1.3	0.4	0.9	0.3
Queue Length 95th (m)	8.6	47.8	40.5	4.7	2.0	3.9	5.8
Internal Link Dist (m)		215.7	105.9		90.9		71.0
Turn Bay Length (m)	30.0						
Base Capacity (vph)	549	2512	2519	804	1216	916	1068
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.29	0.25	0.02	0.00	0.02	0.05

Intersection Summary	
Cycle Length: 60	
Actuated Cycle Length: 41.3	
Natural Cycle: 60	
Control Type: Actuated-Uncoordinated	

Splits and Phases: 2: Didsbury Road & Campeau Drive



HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	115	455	35	105	520	70	40	0	95	220	0	90
Future Volume (vph)	115	455	35	105	520	70	40	0	95	220	0	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4				
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00				
Flpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00				
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85				
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00				
Satd. Flow (prot)	1801	3574	1594	1804	3539	1575	1805	1615				
Flt Permitted	0.45	1.00	1.00	0.48	1.00	1.00	0.56	1.00				
Satd. Flow (perm)	858	3574	1594	917	3539	1575	1060	1615				
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	469	36	108	536	72	41	0	98	227	0	93
RTOR Reduction (vph)	0	0	23	0	0	46	0	65	0	0	61	0
Lane Group Flow (vph)	119	469	13	108	536	26	41	33	0	0	259	0
Confl. Peds. (#/hr)	5		2	2		5						
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8				4
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	13.5	13.5	13.5	13.5	13.5	13.5	12.8	12.8				12.8
Effective Green, g (s)	14.5	14.5	14.5	14.5	14.5	14.5	13.8	13.8				13.8
Actuated g/C Ratio	0.36	0.36	0.36	0.36	0.36	0.36	0.34	0.34				0.34
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.4	7.4				7.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0				3.0
Lane Grp Cap (vph)	307	1279	570	328	1267	563	361	550				869
v/s Ratio Prot		0.13			c0.15			0.02				
v/s Ratio Perm	0.14		0.01	0.12		0.02	0.04				c0.10	
v/c Ratio	0.39	0.37	0.02	0.33	0.42	0.05	0.11	0.06				0.30
Uniform Delay, d1	9.7	9.6	8.4	9.5	9.8	8.5	9.2	9.0				9.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				1.00
Incremental Delay, d2	0.8	0.2	0.0	0.6	0.2	0.0	0.1	0.0				0.2
Delay (s)	10.5	9.8	8.4	10.1	10.1	8.5	9.3	9.0				10.0
Level of Service	B	A	A	B	B	A	A	A				A
Approach Delay (s)		9.8			9.9			9.1				10.0
Approach LOS		A			A			A				A

Intersection Summary

HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	40.5	Sum of lost time (s)	12.2
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	115	455	35	105	520	70	40	0	220	0
Future Volume (vph)	115	455	35	105	520	70	40	0	220	0
Lane Group Flow (vph)	119	469	36	108	536	72	41	98	0	320
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2			6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	6	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	27.8	27.8	34.4	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	34.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52.3%	52.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	4.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4	6.4	6.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None
v/c Ratio	0.40	0.37	0.06	0.34	0.43	0.12	0.12	0.14		0.35
Control Delay	15.7	11.4	1.4	14.3	11.9	4.0	11.2	0.4		8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	15.7	11.4	1.4	14.3	11.9	4.0	11.2	0.4		8.6
Queue Length 50th (m)	5.3	10.8	0.0	4.7	12.6	0.0	1.7	0.0		5.3
Queue Length 95th (m)	23.5	32.4	1.9	20.9	37.2	6.8	8.3	0.0		16.9
Internal Link Dist (m)		239.7			215.7			136.6		37.3
Turn Bay Length (m)	35.0		50.0	120.0			65.0			
Base Capacity (vph)	555	2313	1057	593	2290	1042	752	1211		1837
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	0.21	0.20	0.03	0.18	0.23	0.07	0.05	0.08		0.17

Intersection Summary

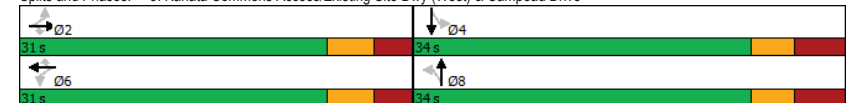
Cycle Length: 65

Actuated Cycle Length: 41.4

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Unsignalized Intersection Capacity Analysis
6: Didsbury Road & Future Site Dwy (North)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	150	5	5	45	60	240
Future Volume (Veh/h)	150	5	5	45	60	240
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	167	6	6	50	67	267
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked	0.98	0.98	0.98			
vC, conflicting volume	262	200	334			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	235	171	308			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	77	99	100			
cM capacity (veh/h)	738	858	1236			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	173	56	334			
Volume Left	167	6	0			
Volume Right	6	0	267			
cSH	741	1236	1700			
Volume to Capacity	0.23	0.00	0.20			
Queue Length 95th (m)	7.2	0.1	0.0			
Control Delay (s)	11.3	0.9	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.3	0.9	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization		33.2%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
5: Didsbury Road & Future Site Dwy (South)

07-13-2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	15	5	45	55	10
Future Volume (Veh/h)	5	15	5	45	55	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	17	6	50	61	11
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	128	66	72			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	128	66	72			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	867	1003	1541			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	23	56	72			
Volume Left	6	6	0			
Volume Right	17	0	11			
cSH	964	1541	1700			
Volume to Capacity	0.02	0.00	0.04			
Queue Length 95th (m)	0.6	0.1	0.0			
Control Delay (s)	8.8	0.8	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	0.8	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization		16.5%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	95	725	85	190	830	50	130	5	60	95	25	60
Future Volume (vph)	95	725	85	190	830	50	130	5	60	95	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		5.4	5.4			5.6	5.6		5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1805	3545		1804	3546			1813	1594		1826	1615
Flt Permitted	0.29	1.00		0.32	1.00			0.59	1.00		0.59	1.00
Satd. Flow (perm)	551	3545		600	3546			1116	1594		1113	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	755	89	198	865	52	135	5	62	99	26	62
RTOR Reduction (vph)	0	6	0	0	3	0	0	0	52	0	0	52
Lane Group Flow (vph)	99	838	0	198	914	0	0	140	11	0	125	11
Confl. Peds. (#/hr)			1	1					1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	87.6	87.6		87.6	87.6			19.4	19.4		19.4	19.4
Effective Green, g (s)	88.6	88.6		88.6	88.6			20.4	20.4		20.4	20.4
Actuated g/C Ratio	0.74	0.74		0.74	0.74			0.17	0.17		0.17	0.17
Clearance Time (s)	6.4	6.4		6.4	6.4			6.6	6.6		6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	406	2617		443	2618			189	270		189	274
v/s Ratio Prot		0.24			0.26							
v/s Ratio Perm	0.18			c0.33				c0.13	0.01		0.11	0.01
v/c Ratio	0.24	0.32		0.45	0.35			0.74	0.04		0.66	0.04
Uniform Delay, d1	5.0	5.4		6.1	5.5			47.3	41.6		46.6	41.6
Progression Factor	1.00	1.00		1.97	1.65			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.4	0.3		2.4	0.3			14.4	0.1		8.4	0.1
Delay (s)	6.4	5.7		14.5	9.4			61.7	41.7		55.0	41.7
Level of Service	A	A		B	A			E	D		D	D
Approach Delay (s)		5.8			10.3			55.5			50.5	
Approach LOS		A			B			E			D	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

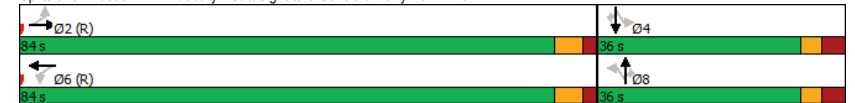
Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	95	725	190	830	130	5	60	95	25	60
Future Volume (vph)	95	725	190	830	130	5	60	95	25	60
Lane Group Flow (vph)	99	844	198	917	0	140	63	0	125	63
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		6		8			4	
Permitted Phases	2		6		8		8	4		4
Detector Phase	2	2	6	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6	33.6
Total Split (s)	84.0	84.0	84.0	84.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	70.0%	70.0%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.2	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.6	5.6	5.6	5.6	5.6	5.6
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.24	0.32	0.45	0.35		0.74	0.20		0.66	0.19
Control Delay	8.0	6.2	18.4	10.4		68.7	10.6		62.1	10.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	8.0	6.2	18.4	10.4		68.7	10.6		62.1	10.6
Queue Length 50th (m)	6.8	32.0	1.3	2.9		33.3	0.0		29.3	0.0
Queue Length 95th (m)	18.4	53.0	m65.8	125.4		52.6	11.6		47.2	11.6
Internal Link Dist (m)		741.7		312.7		88.8			84.7	
Turn Bay Length (m)	40.0		35.0			25.0				
Base Capacity (vph)	406	2621	442	2618		282	450		281	456
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	0.24	0.32	0.45	0.35		0.50	0.14		0.44	0.14

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 75 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 7: Didsbury Road/Signature Centre & Terry Fox Drive



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	395	480	265	515	190	295	1085	215	215	645	105
Future Volume (vph)	115	395	480	265	515	190	295	1085	215	215	645	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1799	1881	1569	1774	1881	1561	1804	3610	1554	1787	3574	1567
Flt Permitted	0.23	1.00	1.00	0.35	1.00	1.00	0.25	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)	430	1881	1569	656	1881	1561	468	3610	1554	185	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	425	516	285	554	204	317	1167	231	231	694	113
RTOR Reduction (vph)	0	0	174	0	0	73	0	0	61	0	0	67
Lane Group Flow (vph)	124	425	343	285	554	131	317	1167	170	231	694	46
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	49.6	49.6	49.6	49.6	49.6	49.6	51.2	39.6	39.6	51.2	39.6	39.6
Effective Green, g (s)	50.6	50.6	50.6	50.6	50.6	50.6	53.2	40.6	40.6	53.2	40.6	40.6
Actuated g/C Ratio	0.42	0.42	0.42	0.42	0.42	0.42	0.44	0.34	0.34	0.44	0.34	0.34
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	181	793	661	276	793	658	347	1221	525	250	1209	530
v/s Ratio Prot		0.23			0.29		0.10	c0.32		c0.10	0.19	
v/s Ratio Perm	0.29		0.22	c0.43		0.08	0.31		0.11	0.31		0.03
v/c Ratio	0.69	0.54	0.52	1.03	0.70	0.20	0.91	0.96	0.32	0.92	0.57	0.09
Uniform Delay, d1	28.2	25.9	25.7	34.7	28.4	21.9	26.0	38.8	29.5	32.7	32.6	27.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.22	0.87	0.66
Incremental Delay, d2	10.2	0.7	0.7	62.9	2.7	0.1	27.5	17.1	1.6	35.5	1.9	0.3
Delay (s)	38.5	26.6	26.4	97.6	31.2	22.0	53.5	55.9	31.1	75.5	30.1	18.2
Level of Service	D	C	C	F	C	C	D	E	C	E	C	B
Approach Delay (s)	27.9				47.5			52.1			38.9	
Approach LOS	C				D			D			D	

Intersection Summary

HCM 2000 Control Delay	43.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	102.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

FT_2033_SAT 375 Didsbury Road 9:45 am 02-10-2026 Existing SAT Peak
BA Group - WW

Synchro 11 Report
Page 2

Queues

1: Terry Fox Drive & Campeau Drive

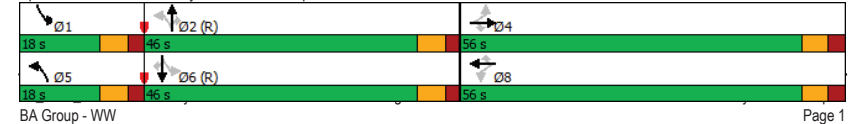
07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	395	480	265	515	190	295	1085	215	215	645	105
Future Volume (vph)	115	395	480	265	515	190	295	1085	215	215	645	105
Lane Group Flow (vph)	124	425	516	285	554	204	317	1167	231	231	694	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	56.0	56.0	56.0	56.0	56.0	56.0	18.0	46.0	46.0	18.0	46.0	46.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%	46.7%	15.0%	38.3%	38.3%	15.0%	38.3%	38.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.69	0.54	0.62	1.03	0.70	0.28	0.91	0.96	0.39	0.92	0.57	0.19
Control Delay	50.2	29.0	14.2	98.4	34.2	9.8	54.0	56.3	20.0	75.3	30.4	5.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.2	29.0	14.2	98.4	34.2	9.8	54.0	56.3	20.0	75.3	30.4	5.2
Queue Length 50th (m)	24.6	77.4	39.5	~75.7	110.6	11.4	47.4	148.1	25.2	34.9	76.6	3.6
Queue Length 95th (m)	#57.4	109.6	77.1	#131.4	153.3	28.1	#89.1	#194.7	48.0	#92.4	60.5	7.6
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	181	793	835	276	793	731	347	1221	586	250	1209	597
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.54	0.62	1.03	0.70	0.28	0.91	0.96	0.39	0.92	0.57	0.19

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
- 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.

Splits and Phases: 1: Terry Fox Drive & Campeau Drive



BA Group - WW

Page 1

HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	50	800	15	0	780	0	30	5	10	20	5	55
Future Volume (vph)	50	800	15	0	780	0	30	5	10	20	5	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	3560			3610		1804	1704		1805	1618	
Flt Permitted	0.28	1.00			1.00		0.72	1.00		0.75	1.00	
Satd. Flow (perm)	539	3560			3610		1358	1704		1419	1618	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	54	860	16	0	839	0	32	5	11	22	5	59
RTOR Reduction (vph)	0	2	0	0	0	0	0	7	0	0	40	0
Lane Group Flow (vph)	54	874	0	0	839	0	32	9	0	22	24	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	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		
Actuated Green, G (s)	15.9	15.9			15.9		12.4	12.4		12.4	12.4	
Effective Green, g (s)	16.9	16.9			16.9		13.4	13.4		13.4	13.4	
Actuated g/C Ratio	0.40	0.40			0.40		0.32	0.32		0.32	0.32	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1		7.1	7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	217	1435			1456		434	544		453	517	
v/s Ratio Prot		c0.25			0.23			0.00			0.01	
v/s Ratio Perm	0.10						c0.02			0.02		
v/c Ratio	0.25	0.61			0.58		0.07	0.02		0.05	0.05	
Uniform Delay, d1	8.3	9.9			9.7		9.9	9.7		9.8	9.8	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.7			0.6		0.1	0.0		0.0	0.0	
Delay (s)	8.9	10.6			10.3		10.0	9.8		9.9	9.9	
Level of Service	A	B			B		A	A		A	A	
Approach Delay (s)		10.5			10.3			9.9			9.9	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	41.9	Sum of lost time (s)	11.6
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues 2: Didsbury Road & Campeau Drive

07-13-2026

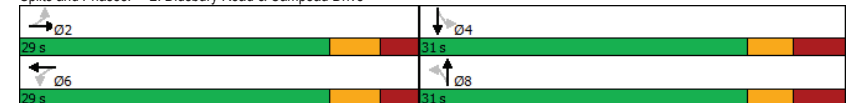
Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↰	↰	↰	↰	↰	↰	↰
Traffic Volume (vph)	50	800	780	30	5	20	5
Future Volume (vph)	50	800	780	30	5	20	5
Lane Group Flow (vph)	54	876	839	32	16	22	64
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		2	6		8		4
Permitted Phases	2			8		4	
Detector Phase	2	2	6	8	8	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1	6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	Min	Min	Min
v/c Ratio	0.25	0.62	0.58	0.07	0.03	0.05	0.12
Control Delay	13.3	12.7	12.3	11.4	7.5	11.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	12.7	12.3	11.4	7.5	11.1	4.8
Queue Length 50th (m)	2.2	22.4	21.2	1.6	0.3	1.1	0.3
Queue Length 95th (m)	12.0	58.8	55.7	6.6	3.3	5.1	6.2
Internal Link Dist (m)		215.7	105.9		90.9		71.0
Turn Bay Length (m)	30.0						
Base Capacity (vph)	310	2050	2078	828	1044	866	1011
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.43	0.40	0.04	0.02	0.03	0.06

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 42.4
Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩↩	↩	↩	↩↩	↩	↩	↩	↩	↩	↩↩	↩
Traffic Volume (vph)	155	535	30	85	690	90	25	0	80	250	0	100
Future Volume (vph)	155	535	30	85	690	90	25	0	80	250	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4				
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.97	
Satd. Flow (prot)	1802	3574	1589	1803	3610	1574	1804	1583			3324	
Flt Permitted	0.36	1.00	1.00	0.45	1.00	1.00	0.54	1.00			0.74	
Satd. Flow (perm)	678	3574	1589	845	3610	1574	1019	1583			2561	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	160	552	31	88	711	93	26	0	82	258	0	103
RTOR Reduction (vph)	0	0	18	0	0	54	0	56	0	0	64	0
Lane Group Flow (vph)	160	552	13	88	711	39	26	26	0	0	297	0
Confl. Peds. (#/hr)	4		4	4		4	1				1	
Confl. Bikes (#/hr)			3			1					1	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		4			
Actuated Green, G (s)	17.8	17.8	17.8	17.8	17.8	17.8	13.4	13.4			13.4	
Effective Green, g (s)	18.8	18.8	18.8	18.8	18.8	18.8	14.4	14.4			14.4	
Actuated g/C Ratio	0.41	0.41	0.41	0.41	0.41	0.41	0.32	0.32			0.32	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.4	7.4			7.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	280	1479	658	349	1494	651	323	502			812	
v/s Ratio Prot		0.15			0.20			0.02				
v/s Ratio Perm	c0.24		0.01	0.10		0.02	0.03				c0.12	
v/c Ratio	0.57	0.37	0.02	0.25	0.48	0.06	0.08	0.05			0.37	
Uniform Delay, d1	10.2	9.2	7.9	8.7	9.7	8.0	10.9	10.8			12.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	2.8	0.2	0.0	0.4	0.2	0.0	0.1	0.0			0.3	
Delay (s)	13.0	9.4	7.9	9.1	9.9	8.0	11.0	10.8			12.3	
Level of Service	B	A	A	A	A	A	B	B			B	
Approach Delay (s)	10.1				9.7			10.8			12.3	
Approach LOS	B				A			B			B	

Intersection Summary

HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	45.4	Sum of lost time (s)	12.2
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

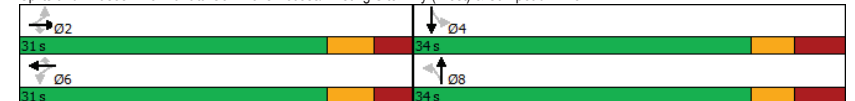
07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↩	↩↩	↩	↩	↩↩	↩	↩	↩	↩	↩↩
Traffic Volume (vph)	155	535	30	85	690	90	25	0	250	0
Future Volume (vph)	155	535	30	85	690	90	25	0	250	0
Lane Group Flow (vph)	160	552	31	88	711	93	26	82	0	361
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2			6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	6	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	27.8	27.8	34.4	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	34.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52.3%	52.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	4.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4	6.4	6.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None
v/c Ratio	0.58	0.38	0.04	0.26	0.48	0.13	0.08	0.13		0.42
Control Delay	22.6	10.9	0.8	12.5	11.8	3.6	13.1	0.6		11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	22.6	10.9	0.8	12.5	11.8	3.6	13.1	0.6		11.3
Queue Length 50th (m)	8.3	13.5	0.0	3.9	18.3	0.0	1.5	0.0		9.0
Queue Length 95th (m)	#41.7	38.2	1.2	17.7	50.2	7.9	6.0	0.8		19.6
Internal Link Dist (m)		239.7			215.7			136.6		37.3
Turn Bay Length (m)	35.0		50.0	120.0			65.0			
Base Capacity (vph)	388	2054	943	486	2074	942	641	1058		1649
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	0.41	0.27	0.03	0.18	0.34	0.10	0.04	0.08		0.22

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 46.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Unsignalized Intersection Capacity Analysis
6: Didsbury Road & Future Site Dwy (North)

07-13-2026

	EBL	EBR	NBL	NBT	SBT	SBR
Movement						
Lane Configurations	W			W	W	
Traffic Volume (veh/h)	175	5	5	50	70	305
Future Volume (Veh/h)	175	5	5	50	70	305
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	194	6	6	56	78	339
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	316	248	417			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	265	195	371			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	72	99	99			
cM capacity (veh/h)	695	817	1150			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	200	62	417			
Volume Left	194	6	0			
Volume Right	6	0	339			
cSH	698	1150	1700			
Volume to Capacity	0.29	0.01	0.25			
Queue Length 95th (m)	9.5	0.1	0.0			
Control Delay (s)	12.2	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.2	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			3.7			
Intersection Capacity Utilization		39.1%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
5: Didsbury Road & Future Site Dwy (South)

07-13-2026

	EBL	EBR	NBL	NBT	SBT	SBR
Movement						
Lane Configurations	W			W	W	
Traffic Volume (veh/h)	5	20	5	50	60	15
Future Volume (Veh/h)	5	20	5	50	60	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	22	6	56	67	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	144	76	84			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	144	76	84			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	850	991	1526			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	28	62	84			
Volume Left	6	6	0			
Volume Right	22	0	17			
cSH	957	1526	1700			
Volume to Capacity	0.03	0.00	0.05			
Queue Length 95th (m)	0.7	0.1	0.0			
Control Delay (s)	8.9	0.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	0.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization		16.8%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (vph)	80	795	110	240	825	50	140	10	75	90	25	65
Future Volume (vph)	80	795	110	240	825	50	140	10	75	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		5.4	5.4			5.6	5.6		5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1802	3544		1805	3573			1815	1583		1820	1615
Flt Permitted	0.28	1.00		0.27	1.00			0.61	1.00		0.55	1.00
Satd. Flow (perm)	528	3544		509	3573			1151	1583		1035	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	855	118	258	887	54	151	11	81	97	27	70
RTOR Reduction (vph)	0	7	0	0	3	0	0	0	66	0	0	57
Lane Group Flow (vph)	86	966	0	258	938	0	0	162	15	0	124	13
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	85.7	85.7		85.7	85.7			21.3	21.3		21.3	21.3
Effective Green, g (s)	86.7	86.7		86.7	86.7			22.3	22.3		22.3	22.3
Actuated g/C Ratio	0.72	0.72		0.72	0.72			0.19	0.19		0.19	0.19
Clearance Time (s)	6.4	6.4		6.4	6.4			6.6	6.6		6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	381	2560		367	2581			213	294		192	300
v/s Ratio Prot		0.27			0.26							
v/s Ratio Perm	0.16			c0.51				c0.14	0.01		0.12	0.01
v/c Ratio	0.23	0.38		0.70	0.36			0.76	0.05		0.65	0.04
Uniform Delay, d1	5.5	6.4		9.4	6.3			46.3	40.2		45.2	40.1
Progression Factor	1.00	1.00		1.60	1.04			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.4	0.4		5.7	0.2			14.7	0.1		7.3	0.1
Delay (s)	6.9	6.8		20.7	6.7			61.1	40.2		52.5	40.2
Level of Service	A	A		C	A			E	D		D	D
Approach Delay (s)		6.8			9.7			54.1			48.0	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

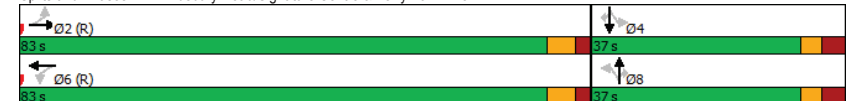
Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩	↩	↩	↩	↩	↩	↩	↩	↩
Traffic Volume (vph)	80	795	240	825	140	10	75	90	25	65
Future Volume (vph)	80	795	240	825	140	10	75	90	25	65
Lane Group Flow (vph)	86	973	258	941	0	162	81	0	124	70
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		6		8			4	
Permitted Phases	2		6		8		8	4		4
Detector Phase	2	2	6	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.6	5.6	5.6	5.6	5.6	5.6
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.23	0.38	0.70	0.36		0.76	0.23		0.65	0.20
Control Delay	8.7	7.4	26.7	7.4		67.1	9.2		59.4	9.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	8.7	7.4	26.7	7.4		67.1	9.2		59.4	9.6
Queue Length 50th (m)	6.3	41.6	28.5	28.7		38.4	0.0		28.7	0.0
Queue Length 95th (m)	17.2	67.7	m21.3	m19.8		58.7	12.5		46.4	11.7
Internal Link Dist (m)		741.7		312.7		88.8			84.7	
Turn Bay Length (m)	40.0		35.0			25.0				
Base Capacity (vph)	381	2566	367	2582		301	474		270	474
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	0.23	0.38	0.70	0.36		0.54	0.17		0.46	0.15

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	100 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Didsbury Road/Signature Centre & Terry Fox Drive



HCM Signalized Intersection Capacity Analysis 1: Terry Fox Drive & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	395	480	265	515	190	295	1085	215	215	645	105
Future Volume (vph)	115	395	480	265	515	190	295	1085	215	215	645	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1799	1881	1569	1774	1881	1561	1804	3610	1554	1787	3574	1567
Flt Permitted	0.24	1.00	1.00	0.36	1.00	1.00	0.23	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)	447	1881	1569	669	1881	1561	433	3610	1554	195	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	425	516	285	554	204	317	1167	231	231	694	113
RTOR Reduction (vph)	0	0	132	0	0	77	0	0	61	0	0	67
Lane Group Flow (vph)	124	425	384	285	554	127	317	1167	170	231	694	46
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	50.7	50.7	50.7	50.7	50.7	50.7	51.1	38.6	38.6	49.1	37.6	37.6
Effective Green, g (s)	51.7	51.7	51.7	51.7	51.7	51.7	53.1	39.6	39.6	51.1	38.6	38.6
Actuated g/C Ratio	0.43	0.43	0.43	0.43	0.43	0.43	0.44	0.33	0.33	0.43	0.32	0.32
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
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
Lane Grp Cap (vph)	192	810	675	288	810	672	345	1191	512	248	1149	504
v/s Ratio Prot		0.23			0.29		c0.10	c0.32		0.10	0.19	
v/s Ratio Perm	0.28		0.24	c0.43		0.08	0.30		0.11	0.30		0.03
v/c Ratio	0.65	0.52	0.57	0.99	0.68	0.19	0.92	0.98	0.33	0.93	0.60	0.09
Uniform Delay, d1	26.9	25.1	25.7	33.9	27.6	21.2	25.5	39.8	30.2	32.4	34.3	28.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.29	0.86	0.67
Incremental Delay, d2	7.3	0.6	1.1	49.6	2.4	0.1	28.4	21.7	1.7	37.4	2.2	0.3
Delay (s)	34.2	25.7	26.9	83.5	30.0	21.3	53.9	61.5	32.0	79.1	31.9	19.4
Level of Service	C	C	C	F	C	C	D	E	C	E	C	B
Approach Delay (s)	27.3				42.9			56.1			41.0	
Approach LOS	C				D			E			D	

Intersection Summary			
HCM 2000 Control Delay	43.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	102.5%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

FT_2033_SAT_Opt 7:16 pm 06-24-2026

Synchro 11 Report
Page 2

Queues

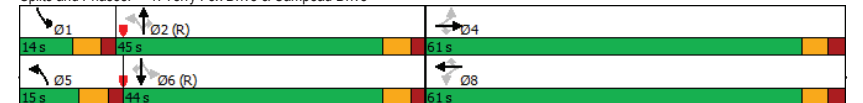
1: Terry Fox Drive & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↑	↱	↰	↑	↱	↰	↑	↱	↰	↑	↱
Traffic Volume (vph)	115	395	480	265	515	190	295	1085	215	215	645	105
Future Volume (vph)	115	395	480	265	515	190	295	1085	215	215	645	105
Lane Group Flow (vph)	124	425	516	285	554	204	317	1167	231	231	694	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	61.0	61.0	61.0	61.0	61.0	61.0	15.0	45.0	45.0	14.0	44.0	44.0
Total Split (%)	50.8%	50.8%	50.8%	50.8%	50.8%	50.8%	12.5%	37.5%	37.5%	11.7%	36.7%	36.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.64	0.52	0.64	0.99	0.68	0.27	0.92	0.98	0.40	0.93	0.60	0.20
Control Delay	42.9	27.1	17.2	84.7	31.9	7.8	60.8	61.8	20.7	77.1	32.1	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	27.1	17.2	84.7	31.9	7.8	60.8	61.8	20.7	77.1	32.1	5.8
Queue Length 50th (m)	22.3	71.3	50.3	64.5	101.9	9.2	~51.7	150.2	25.8	~49.1	78.3	3.7
Queue Length 95th (m)	47.8	101.0	87.0	#122.8	141.2	24.1	#108.3	#198.7	48.9	#108.3	62.3	8.4
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	35.0		45.0	60.0		45.0	30.0		35.0	90.0		50.0
Base Capacity (vph)	207	871	851	309	871	796	344	1191	573	248	1149	571
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.49	0.61	0.92	0.64	0.26	0.92	0.98	0.40	0.93	0.60	0.20

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	104 (87%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle:	110
Control Type:	Actuated-Coordinated
- 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.	

Splits and Phases: 1: Terry Fox Drive & Campeau Drive



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HCM Signalized Intersection Capacity Analysis 2: Didsbury Road & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱		↰	↱		↰	↱		↰	↱	
Traffic Volume (vph)	50	800	15	0	780	0	30	5	10	20	5	55
Future Volume (vph)	50	800	15	0	780	0	30	5	10	20	5	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	3560			3610		1804	1704		1805	1618	
Flt Permitted	0.28	1.00			1.00		0.72	1.00		0.75	1.00	
Satd. Flow (perm)	539	3560			3610		1358	1704		1419	1618	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	54	860	16	0	839	0	32	5	11	22	5	59
RTOR Reduction (vph)	0	2	0	0	0	0	0	7	0	0	40	0
Lane Group Flow (vph)	54	874	0	0	839	0	32	9	0	22	24	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	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		
Actuated Green, G (s)	15.9	15.9			15.9		12.4	12.4		12.4	12.4	
Effective Green, g (s)	16.9	16.9			16.9		13.4	13.4		13.4	13.4	
Actuated g/C Ratio	0.40	0.40			0.40		0.32	0.32		0.32	0.32	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1		7.1	7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	217	1435			1456		434	544		453	517	
v/s Ratio Prot		c0.25			0.23			0.00			0.01	
v/s Ratio Perm	0.10						c0.02			0.02		
v/c Ratio	0.25	0.61			0.58		0.07	0.02		0.05	0.05	
Uniform Delay, d1	8.3	9.9			9.7		9.9	9.7		9.8	9.8	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.7			0.6		0.1	0.0		0.0	0.0	
Delay (s)	8.9	10.6			10.3		10.0	9.8		9.9	9.9	
Level of Service	A	B			B		A	A		A	A	
Approach Delay (s)		10.5			10.3			9.9			9.9	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	41.9	Sum of lost time (s)	11.6
Intersection Capacity Utilization	53.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Queues 2: Didsbury Road & Campeau Drive

07-13-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↰	↱	↱	↰	↱	↰	↱
Traffic Volume (vph)	50	800	780	30	5	20	5
Future Volume (vph)	50	800	780	30	5	20	5
Lane Group Flow (vph)	54	876	839	32	16	22	64
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		2	6		8		4
Permitted Phases	2			8		4	
Detector Phase	2	2	6	8	8	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1	6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	Min	Min	Min
v/c Ratio	0.25	0.62	0.58	0.07	0.03	0.05	0.12
Control Delay	13.3	12.7	12.3	11.4	7.5	11.1	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.3	12.7	12.3	11.4	7.5	11.1	4.8
Queue Length 50th (m)	2.2	22.4	21.2	1.6	0.3	1.1	0.3
Queue Length 95th (m)	12.0	58.8	55.7	6.6	3.3	5.1	6.2
Internal Link Dist (m)		215.7	105.9		90.9		71.0
Turn Bay Length (m)	30.0						
Base Capacity (vph)	310	2050	2078	828	1044	866	1011
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.43	0.40	0.04	0.02	0.03	0.06

Intersection Summary

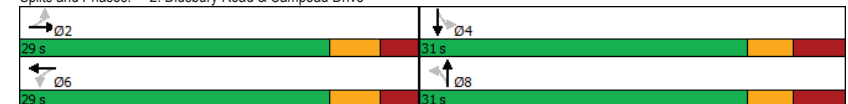
Cycle Length: 60

Actuated Cycle Length: 42.4

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



HCM Signalized Intersection Capacity Analysis

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩↩	↩	↩	↩↩	↩	↩	↩	↩	↩	↩↩	↩
Traffic Volume (vph)	155	535	30	85	690	90	25	0	80	250	0	100
Future Volume (vph)	155	535	30	85	690	90	25	0	80	250	0	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4			6.4	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			0.95	
Flpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.97	
Satd. Flow (prot)	1802	3574	1589	1803	3610	1574	1804	1583			3324	
Flt Permitted	0.36	1.00	1.00	0.45	1.00	1.00	0.54	1.00			0.74	
Satd. Flow (perm)	678	3574	1589	845	3610	1574	1019	1583			2561	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	160	552	31	88	711	93	26	0	82	258	0	103
RTOR Reduction (vph)	0	0	18	0	0	54	0	56	0	0	64	0
Lane Group Flow (vph)	160	552	13	88	711	39	26	26	0	0	297	0
Confl. Peds. (#/hr)	4		4	4		4	1				1	
Confl. Bikes (#/hr)			3			1					1	
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8		4			
Actuated Green, G (s)	17.8	17.8	17.8	17.8	17.8	17.8	13.4	13.4			13.4	
Effective Green, g (s)	18.8	18.8	18.8	18.8	18.8	18.8	14.4	14.4			14.4	
Actuated g/C Ratio	0.41	0.41	0.41	0.41	0.41	0.41	0.32	0.32			0.32	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.4	7.4			7.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	280	1479	658	349	1494	651	323	502			812	
v/s Ratio Prot		0.15			0.20			0.02				
v/s Ratio Perm	c0.24		0.01	0.10		0.02	0.03				c0.12	
v/c Ratio	0.57	0.37	0.02	0.25	0.48	0.06	0.08	0.05			0.37	
Uniform Delay, d1	10.2	9.2	7.9	8.7	9.7	8.0	10.9	10.8			12.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	2.8	0.2	0.0	0.4	0.2	0.0	0.1	0.0			0.3	
Delay (s)	13.0	9.4	7.9	9.1	9.9	8.0	11.0	10.8			12.3	
Level of Service	B	A	A	A	A	A	B	B			B	
Approach Delay (s)	10.1				9.7			10.8			12.3	
Approach LOS	B				A			B			B	

Intersection Summary

HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	45.4	Sum of lost time (s)	12.2
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Queues

3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

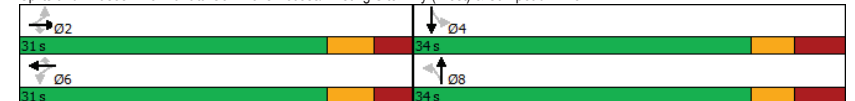
07-13-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↩	↩↩	↩	↩	↩↩	↩	↩	↩	↩	↩↩
Traffic Volume (vph)	155	535	30	85	690	90	25	0	250	0
Future Volume (vph)	155	535	30	85	690	90	25	0	250	0
Lane Group Flow (vph)	160	552	31	88	711	93	26	82	0	361
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2			6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	6	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	27.8	27.8	34.4	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	34.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52.3%	52.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	4.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4	6.4	6.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None
v/c Ratio	0.58	0.38	0.04	0.26	0.48	0.13	0.08	0.13		0.42
Control Delay	22.6	10.9	0.8	12.5	11.8	3.6	13.1	0.6		11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	22.6	10.9	0.8	12.5	11.8	3.6	13.1	0.6		11.3
Queue Length 50th (m)	8.3	13.5	0.0	3.9	18.3	0.0	1.5	0.0		9.0
Queue Length 95th (m)	#41.7	38.2	1.2	17.7	50.2	7.9	6.0	0.8		19.6
Internal Link Dist (m)		239.7			215.7			136.6		37.3
Turn Bay Length (m)	35.0		50.0	120.0			65.0			
Base Capacity (vph)	388	2054	943	486	2074	942	641	1058		1649
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	0.41	0.27	0.03	0.18	0.34	0.10	0.04	0.08		0.22

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 46.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive



HCM Unsignalized Intersection Capacity Analysis
6: Didsbury Road & Future Site Dwy (North)

07-13-2026

	EBL	EBR	NBL	NBT	SBT	SBR
Movement						
Lane Configurations	W			W	W	
Traffic Volume (veh/h)	175	5	5	50	70	305
Future Volume (Veh/h)	175	5	5	50	70	305
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	194	6	6	56	78	339
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	316	248	417			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	265	195	371			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	72	99	99			
cM capacity (veh/h)	695	817	1150			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	200	62	417			
Volume Left	194	6	0			
Volume Right	6	0	339			
cSH	698	1150	1700			
Volume to Capacity	0.29	0.01	0.25			
Queue Length 95th (m)	9.5	0.1	0.0			
Control Delay (s)	12.2	0.8	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.2	0.8	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		3.7				
Intersection Capacity Utilization		39.1%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
5: Didsbury Road & Future Site Dwy (South)

07-13-2026

	EBL	EBR	NBL	NBT	SBT	SBR
Movement						
Lane Configurations	W			W	W	
Traffic Volume (veh/h)	5	20	5	50	60	15
Future Volume (Veh/h)	5	20	5	50	60	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	22	6	56	67	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	144	76	84			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	144	76	84			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	850	991	1526			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	28	62	84			
Volume Left	6	6	0			
Volume Right	22	0	17			
cSH	957	1526	1700			
Volume to Capacity	0.03	0.00	0.05			
Queue Length 95th (m)	0.7	0.1	0.0			
Control Delay (s)	8.9	0.7	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	0.7	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		1.7				
Intersection Capacity Utilization		16.8%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩↩		↩	↩↩		↩	↩	↩	↩	↩	↩
Traffic Volume (vph)	80	795	110	240	825	50	140	10	75	90	25	65
Future Volume (vph)	80	795	110	240	825	50	140	10	75	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		5.4	5.4			5.6	5.6		5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1802	3544		1805	3573			1815	1583		1820	1615
Flt Permitted	0.28	1.00		0.27	1.00			0.61	1.00		0.55	1.00
Satd. Flow (perm)	528	3544		509	3573			1151	1583		1035	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	855	118	258	887	54	151	11	81	97	27	70
RTOR Reduction (vph)	0	7	0	0	3	0	0	0	66	0	0	57
Lane Group Flow (vph)	86	966	0	258	938	0	0	162	15	0	124	13
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	85.7	85.7		85.7	85.7			21.3	21.3		21.3	21.3
Effective Green, g (s)	86.7	86.7		86.7	86.7			22.3	22.3		22.3	22.3
Actuated g/C Ratio	0.72	0.72		0.72	0.72			0.19	0.19		0.19	0.19
Clearance Time (s)	6.4	6.4		6.4	6.4			6.6	6.6		6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	381	2560		367	2581			213	294		192	300
v/s Ratio Prot		0.27			0.26							
v/s Ratio Perm	0.16			c0.51				c0.14	0.01		0.12	0.01
v/c Ratio	0.23	0.38		0.70	0.36			0.76	0.05		0.65	0.04
Uniform Delay, d1	5.5	6.4		9.4	6.3			46.3	40.2		45.2	40.1
Progression Factor	1.00	1.00		1.58	0.99			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.4	0.4		5.6	0.2			14.7	0.1		7.3	0.1
Delay (s)	6.9	6.8		20.4	6.4			61.1	40.2		52.5	40.2
Level of Service	A	A		C	A			E	D		D	D
Approach Delay (s)		6.8			9.4			54.1			48.0	
Approach LOS		A			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

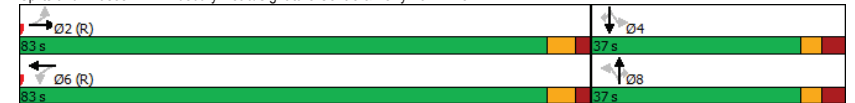
Queues
7: Didsbury Road/Signature Centre & Terry Fox Drive

07-13-2026

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↩	↩↩	↩	↩↩	↩	↩	↩	↩	↩	↩
Traffic Volume (vph)	80	795	240	825	140	10	75	90	25	65
Future Volume (vph)	80	795	240	825	140	10	75	90	25	65
Lane Group Flow (vph)	86	973	258	941	0	162	81	0	124	70
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		6		8			4	
Permitted Phases	2		6		8		8	4		4
Detector Phase	2	2	6	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.6	5.6		5.6	5.6
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.23	0.38	0.70	0.36		0.76	0.23		0.65	0.20
Control Delay	8.7	7.4	26.4	7.0		67.1	9.2		59.4	9.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	8.7	7.4	26.4	7.0		67.1	9.2		59.4	9.6
Queue Length 50th (m)	6.3	41.6	27.0	26.2		38.4	0.0		28.7	0.0
Queue Length 95th (m)	17.2	67.7	m20.4	m16.5		58.7	12.5		46.4	11.7
Internal Link Dist (m)		741.7		312.7		88.8			84.7	
Turn Bay Length (m)	40.0		35.0			25.0				
Base Capacity (vph)	381	2566	367	2582		301	474		270	474
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	0.23	0.38	0.70	0.36		0.54	0.17		0.46	0.15

Intersection Summary	
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	100 (83%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
m	Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 7: Didsbury Road/Signature Centre & Terry Fox Drive



MOVEMENT SUMMARY

Site: 101 [Campeau & Winterset EX_SAT (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	1	0.0	1	0.0	0.002	10.1	LOS B	0.0	0.0	0.37	0.53	0.37	51.7
2	T1	All MCs	1	0.0	1	0.0	0.002	4.5	LOS A	0.0	0.0	0.37	0.53	0.37	52.5
3	R2	All MCs	1	0.0	1	0.0	0.001	5.0	LOS A	0.0	0.0	0.40	0.47	0.40	53.9
Approach			3	0.0	3	0.0	0.002	6.5	LOS A	0.0	0.0	0.38	0.51	0.38	52.7
East: RoadName															
4	L2	All MCs	1	0.0	1	0.0	0.176	9.2	LOS A	0.8	5.4	0.08	0.34	0.08	54.7
5	T1	All MCs	453	1.0	453	1.0	0.176	3.6	LOS A	0.8	5.4	0.08	0.35	0.08	55.7
6	R2	All MCs	100	0.0	100	0.0	0.176	3.7	LOS A	0.8	5.3	0.07	0.37	0.07	55.2
Approach			554	0.8	554	0.8	0.176	3.6	LOS A	0.8	5.4	0.08	0.35	0.08	55.6
North: RoadName															
7	L2	All MCs	11	9.0	11	9.0	0.016	11.5	LOS B	0.1	0.4	0.44	0.66	0.44	49.7
8	T1	All MCs	1	0.0	1	0.0	0.016	5.5	LOS A	0.1	0.4	0.44	0.66	0.44	50.7
9	R2	All MCs	105	0.0	105	0.0	0.086	4.7	LOS A	0.3	2.3	0.39	0.54	0.39	54.0
Approach			117	0.8	117	0.8	0.086	5.3	LOS A	0.3	2.3	0.39	0.55	0.39	53.5
West: RoadName															
10	L2	All MCs	16	6.0	16	6.0	0.150	9.3	LOS A	0.7	5.1	0.07	0.37	0.07	54.3
11	T1	All MCs	458	1.0	458	1.0	0.150	3.6	LOS A	0.7	5.2	0.07	0.35	0.07	55.6
12	R2	All MCs	1	0.0	1	0.0	0.150	3.6	LOS A	0.7	5.2	0.07	0.34	0.07	55.3
Approach			475	1.2	475	1.2	0.150	3.7	LOS A	0.7	5.2	0.07	0.35	0.07	55.5
All Vehicles			1148	1.0	1148	1.0	0.176	3.8	LOS A	0.8	5.4	0.11	0.37	0.11	55.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akgelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Campeau & Winterset EX_PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	1	0.0	1	0.0	0.002	10.0	LOS B	0.0	0.0	0.36	0.52	0.36	51.7
2	T1	All MCs	1	0.0	1	0.0	0.002	4.4	LOS A	0.0	0.0	0.36	0.52	0.36	52.6
3	R2	All MCs	1	0.0	1	0.0	0.001	4.9	LOS A	0.0	0.0	0.39	0.46	0.39	54.0
Approach			3	0.0	3	0.0	0.002	6.4	LOS A	0.0	0.0	0.37	0.50	0.37	52.7
East: RoadName															
4	L2	All MCs	1	0.0	1	0.0	0.135	9.2	LOS A	0.6	4.1	0.08	0.34	0.08	54.7
5	T1	All MCs	279	3.0	279	3.0	0.135	3.6	LOS A	0.6	4.1	0.08	0.35	0.08	55.6
6	R2	All MCs	137	0.0	137	0.0	0.135	3.7	LOS A	0.6	4.0	0.07	0.39	0.07	55.2
Approach			417	2.0	417	2.0	0.135	3.6	LOS A	0.6	4.1	0.08	0.37	0.08	55.5
North: RoadName															
7	L2	All MCs	32	10.0	32	10.0	0.039	10.7	LOS B	0.1	1.0	0.36	0.65	0.36	49.8
8	T1	All MCs	1	0.0	1	0.0	0.039	4.8	LOS A	0.1	1.0	0.36	0.65	0.36	50.9
9	R2	All MCs	105	0.0	105	0.0	0.080	4.3	LOS A	0.3	2.2	0.32	0.49	0.32	54.3
Approach			138	2.3	138	2.3	0.080	5.8	LOS A	0.3	2.2	0.33	0.53	0.33	53.1
West: RoadName															
10	L2	All MCs	16	13.0	16	13.0	0.132	9.5	LOS A	0.6	4.4	0.13	0.37	0.13	53.7
11	T1	All MCs	379	1.0	379	1.0	0.132	3.6	LOS A	0.6	4.4	0.12	0.35	0.12	55.3
12	R2	All MCs	1	0.0	1	0.0	0.132	3.7	LOS A	0.6	4.4	0.12	0.34	0.12	55.0
Approach			396	1.5	396	1.5	0.132	3.9	LOS A	0.6	4.4	0.12	0.36	0.12	55.2
All Vehicles			954	1.8	954	1.8	0.135	4.1	LOS A	0.6	4.4	0.13	0.38	0.13	55.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akgelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Campeau & Winterset FB_2028_SAT (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	1	0.0	1	0.0	0.002	10.4	LOS B	0.0	0.0	0.43	0.54	0.43	51.5
2	T1	All MCs	1	0.0	1	0.0	0.002	4.8	LOS A	0.0	0.0	0.43	0.54	0.43	52.3
3	R2	All MCs	1	0.0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.46	0.49	0.46	53.7
Approach			3	0.0	3	0.0	0.002	6.9	LOS A	0.0	0.0	0.44	0.53	0.44	52.5
East: RoadName															
4	L2	All MCs	1	0.0	1	0.0	0.252	9.3	LOS A	1.2	8.6	0.14	0.34	0.14	54.4
5	T1	All MCs	626	1.0	626	1.0	0.252	3.7	LOS A	1.2	8.6	0.14	0.35	0.14	55.4
6	R2	All MCs	142	0.0	142	0.0	0.252	3.7	LOS A	1.2	8.6	0.13	0.37	0.13	55.0
Approach			769	0.8	769	0.8	0.252	3.7	LOS A	1.2	8.6	0.14	0.36	0.14	55.3
North: RoadName															
7	L2	All MCs	42	9.0	42	9.0	0.057	11.8	LOS B	0.2	1.5	0.49	0.74	0.49	49.3
8	T1	All MCs	1	0.0	1	0.0	0.057	5.8	LOS A	0.2	1.5	0.49	0.74	0.49	50.3
9	R2	All MCs	121	0.0	121	0.0	0.105	5.1	LOS A	0.4	2.9	0.45	0.58	0.45	53.8
Approach			164	2.3	164	2.3	0.105	6.8	LOS A	0.4	2.9	0.46	0.62	0.46	52.5
West: RoadName															
10	L2	All MCs	37	6.0	37	6.0	0.208	9.4	LOS A	1.1	7.7	0.16	0.39	0.16	53.6
11	T1	All MCs	584	1.0	584	1.0	0.208	3.7	LOS A	1.1	7.8	0.16	0.36	0.16	55.0
12	R2	All MCs	1	0.0	1	0.0	0.208	3.8	LOS A	1.1	7.8	0.16	0.34	0.16	54.8
Approach			622	1.3	622	1.3	0.208	4.0	LOS A	1.1	7.8	0.16	0.36	0.16	54.9
All Vehicles			1559	1.2	1559	1.2	0.252	4.2	LOS A	1.2	8.6	0.18	0.39	0.18	54.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akgelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Campeau & Winterset FB_2028_PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	1	0.0	1	0.0	0.002	10.3	LOS B	0.0	0.0	0.41	0.54	0.41	51.6
2	T1	All MCs	1	0.0	1	0.0	0.002	4.7	LOS A	0.0	0.0	0.41	0.54	0.41	52.4
3	R2	All MCs	1	0.0	1	0.0	0.001	5.2	LOS A	0.0	0.0	0.44	0.48	0.44	53.8
Approach			3	0.0	3	0.0	0.002	6.7	LOS A	0.0	0.0	0.42	0.52	0.42	52.5
East: RoadName															
4	L2	All MCs	1	0.0	1	0.0	0.200	9.3	LOS A	0.9	6.6	0.14	0.34	0.14	54.4
5	T1	All MCs	421	3.0	421	3.0	0.200	3.7	LOS A	0.9	6.6	0.13	0.36	0.13	55.3
6	R2	All MCs	179	0.0	179	0.0	0.200	3.7	LOS A	0.9	6.6	0.13	0.38	0.13	55.0
Approach			601	2.1	601	2.1	0.200	3.7	LOS A	0.9	6.6	0.13	0.37	0.13	55.2
North: RoadName															
7	L2	All MCs	63	10.0	63	10.0	0.070	10.9	LOS B	0.3	2.0	0.42	0.68	0.42	49.5
8	T1	All MCs	1	0.0	1	0.0	0.070	5.0	LOS A	0.3	2.0	0.42	0.68	0.42	50.6
9	R2	All MCs	121	0.0	121	0.0	0.098	4.7	LOS A	0.4	2.7	0.39	0.53	0.39	54.0
Approach			185	3.4	185	3.4	0.098	6.8	LOS A	0.4	2.7	0.40	0.58	0.40	52.3
West: RoadName															
10	L2	All MCs	37	13.0	37	13.0	0.179	9.6	LOS A	0.9	6.3	0.20	0.40	0.20	53.2
11	T1	All MCs	479	1.0	479	1.0	0.179	3.8	LOS A	0.9	6.3	0.19	0.37	0.19	54.8
12	R2	All MCs	1	0.0	1	0.0	0.179	3.8	LOS A	0.9	6.3	0.19	0.35	0.19	54.7
Approach			517	1.9	517	1.9	0.179	4.2	LOS A	0.9	6.3	0.19	0.38	0.19	54.7
All Vehicles			1306	2.2	1306	2.2	0.200	4.3	LOS A	0.9	6.6	0.19	0.40	0.19	54.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akgelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Campeau & Winterset FB_2033_SAT (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	1	0.0	1	0.0	0.002	10.4	LOS B	0.0	0.0	0.43	0.54	0.43	51.5
2	T1	All MCs	1	0.0	1	0.0	0.002	4.8	LOS A	0.0	0.0	0.43	0.54	0.43	52.3
3	R2	All MCs	1	0.0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.46	0.49	0.46	53.7
Approach			3	0.0	3	0.0	0.002	6.9	LOS A	0.0	0.0	0.44	0.53	0.44	52.5
East: RoadName															
4	L2	All MCs	1	0.0	1	0.0	0.254	9.3	LOS A	1.2	8.7	0.14	0.34	0.14	54.4
5	T1	All MCs	632	1.0	632	1.0	0.254	3.7	LOS A	1.2	8.7	0.14	0.35	0.14	55.4
6	R2	All MCs	142	0.0	142	0.0	0.254	3.7	LOS A	1.2	8.7	0.13	0.37	0.13	55.0
Approach			775	0.8	775	0.8	0.254	3.7	LOS A	1.2	8.7	0.14	0.36	0.14	55.3
North: RoadName															
7	L2	All MCs	42	9.0	42	9.0	0.057	11.8	LOS B	0.2	1.5	0.49	0.74	0.49	49.3
8	T1	All MCs	1	0.0	1	0.0	0.057	5.8	LOS A	0.2	1.5	0.49	0.74	0.49	50.3
9	R2	All MCs	121	0.0	121	0.0	0.105	5.1	LOS A	0.4	2.9	0.45	0.58	0.45	53.7
Approach			164	2.3	164	2.3	0.105	6.8	LOS A	0.4	2.9	0.46	0.62	0.46	52.5
West: RoadName															
10	L2	All MCs	37	6.0	37	6.0	0.210	9.4	LOS A	1.1	7.8	0.16	0.39	0.16	53.6
11	T1	All MCs	589	1.0	589	1.0	0.210	3.7	LOS A	1.1	7.9	0.16	0.36	0.16	55.0
12	R2	All MCs	1	0.0	1	0.0	0.210	3.8	LOS A	1.1	7.9	0.16	0.34	0.16	54.8
Approach			627	1.3	627	1.3	0.210	4.0	LOS A	1.1	7.9	0.16	0.36	0.16	54.9
All Vehicles			1569	1.2	1569	1.2	0.254	4.2	LOS A	1.2	8.7	0.18	0.39	0.18	54.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akgelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Campeau & Winterset FB_2033_PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	1	0.0	1	0.0	0.002	10.3	LOS B	0.0	0.0	0.42	0.54	0.42	51.5
2	T1	All MCs	1	0.0	1	0.0	0.002	4.7	LOS A	0.0	0.0	0.42	0.54	0.42	52.4
3	R2	All MCs	1	0.0	1	0.0	0.001	5.3	LOS A	0.0	0.0	0.45	0.48	0.45	53.8
Approach			3	0.0	3	0.0	0.002	6.8	LOS A	0.0	0.0	0.43	0.52	0.43	52.5
East: RoadName															
4	L2	All MCs	1	0.0	1	0.0	0.202	9.3	LOS A	0.9	6.8	0.14	0.34	0.14	54.4
5	T1	All MCs	426	3.0	426	3.0	0.202	3.7	LOS A	1.0	6.8	0.14	0.36	0.14	55.3
6	R2	All MCs	179	0.0	179	0.0	0.202	3.7	LOS A	1.0	6.7	0.13	0.38	0.13	55.0
Approach			606	2.1	606	2.1	0.202	3.7	LOS A	1.0	6.8	0.13	0.37	0.13	55.2
North: RoadName															
7	L2	All MCs	63	10.0	63	10.0	0.070	10.9	LOS B	0.3	2.0	0.42	0.68	0.42	49.5
8	T1	All MCs	1	0.0	1	0.0	0.070	5.0	LOS A	0.3	2.0	0.42	0.68	0.42	50.6
9	R2	All MCs	121	0.0	121	0.0	0.099	4.7	LOS A	0.4	2.7	0.39	0.53	0.39	54.0
Approach			185	3.4	185	3.4	0.099	6.8	LOS A	0.4	2.7	0.40	0.59	0.40	52.3
West: RoadName															
10	L2	All MCs	37	13.0	37	13.0	0.183	9.6	LOS A	0.9	6.5	0.20	0.40	0.20	53.2
11	T1	All MCs	489	1.0	489	1.0	0.183	3.8	LOS A	0.9	6.5	0.19	0.37	0.19	54.8
12	R2	All MCs	1	0.0	1	0.0	0.183	3.8	LOS A	0.9	6.5	0.19	0.35	0.19	54.7
Approach			527	1.8	527	1.8	0.183	4.2	LOS A	0.9	6.5	0.19	0.38	0.19	54.7
All Vehicles			1322	2.2	1322	2.2	0.202	4.3	LOS A	1.0	6.8	0.20	0.40	0.20	54.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akgelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Campeau & Winterset FT_2028_SAT (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	1	0.0	1	0.0	0.002	10.6	LOS B	0.0	0.0	0.46	0.56	0.46	51.4
2	T1	All MCs	1	0.0	1	0.0	0.002	4.9	LOS A	0.0	0.0	0.46	0.56	0.46	52.2
3	R2	All MCs	1	0.0	1	0.0	0.001	5.7	LOS A	0.0	0.0	0.49	0.51	0.49	53.6
Approach			3	0.0	3	0.0	0.002	7.1	LOS A	0.0	0.0	0.47	0.54	0.47	52.4
East: RoadName															
4	L2	All MCs	1	0.0	1	0.0	0.279	9.3	LOS A	1.4	9.9	0.15	0.34	0.15	54.4
5	T1	All MCs	711	1.0	711	1.0	0.279	3.7	LOS A	1.4	10.0	0.14	0.35	0.14	55.3
6	R2	All MCs	142	0.0	142	0.0	0.279	3.8	LOS A	1.4	10.0	0.14	0.37	0.14	54.9
Approach			854	0.8	854	0.8	0.279	3.7	LOS A	1.4	10.0	0.14	0.36	0.14	55.3
North: RoadName															
7	L2	All MCs	42	9.0	42	9.0	0.059	12.0	LOS B	0.2	1.6	0.51	0.75	0.51	49.2
8	T1	All MCs	1	0.0	1	0.0	0.059	6.0	LOS A	0.2	1.6	0.51	0.75	0.51	50.2
9	R2	All MCs	121	0.0	121	0.0	0.108	5.2	LOS A	0.4	2.9	0.48	0.60	0.48	53.7
Approach			164	2.3	164	2.3	0.108	7.0	LOS A	0.4	2.9	0.48	0.64	0.48	52.4
West: RoadName															
10	L2	All MCs	37	6.0	37	6.0	0.250	9.4	LOS A	1.4	9.7	0.17	0.38	0.17	53.7
11	T1	All MCs	711	1.0	711	1.0	0.250	3.7	LOS A	1.4	9.9	0.17	0.36	0.17	55.0
12	R2	All MCs	1	0.0	1	0.0	0.250	3.8	LOS A	1.4	9.9	0.16	0.34	0.16	54.8
Approach			748	1.2	748	1.2	0.250	4.0	LOS A	1.4	9.9	0.17	0.36	0.17	54.9
All Vehicles			1769	1.1	1769	1.1	0.279	4.1	LOS A	1.4	10.0	0.19	0.38	0.19	54.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akgelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Campeau & Winterset FT_2028_PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	1	0.0	1	0.0	0.002	10.4	LOS B	0.0	0.0	0.44	0.54	0.44	51.5
2	T1	All MCs	1	0.0	1	0.0	0.002	4.8	LOS A	0.0	0.0	0.44	0.54	0.44	52.3
3	R2	All MCs	1	0.0	1	0.0	0.001	5.4	LOS A	0.0	0.0	0.47	0.50	0.47	53.7
Approach			3	0.0	3	0.0	0.002	6.9	LOS A	0.0	0.0	0.45	0.53	0.45	52.4
East: RoadName															
4	L2	All MCs	1	0.0	1	0.0	0.226	9.3	LOS A	1.1	7.8	0.14	0.34	0.14	54.4
5	T1	All MCs	500	3.0	500	3.0	0.226	3.7	LOS A	1.1	7.8	0.14	0.36	0.14	55.3
6	R2	All MCs	179	0.0	179	0.0	0.226	3.7	LOS A	1.1	7.8	0.13	0.38	0.13	55.0
Approach			680	2.2	680	2.2	0.226	3.7	LOS A	1.1	7.8	0.14	0.36	0.14	55.2
North: RoadName															
7	L2	All MCs	63	10.0	63	10.0	0.073	11.2	LOS B	0.3	2.0	0.45	0.70	0.45	49.5
8	T1	All MCs	1	0.0	1	0.0	0.073	5.2	LOS A	0.3	2.0	0.45	0.70	0.45	50.5
9	R2	All MCs	121	0.0	121	0.0	0.101	4.8	LOS A	0.4	2.8	0.42	0.55	0.42	53.9
Approach			185	3.4	185	3.4	0.101	7.0	LOS A	0.4	2.8	0.43	0.60	0.43	52.2
West: RoadName															
10	L2	All MCs	37	13.0	37	13.0	0.210	9.6	LOS A	1.1	7.7	0.20	0.40	0.20	53.2
11	T1	All MCs	568	1.0	568	1.0	0.210	3.8	LOS A	1.1	7.7	0.20	0.37	0.20	54.8
12	R2	All MCs	1	0.0	1	0.0	0.210	3.8	LOS A	1.1	7.7	0.20	0.35	0.20	54.6
Approach			606	1.7	606	1.7	0.210	4.1	LOS A	1.1	7.7	0.20	0.37	0.20	54.7
All Vehicles			1475	2.2	1475	2.2	0.226	4.3	LOS A	1.1	7.8	0.20	0.40	0.20	54.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akgelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Campeau & Winterset FT_2033_SAT (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	1	0.0	1	0.0	0.002	10.6	LOS B	0.0	0.0	0.47	0.56	0.47	51.4
2	T1	All MCs	1	0.0	1	0.0	0.002	5.0	LOS A	0.0	0.0	0.47	0.56	0.47	52.2
3	R2	All MCs	1	0.0	1	0.0	0.001	5.7	LOS A	0.0	0.0	0.49	0.51	0.49	53.6
Approach			3	0.0	3	0.0	0.002	7.1	LOS A	0.0	0.0	0.47	0.54	0.47	52.4
East: RoadName															
4	L2	All MCs	1	0.0	1	0.0	0.281	9.3	LOS A	1.4	10.0	0.15	0.34	0.15	54.4
5	T1	All MCs	716	1.0	716	1.0	0.281	3.7	LOS A	1.4	10.0	0.14	0.35	0.14	55.3
6	R2	All MCs	142	0.0	142	0.0	0.281	3.8	LOS A	1.4	10.0	0.14	0.36	0.14	54.9
Approach			859	0.8	859	0.8	0.281	3.7	LOS A	1.4	10.0	0.14	0.36	0.14	55.3
North: RoadName															
7	L2	All MCs	42	9.0	42	9.0	0.060	12.0	LOS B	0.2	1.6	0.51	0.75	0.51	49.1
8	T1	All MCs	1	0.0	1	0.0	0.060	6.0	LOS A	0.2	1.6	0.51	0.75	0.51	50.2
9	R2	All MCs	121	0.0	121	0.0	0.108	5.2	LOS A	0.4	3.0	0.48	0.60	0.48	53.7
Approach			164	2.3	164	2.3	0.108	7.0	LOS A	0.4	3.0	0.49	0.64	0.49	52.4
West: RoadName															
10	L2	All MCs	37	6.0	37	6.0	0.251	9.4	LOS A	1.4	9.8	0.17	0.38	0.17	53.7
11	T1	All MCs	716	1.0	716	1.0	0.251	3.7	LOS A	1.4	10.0	0.17	0.36	0.17	55.0
12	R2	All MCs	1	0.0	1	0.0	0.251	3.8	LOS A	1.4	10.0	0.17	0.34	0.17	54.8
Approach			754	1.2	754	1.2	0.251	4.0	LOS A	1.4	10.0	0.17	0.36	0.17	54.9
All Vehicles			1780	1.1	1780	1.1	0.281	4.1	LOS A	1.4	10.0	0.19	0.38	0.19	54.8

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akgelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: 101 [Campeau & Winterset FT_2033_PM (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.6.228

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Que	Eff. Stop Rate	Aver. No. of Cycles	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: RoadName															
1	L2	All MCs	1	0.0	1	0.0	0.002	10.5	LOS B	0.0	0.0	0.44	0.55	0.44	51.4
2	T1	All MCs	1	0.0	1	0.0	0.002	4.8	LOS A	0.0	0.0	0.44	0.55	0.44	52.3
3	R2	All MCs	1	0.0	1	0.0	0.001	5.5	LOS A	0.0	0.0	0.47	0.50	0.47	53.7
Approach			3	0.0	3	0.0	0.002	6.9	LOS A	0.0	0.0	0.45	0.53	0.45	52.4
East: RoadName															
4	L2	All MCs	1	0.0	1	0.0	0.228	9.3	LOS A	1.1	7.9	0.14	0.34	0.14	54.4
5	T1	All MCs	505	3.0	505	3.0	0.228	3.7	LOS A	1.1	7.9	0.14	0.36	0.14	55.3
6	R2	All MCs	179	0.0	179	0.0	0.228	3.7	LOS A	1.1	7.8	0.13	0.38	0.13	55.0
Approach			685	2.2	685	2.2	0.228	3.7	LOS A	1.1	7.9	0.14	0.36	0.14	55.2
North: RoadName															
7	L2	All MCs	63	10.0	63	10.0	0.073	11.2	LOS B	0.3	2.1	0.45	0.70	0.45	49.4
8	T1	All MCs	1	0.0	1	0.0	0.073	5.2	LOS A	0.3	2.1	0.45	0.70	0.45	50.5
9	R2	All MCs	121	0.0	121	0.0	0.101	4.9	LOS A	0.4	2.8	0.42	0.56	0.42	53.9
Approach			185	3.4	185	3.4	0.101	7.0	LOS A	0.4	2.8	0.43	0.61	0.43	52.2
West: RoadName															
10	L2	All MCs	37	13.0	37	13.0	0.214	9.6	LOS A	1.1	7.9	0.21	0.40	0.21	53.2
11	T1	All MCs	579	1.0	579	1.0	0.214	3.8	LOS A	1.1	7.9	0.20	0.37	0.20	54.8
12	R2	All MCs	1	0.0	1	0.0	0.214	3.8	LOS A	1.1	7.9	0.20	0.35	0.20	54.6
Approach			617	1.7	617	1.7	0.214	4.1	LOS A	1.1	7.9	0.20	0.37	0.20	54.7
All Vehicles			1491	2.2	1491	2.2	0.228	4.3	LOS A	1.1	7.9	0.20	0.40	0.20	54.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akgelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Appendix G: Multimodal Level of Service Assessment



Multi-Modal Level of Service - Segments Form

Project: 7036-52

Consultant: BA Consulting Group

Date: July 13, 2026

Scenario: Future

Segment Name		Campeau Drive			
OP Transect / Policy Area		Within 600m of a rapid transit station			
Segment Component		Majority (>50%)		Critical	
Side of Street		W or N	E or S	W or N	E or S
Pedestrian	PLOS Inputs				
	Posted Speed (km/h)	60 km/h		60 km/h	
	Two-Way ADT	11,900		11,900	
	Pedestrian Facility	Sidewalk	Sidewalk	Sidewalk	Sidewalk
	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	Yes	Yes	Yes
	Facility Width (m)	2.00m	2.00m	2.00m	2.00m
	Offset from Motor Vehicle Travel Lanes (m)	≥ 3.0m	≥ 3.0m	≥ 3.0m	≥ 3.0m
	Presence of Adjacent Parking?	No	No	No	No
	General Purpose Curb Lane ADT	-	-	-	-
	Max. Distance between Controlled Crossings (m)	≤ 200m	≤ 200m	≤ 200m	≤ 200m
Score	5.00	5.00	5.00	5.00	
PLOS	A	A	A	A	
Target PLOS	A				
Bicycle	BLOS Inputs				
	Cycling Route Classification	Cross-Town Bikeway			
	Cycling Facility	Cycle Track	Cycle Track	Cycle Track	Cycle Track
	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	Unidirectional	Unidirectional	Unidirectional	Unidirectional
	Pedestrian/Cyclist Volume	-	-	-	-
	Facility Width	2.1-2.5m	2.1-2.5m	2.1-2.5m	2.1-2.5m
	Boulevard/Buffer Width (excluding curb)	1.0-1.49m and no adjacent parking	1.0-1.49m and no adjacent parking	1.0-1.49m and no adjacent parking	1.0-1.49m and no adjacent parking
	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)	-	-	-	-
	Score	3.50	3.50	3.50	3.50
	BLOS	B	B	B	B
	Target BLOS	A			
Transit	TLOS Inputs				
	Transit Facility	Mixed Traffic			
	Facility Type	Mixed Traffic	Mixed Traffic		
	Expected Transit Running Time	Unimpeded	Unimpeded		
	Transit Travel Speed (if available)	Enter Speed (if available)	Enter Speed (if available)		
	TLOS	B	B		
Target TLOS	E (D for frequent transit routes)				
Public Realm	PRLOS Inputs				
	Context	Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village		
	Inner Boulevard Width	1.2-1.49m	1.2-1.49m		
	Middle Boulevard Width	≤ 0.5m	≤ 0.5m		
	Outer Boulevard (Frontage) Width	-	-		
	Transit Route on Segment?	Yes	Yes		
	Bus Stop Elements	Curbside landing zone with no shelter	Curbside landing zone with no shelter		
	Number of Midblock Traffic Lanes (both travel directions)	≤ 2	≤ 2		
Score	21.30	21.30			
PRLOS	B	B			
		B			

Multi-Modal Level of Service - Segments Form

Project: 7036-52

Consultant: BA Consulting Group

Date: July 13, 2026

Scenario: Future

Segment Name		Terry Fox Drive			
OP Transect / Policy Area		Within 600m of a rapid transit station			
Segment Component		Majority (>50%)		Critical	
Side of Street		W or N	E or S	W or N	E or S
Pedestrian	PLOS Inputs				
	Posted Speed (km/h)	70 km/h		70 km/h	
	Two-Way ADT	20,800		20,800	
	Pedestrian Facility	Sidewalk	Sidewalk	Sidewalk	Sidewalk
	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	Yes	Yes	Yes
	Facility Width (m)	2.30m	2.30m	1.90m	1.90m
	Offset from Motor Vehicle Travel Lanes (m)	1.5-2.99m	1.5-2.99m	< 0.5m	< 0.5m
	Presence of Adjacent Parking?	-	-	-	-
	General Purpose Curb Lane ADT	> 3000	> 3000	> 3000	> 3000
	Max. Distance between Controlled Crossings (m)	≤ 200m	≤ 200m	≤ 200m	≤ 200m
Score	3.50	3.50	2.00	2.00	
PLOS	B	B	D	D	
Target PLOS	A				
Bicycle	BLOS Inputs				
	Cycling Route Classification	Elsewhere			
	Cycling Facility	Paved Shoulder without Buffer	Paved Shoulder without Buffer	Paved Shoulder without Buffer	Paved Shoulder without Buffer
	Is the minimum level of separation provided, according to OTM Book 18 Pre-Selection Nomograph - Rural Context (Figure 5.6)? (for paved shoulders)	Yes	Yes	Yes	Yes
	Facility Operation	-	-	-	-
	Pedestrian/Cyclist Volume	-	-	-	-
	Facility Width	≥ 2.0m	≥ 2.0m	≥ 2.0m	≥ 2.0m
	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 Refuse (≥ 2.7m)	-	-	-	-
	Cross-street Posted Speed (km/h)	-	-	-	-
	Cycling Path Blockages (e.g. bus stops and/or loading zones)	Rare	Rare	Rare	Rare
	Score	4.15	4.15	4.15	4.15
	BLOS	B	B	B	B
	Target BLOS	B			
	Transit	TLOS Inputs			
Transit Facility		Mixed Traffic			
Facility Type		Mixed Traffic	Mixed Traffic		
Expected Transit Running Time		Unimpeded	Unimpeded		
Transit Travel Speed (if available)		Enter Speed (if available)	Enter Speed (if available)		
TLOS	B	B			
Target TLOS	E (D for frequent transit routes)				
Public Realm	PRLOS Inputs				
	Context	Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village		
	Inner Boulevard Width	≤ 0.6m	≤ 0.6m		
	Middle Boulevard Width	1.5-1.99m	1.5-1.99m		
	Outer Boulevard (Frontage) Width	-	-		
	Transit Route on Segment?	Yes	Yes		
	Bus Stop Elements	No platform, landing zone or shelter	No platform, landing zone or shelter		
	Number of Midblock Traffic Lanes (both travel directions)	≤ 2	≤ 2		
	Score	19.80	19.80		
PRLOS	C	C			
	C				

Multi-Modal Level of Service - Intersections Form

Project: 7036-52

Consultant: BA Consulting Group

Date: July 13, 2026

Scenario: Future

Intersection Name		Terry Fox Drive / Campeau Drive			
OP Transect / Policy Area		Within 600m of a rapid transit station			
Pedestrian	PLOS Inputs				
	Pedestrians Crossing the	North Leg	South Leg	East Leg	West Leg
	Number of Travel Lanes Crossed	7	7	5	4
	Median Refuge (≥2.7m)	No	No	No	No
	Crosswalk Treatment	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings
	Signal Cycle Length (sec)	120.0			
	Effective Walk Time (sec)	7.0	7.0	7.0	7.0
	Conflict with Right-Turn Vehicles (For PLOS & BLOS)	WBR	EBR	NBR	SBR
	Right-Turn Geometry	Conventional Right-Turn Channel	Conventional Right-Turn Channel	Right-Turn With No Channel	Conventional Right-Turn Channel
	Right-Turn Signal Phasing	-	-	Permissive	-
	Right-Turn Volume	> 150 to 300 veh/h	> 300 veh/h	> 150 to 300 veh/h	> 150 to 300 veh/h
	Right-Turn Effective Corner Radius	-	-	> 8m	-
	Cross-street Posted Speed (km/h)	70 km/h		60 km/h	
	Conflict with Left-Turn Vehicles (For PLOS & BLOS)	EBL	WBL	SBL	NBL
	Left-Turn Signal Phasing	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm
Left-Turn Volume	> 100 veh/h	> 100 veh/h	> 100 veh/h	> 100 veh/h	
Left-Turn Opposing Lanes	-	-	-	-	
Score	1.15	1.00	2.35	2.95	
PLOS	E	E	D	C	
Target PLOS	A				
Bicycle	BLOS Inputs				
	Cycling Route Classification	Elsewhere			
	Cyclists Crossing the	North Leg	South Leg	East Leg	West Leg
	Type of Cycling Facility Across Leg	Bike Lane Through Intersection	Bike Lane Through Intersection	Bike Lane Through Intersection	Bike Lane Through Intersection
	Two-Way ADT (in Cyclist Travel Direction)	20,800		11,900	
	Floating Bike Lane or Right-Turn Lane Crossover Approaching the Crossing?	Yes	No	Yes	Yes
	Crossroad Operation	-	-	-	-
	Target Crossroad Setback Met?	-	-	-	-
	Right-Turn Vehicle Volume from Adjacent Roadway > 100 veh/h?	-	-	-	-
	Cyclist Left-Turn Operation	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
	Vehicle Lanes Crossed by Cyclists	Two or More Lanes Crossed	Two or More Lanes Crossed	One Lane Crossed	One Lane Crossed
	Score	-15	-15	-5	-5
	BLOS	F	F	F	F
	Target BLOS	B			
Transit	TLOS Inputs				
	Transit Facility	Mixed Traffic			
	Vehicles Travelling	Southbound	Northbound	Westbound	Eastbound
	Average Transit Delay (if available)	Unavailable	Unavailable	Unavailable	Unavailable
	Example Transit Priority Treatment				
	TLOS	-	-	-	-
	Target TLOS	E (D for frequent transit routes)			
Auto	AutoLOS Inputs				
	Overall Intersection Volume to Capacity Ratio	0.91 to 1.00			
	Individual Movements	See Separate Traffic Operations Table			
	AutoLOS	E			
	Target AutoLOS	E			

Multi-Modal Level of Service - Intersections Form

Project: 7036-52

Consultant: BA Consulting Group

Date: July 13, 2026

Scenario: Future

Intersection Name		Didsbury Road / Campeau Drive				
OP Transect / Policy Area		Within 600m of a rapid transit station				
Pedestrian	PLOS Inputs					
	Pedestrians Crossing the	North Leg	South Leg	East Leg	West Leg	
	Number of Travel Lanes Crossed	1-3	1-3	5	6	
	Median Refuge (≥2.7m)	No	No	No	No	
	Crosswalk Treatment	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	
	Signal Cycle Length (sec)	60.0				
	Effective Walk Time (sec)	12.0	12.0	7.0	7.0	
	Conflict with Right-Turn Vehicles (For PLOS & BLOS)	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	
	Right-Turn Signal Phasing	Permissive	Permissive	Permissive	Permissive	
	Right-Turn Volume	≤ 150 veh/h	≤ 150 veh/h	≤ 150 veh/h	≤ 150 veh/h	
	Right-Turn Effective Corner Radius	≤ 8m	> 8m	> 8m	> 8m	
	Cross-street Posted Speed (km/h)	60 km/h		50 km/h		
	Conflict with Left-Turn Vehicles (For PLOS & BLOS)	EBL	WBL	SBL	NBL	
	Left-Turn Signal Phasing	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm	
	Left-Turn Volume	> 50 to 100 veh/h	≤ 50 veh/h	> 100 veh/h	≤ 50 veh/h	
	Left-Turn Opposing Lanes	≤ 1	-	-	-	
Score	4.65	4.50	3.10	2.70		
PLOS	A	A	C	C		
Target PLOS	A					
Bicycle	BLOS Inputs					
	Cycling Route Classification	Cross-Town Bikeway				
	Cyclists Crossing the	North Leg	South Leg	East Leg	West Leg	
	Type of Cycling Facility Across Leg	Crossride	Crossride	Crossride	Crossride	
	Two-Way ADT (in Cyclist Travel Direction)	255		8,356		
	Floating Bike Lane or Right-Turn Lane Crossover Approaching the Crossing?	No	No	No	No	
	Crossride Operation	Unidirectional	Unidirectional	Unidirectional	Unidirectional	
	Target Crossride Setback Met?	Yes	Yes	Yes	Yes	
	Right-Turn Vehicle Volume from Adjacent Roadway > 100 veh/h?	-	-	-	-	
	Cyclist Left-Turn Operation	WBL	EBL	NBL	SBL	
	Cyclist Left-Turn Treatment Type	Protected Corner	Protected Corner	Protected Corner	Protected Corner	
	Vehicle Lanes Crossed by Cyclists	-	-	-	-	
	Score	140	140	100	140	
	BLOS	A	A	B	A	
	Target BLOS	A				
	Transit	TLOS Inputs				
		Transit Facility	Mixed Traffic			
Vehicles Travelling		Southbound	Northbound	Westbound	Eastbound	
Average Transit Delay (if available)		Unavailable	Unavailable	Unavailable	Unavailable	
Example Transit Priority Treatment						
TLOS		-	-	-	-	
Target TLOS		E (D for frequent transit routes)				
Auto	AutoLOS Inputs					
	Overall Intersection Volume to Capacity Ratio Individual Movements	0 to 0.60				
	V/C Ratios and Queue Lengths	See Separate Traffic Operations Table				
	AutoLOS	A				
	Target AutoLOS	E				

Multi-Modal Level of Service - Intersections Form

Project: 7036-52

Consultant: BA Consulting Group

Date: July 13, 2026

Scenario: Future

Intersection Name		Campeau Drive / Site West Access - Kanata Commons			
OP Transect / Policy Area		Within 600m of a rapid transit station			
Pedestrian	PLOS Inputs				
	Pedestrians Crossing the	North Leg	South Leg	East Leg	West Leg
	Number of Travel Lanes Crossed	1-3	4	7	7
	Median Refuge (≥2.7m)	No	No	No	No
	Crosswalk Treatment	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings	Zebra Stripe Hi-Vis Markings
	Signal Cycle Length (sec)	65.0			
	Effective Walk Time (sec)	12.0	12.0	7.0	7.0
	Conflict with Right-Turn Vehicles (For PLOS & BLOS)	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
	Right-Turn Signal Phasing	Permissive	Permissive	Permissive	Permissive
	Right-Turn Volume	≤ 150 veh/h	≤ 150 veh/h	≤ 150 veh/h	> 150 to 300 veh/h
	Right-Turn Effective Corner Radius	> 8m	> 8m	> 8m	> 8m
	Cross-street Posted Speed (km/h)	60 km/h		40 km/h	
	Conflict with Left-Turn Vehicles (For PLOS & BLOS)	EBL	WBL	SBL	NBL
	Left-Turn Signal Phasing	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm
Left-Turn Volume	> 100 veh/h	> 100 veh/h	> 50 to 100 veh/h	≤ 50 veh/h	
Left-Turn Opposing Lanes	-	-	≤ 1	-	
Score	4.15	3.55	2.10	1.65	
PLOS	B	B	D	D	
Target PLOS	C				
Target PLOS	A				
Bicycle	BLOS Inputs				
	Cycling Route Classification	Cross-Town Bikeway			
	Cyclists Crossing the	North Leg	South Leg	East Leg	West Leg
	Type of Cycling Facility Across Leg	Crossride	Crossride	Crossride	Crossride
	Two-Way ADT (in Cyclist Travel Direction)	480		8,240	
	Floating Bike Lane or Right-Turn Lane Crossover Approaching the Crossing?	No	No	No	No
	Crossride Operation	Unidirectional	Unidirectional	Unidirectional	Unidirectional
	Target Crossride Setback Met?	Yes	Yes	Yes	Yes
	Right-Turn Vehicle Volume from Adjacent Roadway > 100 veh/h?	-	-	-	-
	Cyclist Left-Turn Operation	WBL	EBL	NBL	SBL
	Cyclist Left-Turn Treatment Type	Protected Corner	Protected Corner	Protected Corner	Protected Corner
	Vehicle Lanes Crossed by Cyclists	-	-	-	-
	Score	100	100	140	130
	BLOS	B	B	A	A
	Target BLOS	B			
Target BLOS	A				
Transit	TLOS Inputs				
	Transit Facility	Mixed Traffic			
	Vehicles Travelling	Southbound	Northbound	Westbound	Eastbound
	Average Transit Delay (if available)	Unavailable	Unavailable	Unavailable	Unavailable
	Example Transit Priority Treatment				
	TLOS	-	-	-	-
	Target TLOS	E (D for frequent transit routes)			
Auto	AutoLOS Inputs				
	Overall Intersection Volume to Capacity Ratio Individual Movements	0 to 0.60			
	V/C Ratios and Queue Lengths	See Separate Traffic Operations Table			
	AutoLOS	A			
	Target AutoLOS	E			

Multi-Modal Level of Service - Intersections Form

Project: 7036-52

Consultant: BA Consulting Group

Date: July 13, 2026

Scenario: Future

Intersection Name		Terry Fox Drive / Signature Centre - Didsbury Road			
OP Transect / Policy Area		Within 600m of a rapid transit station			
Pedestrian	PLOS Inputs				
	Pedestrians Crossing the	North Leg	South Leg	East Leg	West Leg
	Number of Travel Lanes Crossed	1-3	4	6	5
	Median Refuge (≥2.7m)	No	No	No	No
	Crosswalk Treatment	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings	Std Transverse Markings
	Signal Cycle Length (sec)	120.0			
	Effective Walk Time (sec)	7.0	7.0	7.0	7.0
	Conflict with Right-Turn Vehicles (For PLOS & BLOS)	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
	Right-Turn Signal Phasing	Permissive	Permissive	Permissive	Permissive
	Right-Turn Volume	≤ 150 veh/h	≤ 150 veh/h	> 300 veh/h	≤ 150 veh/h
	Right-Turn Effective Corner Radius	> 8m	> 8m	> 8m	> 8m
	Cross-street Posted Speed (km/h)	70 km/h		50 km/h	
	Conflict with Left-Turn Vehicles (For PLOS & BLOS)	EBL	WBL	SBL	NBL
	Left-Turn Signal Phasing	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm	Perm or Prot+Perm
	Left-Turn Volume	> 50 to 100 veh/h	> 100 veh/h	> 100 veh/h	> 50 to 100 veh/h
Left-Turn Opposing Lanes	≤ 1	-	-	≤ 1	
Score	4.00	3.20	1.55	2.95	
PLOS	B	C	D	C	
Target PLOS	A				
Bicycle	BLOS Inputs				
	Cycling Route Classification	Elsewhere			
	Cyclists Crossing the	North Leg	South Leg	East Leg	West Leg
	Type of Cycling Facility Across Leg	Bike Lane Through Intersection	Bike Lane Through Intersection	Bike Lane Through Intersection	Bike Lane Through Intersection
	Two-Way ADT (in Cyclist Travel Direction)	1,742		19,839	
	Floating Bike Lane or Right-Turn Lane Crossover Approaching the Crossing?	No	No	No	No
	Crossroad Operation	-	-	-	-
	Target Crossroad Setback Met?	-	-	-	-
	Right-Turn Vehicle Volume from Adjacent Roadway > 100 veh/h?	-	-	-	-
	Cyclist Left-Turn Operation	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
	Vehicle Lanes Crossed by Cyclists	Two or More Lanes Crossed	Two or More Lanes Crossed	No Lane Crossed	No Lane Crossed
	Score	55	15	5	85
	BLOS	D	E	F	C
	Target BLOS	B			
	Transit	TLOS Inputs			
Transit Facility		Mixed Traffic			
Vehicles Travelling		Southbound	Northbound	Westbound	Eastbound
Average Transit Delay (if available)		Unavailable	Unavailable	Unavailable	Unavailable
Example Transit Priority Treatment					
TLOS		-	-	-	-
Target TLOS		E (D for frequent transit routes)			
Auto	AutoLOS Inputs				
	Overall Intersection Volume to Capacity Ratio Individual Movements	0.61 to 0.70			
	V/C Ratios and Queue Lengths	See Separate Traffic Operations Table			
	AutoLOS	B			
	Target AutoLOS	E			