Chick-fil-A
Traffic Impact Assessment
Orleans, City of Ottawa

Type of Document:
TIA Strategy Report

Project Name:
Chick-fil-A – 4270 Innes Road, Ottawa, ON
Traffic Impact Assessment

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Contents

List of Figures

List of Tables

List of Appendices

INTRODUCTION

EXP was retained to conduct a Traffic Impact Assessment (TIA) for the proposed Chick-fil-A development at 4270 Innes Road in Orleans, Ottawa, ON. The site is located on the south side of Innes Road, between Du Grand Bois Avenue and Lanthier Drive.

Figure 1 illustrates the proposed development, the detailed site plan is provided in ***Appendix A***.

Figure 1: Site Location

1 SCREENING

A TIA screening form was completed for the proposed development to determine the requirements for the assessment. The findings are summarized as follows:

- **Trip Generation Trigger** The development is anticipated to be built over a ground floor area of 460 square meters (4,948 square feet). According to the Institute of Transportation Engineers (ITE) trip generation 11th manual, the maximum number of trip generation generated during peak hours is approximately 273 which is higher than the City of Ottawa established threshold. Thus, the Trip generation trigger is satisfied.
- **Location Trigger** The development doesn't propose a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit or Spine Bicycle Networks nor it is situated in a Design Priority Area or Transit Oriented Development zone. Thus, the location trigger is not satisfied.
- **Safety Trigger** According to the City of Ottawa screening guidelines, the safety trigger is satisfied.

Upon review of the City's screening assessment, EXP has confirmed the need to complete a TIA for the proposed development.

A copy of the completed screening form is included in ***Appendix B***.

2 SCOPING

2.1 Existing and Planned Conditions

2.1.1 Proposed Development

The proposed development, Chick-fil-A, is an American fast-food restaurant chain specializing in chicken sandwiches and other chicken-based menu items. It will be located at 4270 Innes Road in Orleans, Ottawa, within a retail shopping center and is zoned as General Mixed-Use (GM), specifically Sub-zone GM13. The estimated date of occupancy is 2025.

There are two main access points for ingress and egress, one on the left (southwest) and another on the right (east side), designed to support traffic flow around the building. The plan includes two drive-thru lanes with stacking capacity, which is designed to handle a high volume of vehicles during peak times. The development features a one-story commercial building with a ground floor area of 460 square meters (4,948.9 square feet) and 46 on-site parking spaces, including two accessible spaces.

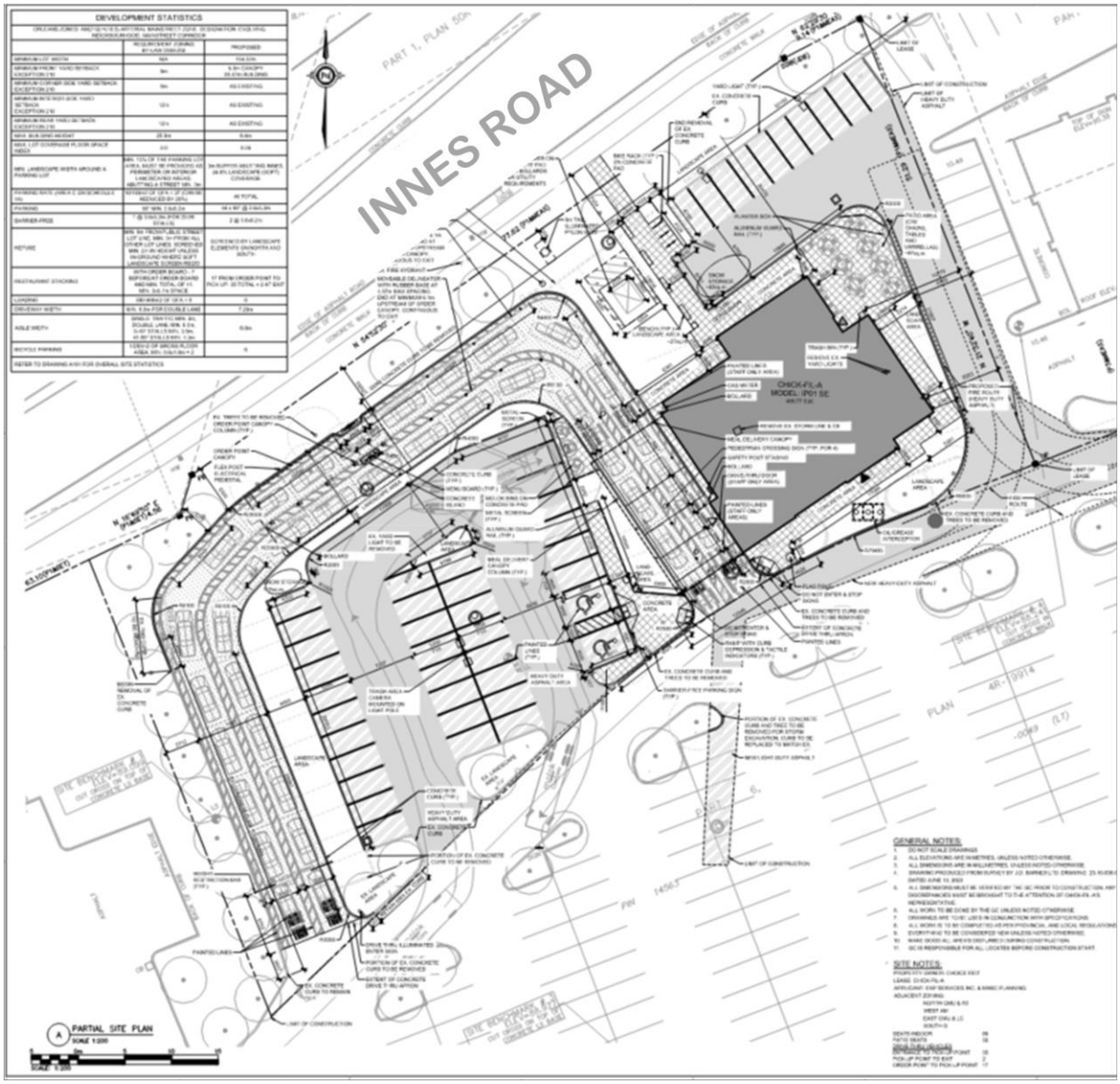


Figure 2: Site Plan

2.1.2 Existing Roadways

The following outlines the existing site characteristics of the roads and intersections in the vicinity of the subject site are described below.

- **Innes Road** is a four-lane east-west arterial road with a conventional bike lane in both directions and a 60 km/h speed limit. There is a sidewalk along both sides of the road. Innes Road is designated as a truck route in Ottawa, the road's infrastructure supports heavy vehicle traffic, with multiple lanes and connections to major highways, facilitating efficient truck movement through the city. Innes Road has a 40 m protected Right-Of-Way (ROW) per Schedule C16 of the City's Official Plan, with unequal widening: 14 m on the north side and 26m on the south. While most of the study area meets the 40 m ROW, there are localized constraints near the Chick-fil-A site. Approximately 3-4 m of property along the site frontage must be dedicated from the north ROW line to achieve the required 40 m ROW.
- **Lanthier Drive/Prestwick Drive** is a two-lane collector road with a 40 km/h posted speed. Lanthier Drive has sidewalks on both sides, while Prestwick Drive has a sidewalk only on the southbound side (west side of the road). On-street parking is restricted at all times. According to the City of Ottawa's Urban Truck Routes Map, these roads are not designated as truck routes.
- **Drive-In/Out Access east of Swiss Chalet** is a north-south two-lane access with one eastbound right turn lane into the plaza and a restricted right turn exit. The two-lane access is separated by a median with a sidewalk on the west side of the access.
- **Trinity Crossing Mall Access** is a signalized T-intersection with two northbound left-turn lanes and one right-turn lane. There are sidewalks on both sides.

The existing lane configuration and traffic controls for the study area are presented in ***Figure 3.***

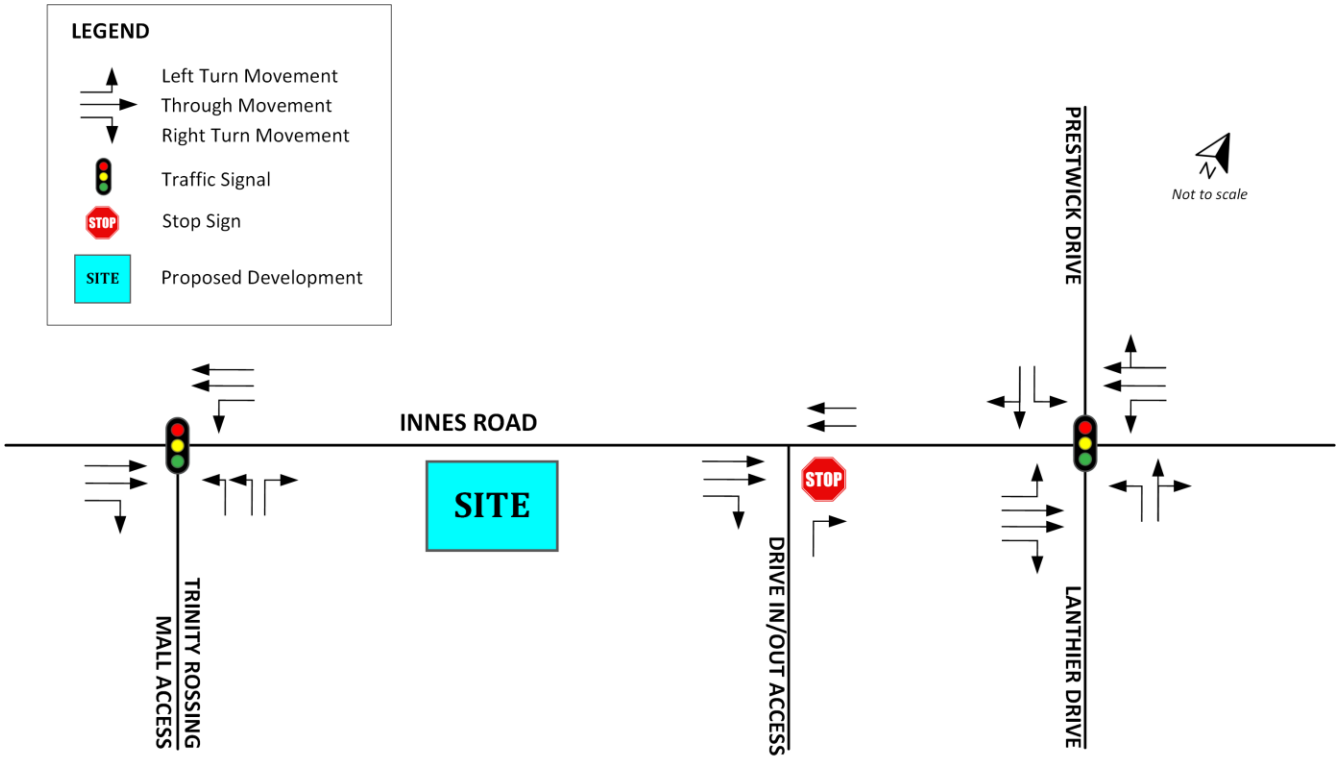


Figure 3: Existing Lane Configuration and Traffic Controls

2.1.3 Existing Intersections

Innes Road & Lanthier Drive/Prestwick Drive

- The intersection is signalized with two through lanes east-west and an exclusive left-turn lane, along with a conventional bike lane on Innes Road.
- There are two through lanes in the eastbound and westbound directions, an exclusive left-turn lane, and a channelized right-turn lane from eastbound Innes Road onto Lanthier Drive.
- In the north-south directions, there is one through lane and an exclusive left-turn lane.
- Sidewalks are present on both sides of Innes Road and Lanthier Drive, with a sidewalk only on the southbound side of Prestwick Drive.
- A conventional bike lane with pavement markings runs along Innes Road.

Innes Road & Drive-In/Out Access

- It is an unsignalized access with an eastbound right-turn lane into the plaza.
- Sidewalks are present on both sides of Innes Road (East-West) and only on the west side of the access.
- A conventional bike lane with pavement markings runs along Innes Road.

Innes Road Trinity Crossing Mall Access

- It is a T-signalized intersection with dedicated eastbound right-turn lane and westbound left-turn lane.
- Northbound includes two fully protected left-turn lanes and one right-turn lane.
- The westbound left-turn movement is a protected-permissive phase.
- Sidewalks are present on both sides of Trinity Crossing Mall Access and Innes Road.
- A conventional bike lane with pavement markings along Innes Road.

2.1.4 Existing Driveways

Within a 200 m radius around the proposed site access, all driveways are situated around the plaza. However, the four main driveways are located at the Drive-In/Out access and the Trinity Crossing Mall access. ***Figure 4*** below illustrates these four existing driveway locations.

Figure 4: Existing Driveways within 200 meters

2.1.5 Pedestrian and Cycling Facilities

Existing concrete sidewalks are present along the following areas:

- On both sides of Innes Road;
- Approximately 115 m South of Lanthier Drive on both sides;
- On the west side only of Prestwick Drive;
- Approximately 152 m west of the Drive-In/Out access; and
- Approximately 118 m on both sides of the Trinity Crossing Mall Access.

Cycling facilities around the site are only present along Innes Road as conventional bike lanes on both sides of the roadway.

2.1.6 Existing Transit Operations

Two bus routes pass by the site. The nearest westbound bus stop is 160 m from the proposed development and the nearest eastbound stop is 100 m away. The following transit routes serve the proposed development:

Route 25: Millennium 2A/Ottawa to Carson's/Montreal
Route 25 operates between Millennium and Carson's Road at Montreal Road. It runs daily during morning and afternoon hours with total trip duration of 35 minutes, with 64 stops.

Route 138: Orleans to Vantage/Ad.303
Route 138 runs from Place d'Orleans 2C to Vantage/Ad.303 which is very close to the site location. It operates daily during morning and afternoon hours, with a total trip duration of 35 minutes and 47 stops.

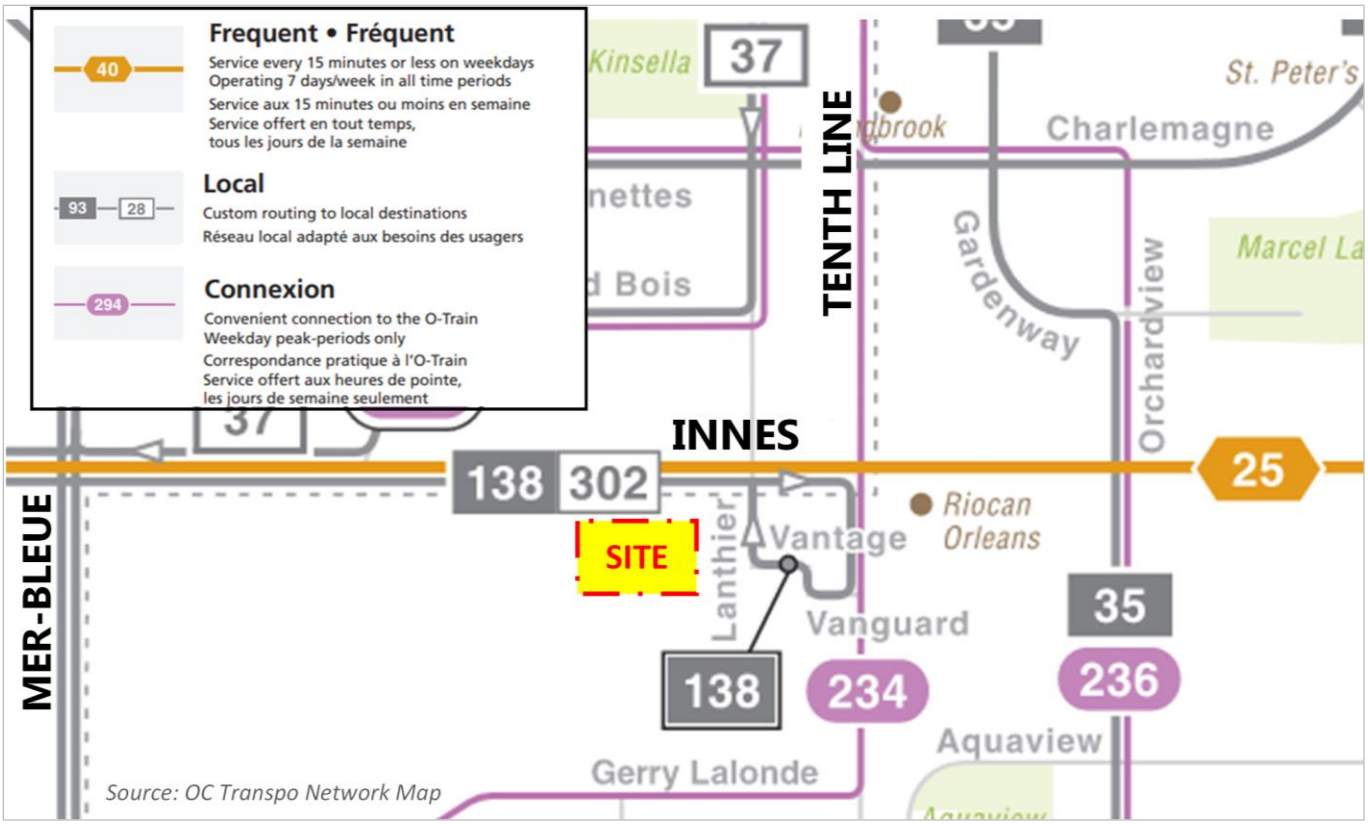


Figure 5: OC Transpo Network within the Study Area

Figure 5 above illustrates the current OC Transpo Network Map within the study area. OC Transpo's "New Ways to Bus" initiative, launching in April 2025, aims to enhance transit service by improving frequency, local connectivity, and integration with the expanded O-Train network. Key features include Frequent Routes, offering service every 15 minutes or less from 6 AM to 6 PM on weekdays, operating seven days a week along major roads; Local Service, with redesigned routes to better serve neighborhoods and transit hubs, ensuring smoother connections to Frequent routes and the O-Train; and Connexion Routes, providing quick and convenient connections to the O-Train during weekday peak hours. As part of the preparations, OC Transpo has begun updating signage and maps at bus stops to reflect the upcoming changes. This "New Ways to Bus" initiative will represent a significant redesign of Ottawa's bus network, aiming to provide more efficient and reliable transit services citywide. For detailed information on specific route changes to our study area bus routes anticipated as part of the "New Ways to Bus" service is below.

Route 25: Millennium 2A/Ottawa to Carson's/Montreal

Route changes include extending service to run between Millennium Station and Wateridge Village on weekdays. Service on Matheson Road, Charlton Drive, and Plumber Avenue will be removed, with the route shifting to Bathgate Drive. It will replace Route 27 service on Montréal, Wanaki, Mikinak, Codd's, and Carson's roads, but will not serve Wanaki, Mikinak, or Codd's roads on weekends.

Route 138: Orleans to Vantage/Ad.303.

The route will operate between Place d'Orléans Station and Hiawatha Park Road, serving St-Louis Drive, Orléans Boulevard, Jeanne d'Arc Boulevard, Grey Nuns Drive, and St-Joseph Boulevard. Service on Champlain Street and Jeanne d'Arc Boulevard (between Orléans Boulevard and Champlain Street) will be removed. It will replace Route 131 on St-Joseph Boulevard between Orléans Boulevard and Grey Nuns Drive. Service on Orléans Boulevard south of St-Joseph Boulevard will be provided by Route 34, while service from Viseneau Drive to Tenth Line Road will be covered by Route 31 and Route 25 on Innes Road.

2.1.7 Existing Traffic Management Measures

No Area Traffic Management studies have been completed or are currently underway within the study area. Additionally, no traffic calming measures have been implemented along the roadways in the study area.

2.1.8 Existing Traffic Volumes and Operation

Existing traffic volumes at the study intersections were provided by the City of Ottawa's Transportation Data Department. The dates of the traffic counts collected are shown in ***Table 1***.

Table 1: Available Turning Movement Counts

Intersection	Collected Date
Innes Road (E-W) & 110 m west of Lanthier Drive/Prestwick Drive	Saturday, October 12, 2024 Tuesday, September 17, 2024
Innes Road (E-W) & 300 m east of Wildflower Drive/Loblaws Access	Saturday, October 12, 2024 Thursday, February 20, 2020
Innes Road & Lanthier Drive/Prestwick Drive	Thursday, February 23, 2023 Saturday, March 04, 2023

Existing weekday and weekend afternoon peak hour traffic volumes are shown in ***Figure 6***.

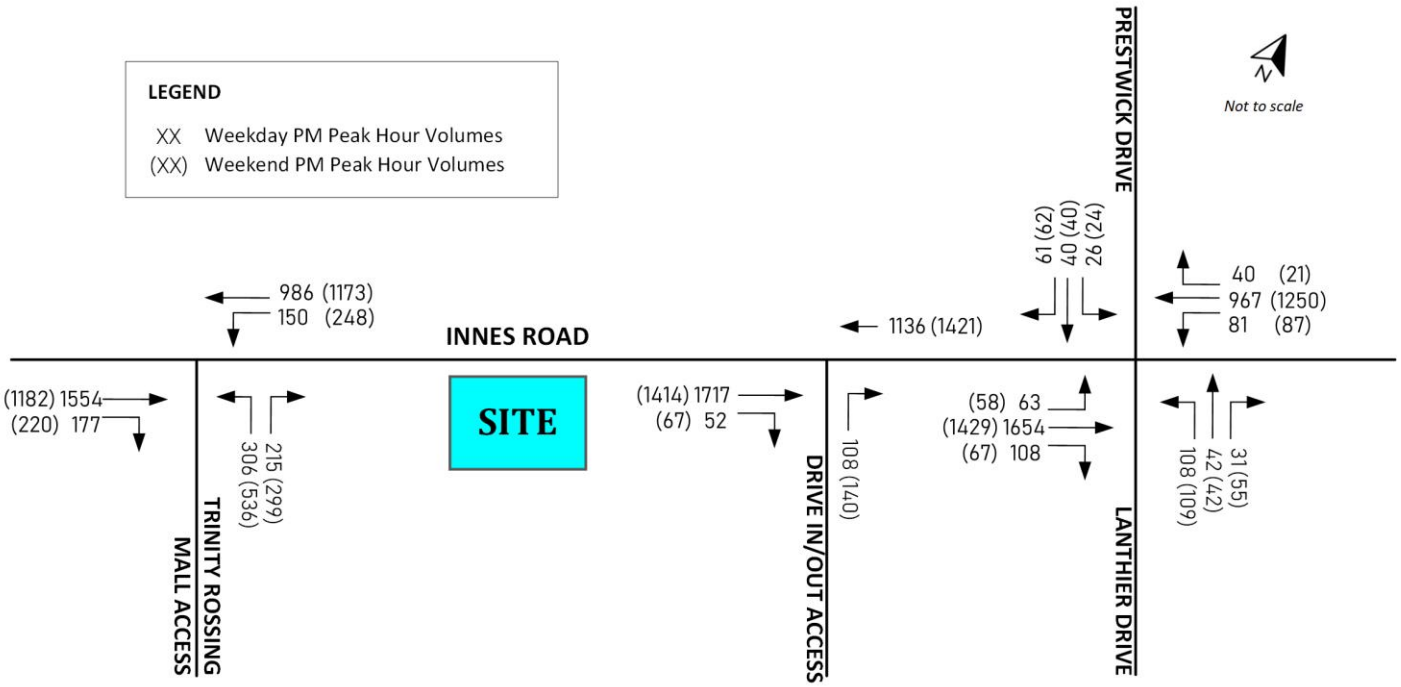


Figure 6: Existing Traffic Volumes

Turning movement count data provided by the City of Ottawa is included in ***Appendix C***.

The existing traffic operations were assessed using Synchro software and the detailed results provided in ***Appendix D*** summarized in ***Table 2***. Highway Capacity Manual 6th Edition (HCM) methodology was used to determine the delay and volume over capacity ratios. Level of service is based on the City of Ottawa Multi-Modal Level of Service Guidelines[1].

Table 2: Existing Traffic Operation Summary

2024 Existing Traffic Operation										
Intersection	Traffic Control	Key Movements	Weekday PM Peak Hour				Weekend PM Peak Hour			
			LOS	Delay (s)	v/c ratio	95th Queue (m)	LOS	Delay (s)	v/c ratio	95th Queue (m)
Innes Road & Trinity Crossing Mall Access		EB-T	D	49.7	0.99	276.8	C	30.2	0.73	138.8
		EB-R	B	11.0	0.24	29.6	A	9.1	0.28	25.9
		WB-L	D	39.8	0.51	50.1	D	42.1	0.67	134.7
		WB-T	A	6.7	0.46	56.5	A	9.4	0.53	65.1
		NB-L	E	56.3	0.65	49.0	E	55.8	0.77	73.8
		NB-R	D	48.5	0.77	57.4	D	38.9	0.73	65.9
Innes Road & Drive In/Out Access		EB-T	A	0.0	0.56	0.0	A	0.0	0.42	0.0
		EB-R	A	0.0	0.03	0.0	A	0.0	0.04	0.0
		WB-T	A	0.0	0.37	0.0	A	0.0	0.42	0.0
		NB-R	B	13.0	0.21	5.5	B	10.6	0.18	4.6
Innes Road & Prestwick Drive/Lanthier Drive		EB-L	A	9.1	0.31	3.5	B	12.3	0.32	4.9
		EB-T	C	24.5	1.00	43.4	B	11.9	0.78	48.0
		EB-R	A	0.4	0.14	0.0	A	0.1	0.08	0.0
		WB-L	D	43.4	0.68	29.8	C	20.6	0.52	13.7
		WB-TR	B	13.9	0.53	85.9	B	15.3	0.60	104.6
		NB-L	D	43.8	0.39	40.5	D	42.8	0.35	36.8
		NB-TR	C	26.7	0.18	22.1	C	21.6	0.21	22.2
		SB-L	D	37.3	0.09	12.6	D	37.0	0.07	10.9
		SB-TR	C	21.4	0.25	24.8	B	19.9	0.23	21.8
*Northbound (NB) Southbound (SB) Eastbound (EB) Westbound (WB) – Left (L) Right (R) Through (T)										

[1] Prepared for City of Ottawa by IBI Group, September 15, 2015

2.1.9 Collision History

Collision data for the period from 2017 to 2022 along Innes Road was provided by the City of Ottawa. The data was reviewed to identify any collision patterns. ***Table 3*** summarizes the collision data for the intersections analyzed, with the raw data included in ***Appendix E***.

Table 3: Collision Data Summary

		Lanthier Dr / Prestwick Dr	Innes Road bet. Lanthier Drive & Drive in/out Access	Innes Road bet. Drive in/out Access & Trinity Crossing Mall Entrance
Classification	Non-Fatal Injury	2	1	1
	Property Damage Only	6	3	4
	Non-Reportable	-	-	-
Collision Type	Rear End	2	3	3
	Sideswipe	1	-	2
	Turning Movement	3	1	1
	Angle	3	-	-
	SMV Other	-	-	-
Road Surface	Wet	1	-	3
	Dry	7	4	1
	Slush	-	-	1
Environment	Clear	9	4	2
	Rain	-	-	1
	Snow	-	-	2
Light	Dawn	-	-	-
	Daylight	8	4	3
	Dusk	1	-	-
	Dark	-	-	2

The most collisions occur along Lanthier Drive/Prestwick Drive during daylight hours, primarily due to turning or angle movements, resulting mostly in property damage. ***Figure 7*** below indicates the exact locations of these collisions.

Figure 7: Collision Location Map

No areas within the study were identified as high-risk or in need of immediate modifications. This indicates that the current infrastructure and traffic conditions are operating within acceptable safety and efficiency thresholds. While no urgent changes are required, regular monitoring and periodic assessments are recommended to ensure conditions remain safe and functional under future traffic demands or changing circumstances.

2.1.10 Planned Conditions

2.1.10.1 Road Network Improvements

Figure 8 shows the 2031 Network Concept proposed in the City's 2013 Transportation Master Plan (TMP) for the area surrounding the proposed site.

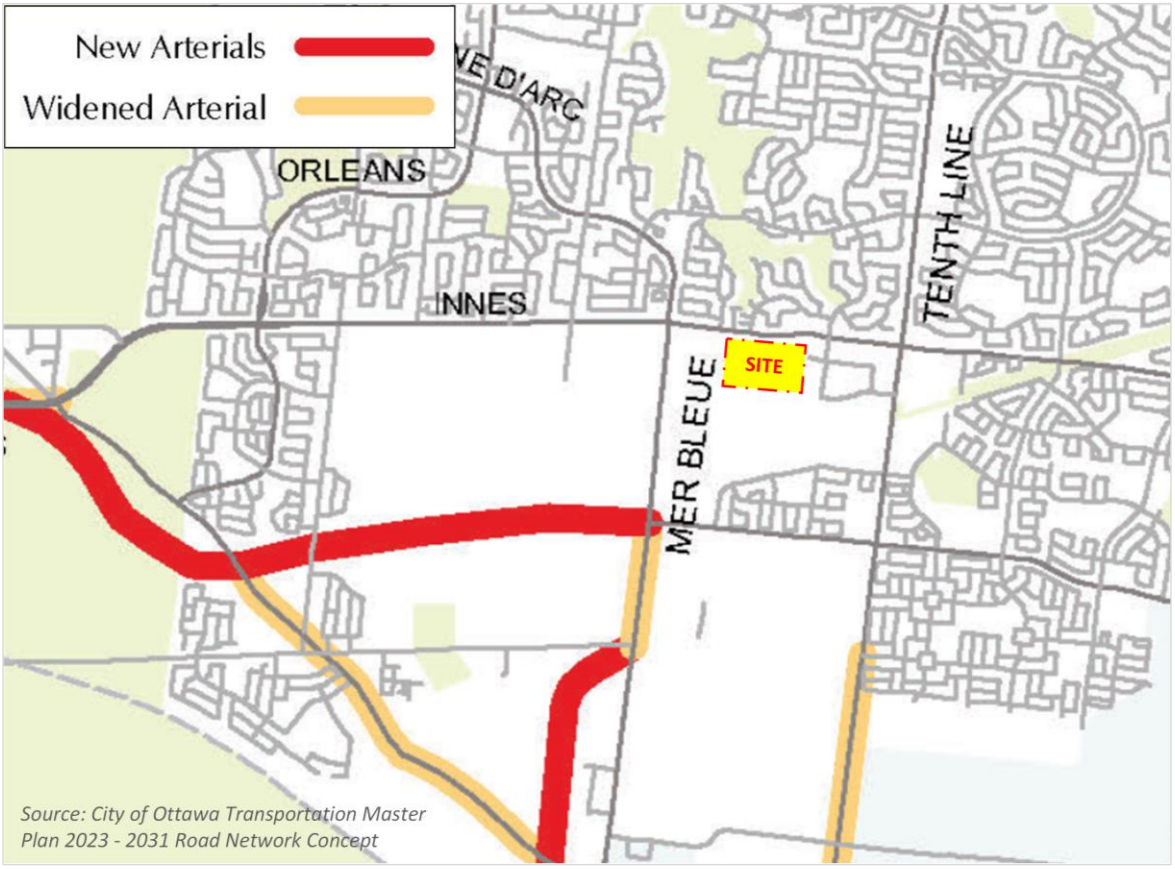


Figure 8: 2031 Road Network Concept within the Study Area

The proposed site, located at 4270 Innes Road, is classified as an arterial roadway under the jurisdiction of the City of Ottawa. It currently consists of a two-lane per direction cross-section. The planned traffic conditions for the area surrounding the proposed site include infrastructure upgrades as part of the Road Network Concept[2] 2031. New arterial roads and widened arterials south of Mer Bleue Road and Innes Road are proposed to enhance regional connectivity and accommodate future traffic growth. These improvements are strategically designed to support the area's anticipated population and employment growth, directly benefiting the site by improving accessibility and traffic flow within the surrounding network.

[2] City of Ottawa, Transportation Master Plan 2023 – Map 10

2.1.10.2 Walking and Cycling

Figure 9 illustrates the Cycling Network as outlined in the City's Official Cycling Map, which identifies Innes Road as a "Spine Route" with designated cycling lanes, indicating a focus on accommodating various modes of transportation.

Figure 9: Official Cycling Map for Ottawa-Gatineau

Overall, the study area road network has been developed well with pedestrian facilities, including sidewalks and cycling facilities, to support safe and efficient pedestrian movement.

2.1.10.3 Transit

Figure 10 illustrates the 2031 Affordable Transit Priority Network as outlined in the City's 2013 Transportation Master Plan (TMP), which identifies transit signal priority and queue jump lanes on Innes Road at the study area intersections by 2031.

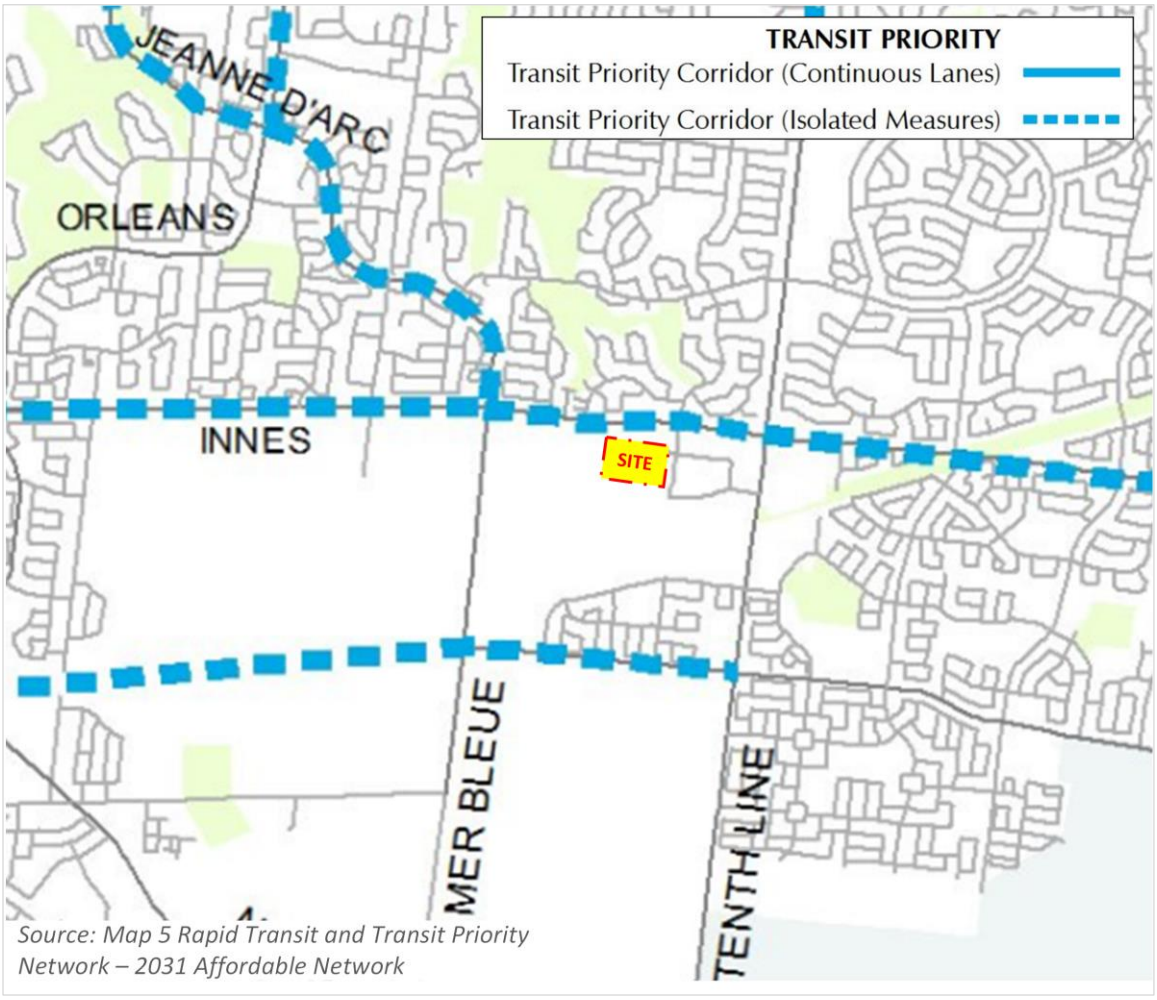


Figure 10: Map 5 Rapid Transit and Transit Priority Network – 2031 Affordable Network

2.1.10.4 Future Background Developments

The City of Ottawa's Development Applications website was reviewed to identify adjacent proposed developments within the study area. Several developments are planned southwest of the proposed site along the southern extension of Noella Leclair Way, the future Lady Pellatt Street the future Vanguard Drive extension. The three proposed developments identified near the study area are:

- **Extendicare Long-Term Care Facility** A four-story, 256-bed long-term care home is proposed at 1001 Noëlla Leclair Way and 4200 Innes Road. The facility will include 110 parking spaces and access points from the extensions of Noëlla Leclair Way and Vanguard Drive.
- **Ironclad Developments Multi-Family Housing** A proposal for two six-story buildings totaling 157 dwelling units is planned for 1001 Rue Noëlla Leclair. This development is part of a master-planned subdivision by Innes Shopping Centres Limited and will offer a mix of bachelor, one-bedroom, two-bedroom, and three-bedroom units.
- **Trinity Crossing Commercial Space** Located at 1070 Noëlla Leclair Way, Trinity Crossing offers commercial spaces for lease within the growing Orleans community. The area anticipates approximately 1,358 new homes, contributing to increased commercial activity.

These developments indicate significant growth in the area, which may impact local traffic patterns, and community services.

2.2 Study Area and Time Periods

2.2.1 Study Area

The proposed study area for this proposed development includes the following three intersections:

- Innes Road & Lanthier Drive/Prestwick Drive
- Innes Road & the east Drive-In/Out access of Swiss Chalet
- Innes Road & Trinity Crossing Mall Access

The study will focus on three signalized intersections along Innes Road near the primary mall access points. While a significant number of trips are anticipated to originate from independent use of this proposed development, unrelated to mall visits, the study area was delineated based on the assumption that a substantial portion of trips are generated by mall patrons, particularly during peak traffic periods.

2.2.2 Time Periods

It should be noted that 'Chick-fil-A' restaurant opens between 10:00 AM and 10:30 AM, which is why the traffic analysis focuses solely on the afternoon peak hour. Given the higher traffic volumes typically observed during this period, the weekday afternoon and weekend afternoon peak hour time periods were selected to represent the "worst-case" scenario in terms of weekday traffic conditions.

2.2.3 Horizon Years

A full buildout of the proposed development is envisioned by 2025. The scope of the transportation assessment includes the following horizon years:

- 2024 Existing Conditions
- 2025 Future Background Conditions
- 2025 Total Future Conditions (build-out year)
- 2030 Future Background Conditions
- 2030 Total Future Conditions (5 years after the build-out year)

2.3 Exemption Review

The Exemptions Review table from the City of Ottawa Transportation Impact Assessment Guidelines is summarized below in ***Table 4***.

Table 4: Exemptions Review

Module	Element	Exemption Considerations	Exempt? (Yes/No)
4.1 Development Design	4.1.1 Design for Sustainable Modes	All	No
	4.1.2 Circulation and Access	All site plan and zoning by-law applications	No
	4.1.3 New Street Networks	Only required for plans for subdivision	Yes
4.2 Parking	4.2.1 Parking Supply	All site plan and zoning by-law applications	No
	4.2.2 Spillover Parking	Section removed from TIA	Yes
4.3 Boundary Street Design	N/A	All	No
4.5 Transportation Demand Management	4.5.1 Context for TDM	All	No
	4.5.2 Need and Opportunity	All	No
	4.5.3 TDM Program	All	No
4.6 Neighbourhood Traffic Calming	N/A	If the development meets all of the following criteria along the route(s) site generated traffic is expected to utilize between an arterial road and the site's access: 1. Access to Collector or Local; 2. "Significant sensitive land use presence" exists, where there is at least two of the following adjacent to the subject street segment: o School (within 250m walking distance); o Park; o Retirement / Older Adult Facility (i.e. long-term care and retirement homes); o Licenced Child Care Centre; o Community Centre; or o 50%, or greater, of adjacent property along the route(s) is occupied by residential lands and a minimum of 10 occupied residential units are present on the route; 3. Application is for Zoning By-Law Amendment or Draft Plan of Subdivision; 4. At least 75 site-generated auto trips; 5. Site Trip Infiltration is expected. Site traffic will increase peak hour vehicle volumes along the route by 50% or more.	No
4.7 Transit	4.7.1 Transit Route Capacity	> 75 site transit trips	No
	4.7.2 Transit Priority Requirements	> 75 site auto trips	No
4.8 Network Concept	N/A	When proposed development generates > 200 person-trips during the peak hour in excess of the equivalent volume permitted by established zoning.	No
4.9 Intersection Design	4.9.1 Intersection Controls (including site accesses)	> 75 site auto trips	No
	4.9.2 Intersection Design	> 75 site auto trips	No

3 FORECASTING

3.1 Development-generated Travel Demand

3.1.1 Trip Generation and Mode Shares

3.1.1.1 Base Trip Generation Rate

The Institute of Transportation Engineers (ITE) Trip Generation rates method was selected to support the source for the base trip generation rate. The total peak hour vehicle trips generated by the proposed restaurant are summarized in ***Table 5***.

Table 5: Summary of Trip Generation Rates

Land Use	Source - ITE 11th Ed.	Size	Independent Variable	Trip Generation Rate					
				Weekday PM Peak Hour			Weekend PM Peak Hour		
				In	Out	Total	In	Out	Total
Fast-food restaurant with Drive-Through Window	Land Use 934	4948.9 Sq.Ft. GFA	1,000 Sq.Ft. GFA	85	78	163	139	134	273

The proposed development is estimated to generate 163 vehicle trips during the Weekday PM peak hour (including 85 inbound trips and 78 outbound trips) and 273 vehicle trips during the Weekend PM peak hour (including 139 inbound trips and 134 outbound trips).

3.1.1.2 Person-Trips and Mode Shares

The ITE 11th Edition Trip Generation Manual suggests a vehicle occupancy factor of 1.28 person-trips per vehicle trip (average auto occupancy) to convert vehicle trips to person trips. As a result, the proposed development is estimated to generate 209 person-trips during the Weekday PM peak hour (including 109 inbound trips and 100 outbound trips) and 349 person-trips during the Weekend PM peak hour (including 178 inbound trips and 172 outbound trips).

The 2011 TRANS Trip Generation Manual was referenced to provide an estimate of mode share applicable to the "Orleans Area" which indicated a 65-85% peak hour auto mode share. In suburban areas like Innes Road, auto-driver trips are expected to account for the majority, with auto-passenger trips contributing a proportion. During the AM peak hour (6:30–8:59), the majority of trips are made by auto-drivers (55%), followed by transit users (35%), with smaller shares for auto-passengers (8%) and minimal cycling (1%). In the PM peak hour (15:30–17:59), the mode share shifts significantly towards auto-drivers (64%) and auto-passengers (21%), while transit usage drops to 12%, and cycling and walking remain negligible.

Table 6: Existing Mode Share Targets

Travel Mode	Mode Share	
	AM Peak Hour (06:30-08:59)	PM Peak Hour (15:30-17:59)
Auto-Driver	55%	64%
Auto-Passenger	8%	21%
Transit	35%	12%
Cycling	1%	0%
Walking	0%	0%

3.1.1.3 Future Mode Share

By 2045, Ottawa's transportation network is expected to see significant enhancements, including expanded transit services like LRT extensions and improved cycling and pedestrian infrastructure. The City of Ottawa's Official Plan emphasizes reducing car dependency and achieving sustainable mode share targets of 50-60%, aligning with policies to promote transit, walking, and cycling. While the site at 4270 Innes Road is currently auto-oriented, its suburban location and commercial nature present opportunities for multimodal shifts through better transit access, active transportation facilities, and thoughtful design. Incorporating transportation demand management (TDM) measures, such as reduced parking, bike racks, and incentives for transit or ridesharing, can further influence travel behaviour toward sustainable modes.

Table 7: Future Mode Share Targets

Travel Mode	24 Hours Mode Share
Auto-Driver	55%
Auto-Passenger	15%
Transit	20%
Cycling	5%
Walking	5%

3.1.2 Trip Distribution and Trip Assignment

Site trips for the proposed development were distributed to/from the site and the boundary roadways based on the existing traffic patterns and the characteristics of the surrounding road network configuration. The following trip distribution was determined as shown in ***Table 8.***

Table 8: Site Trip Directional Distribution

Trip Orientation	Trip Distribution
East	40%
West	30%
North	10%
South	20%

The assumed trip orientation and distribution percentages for the area near 4270 Innes Road are reasonable based on the surrounding characteristics and land uses. Innes Road is a major arterial connecting residential areas, commercial centers, and employment zones in Ottawa's east end, likely resulting in significant traffic in the east-west direction. The 10% northbound and 20% southbound were assumed, as the south likely draws more traffic due to proximity to commercial areas, while the north primarily serves residential neighborhoods traffic.

The proposed development site-generated trips applied to the surrounding study area network is shown ***Figure 11***.

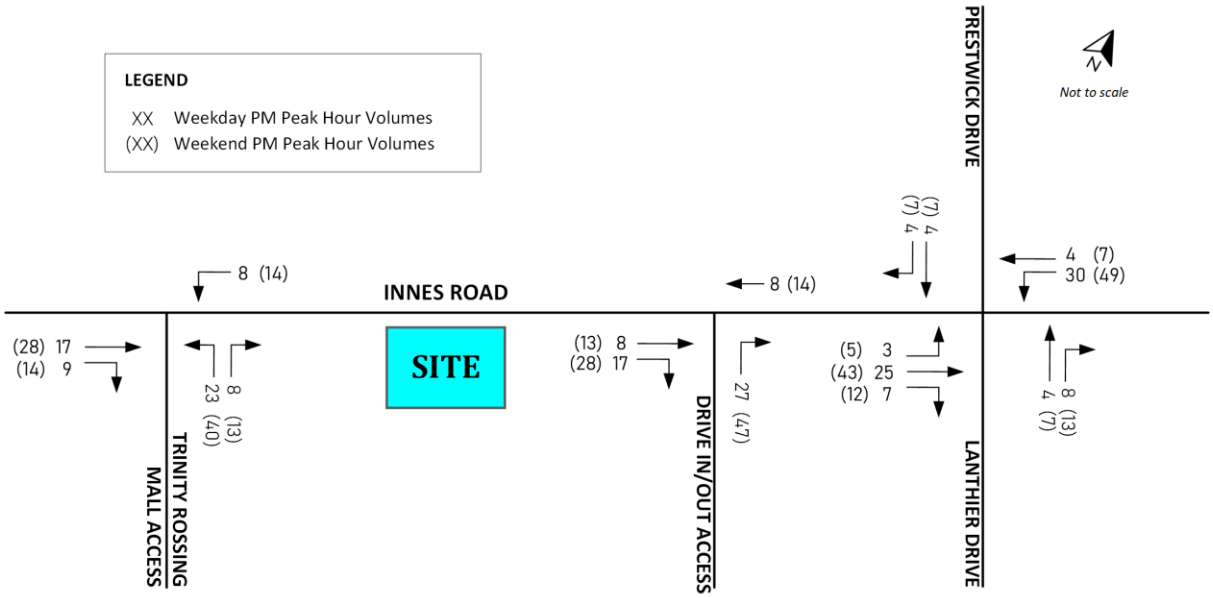


Figure 11: Development-Generated Trips

3.2 Background Network Travel Demands

3.2.1 Transportation Network Plans

Upon reviewing the City of Ottawa's 2013 Transportation Master Plan (TMP), specifically, Map 11 outlining the 2031 Affordable Road Network, there is an indication of a planned road widening for Tenth Line Road scheduled between 2020 and 2025. As of January 2025, there are no publicly available plans indicating a widening project for Innes Road between Mer-Bleue Road and Tenth Line Road. The City of Ottawa's previous transportation planning documents, including the 2013 Transportation Master Plan (TMP), do not specify any scheduled expansions for this particular segment.

3.2.2 Background and Total Traffic Volumes

A growth rate of 1.0 % annually was added to background growth on east-west through traffic on Innes Road to account for future potential growth along the corridor and towards the suburbs. ***Figure 12*** and ***Figure 13*** illustrate the background traffic volumes within the study area for 2025 and 2030, respectively.

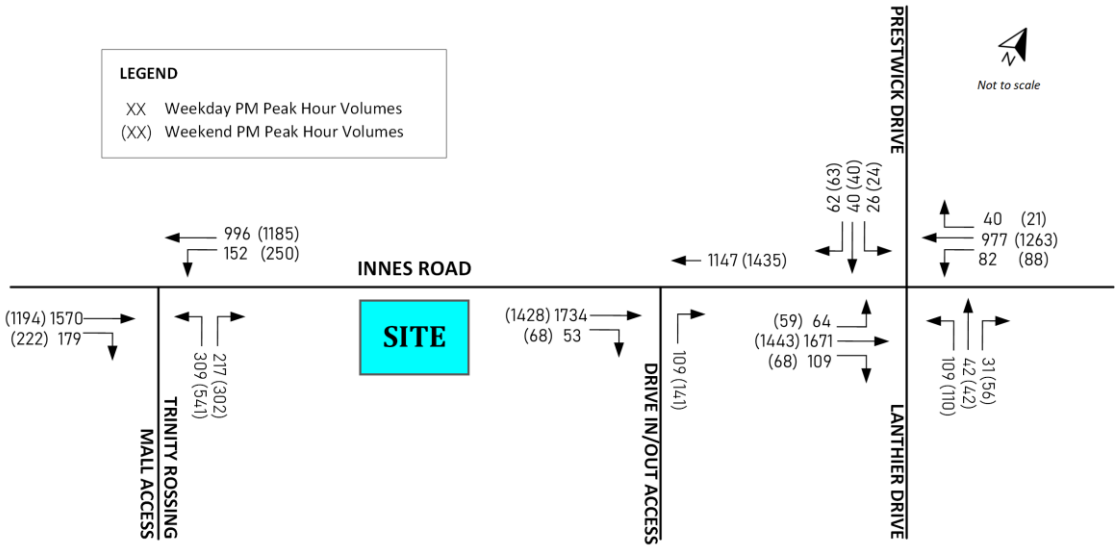


Figure 12: 2025 Background Traffic Volumes

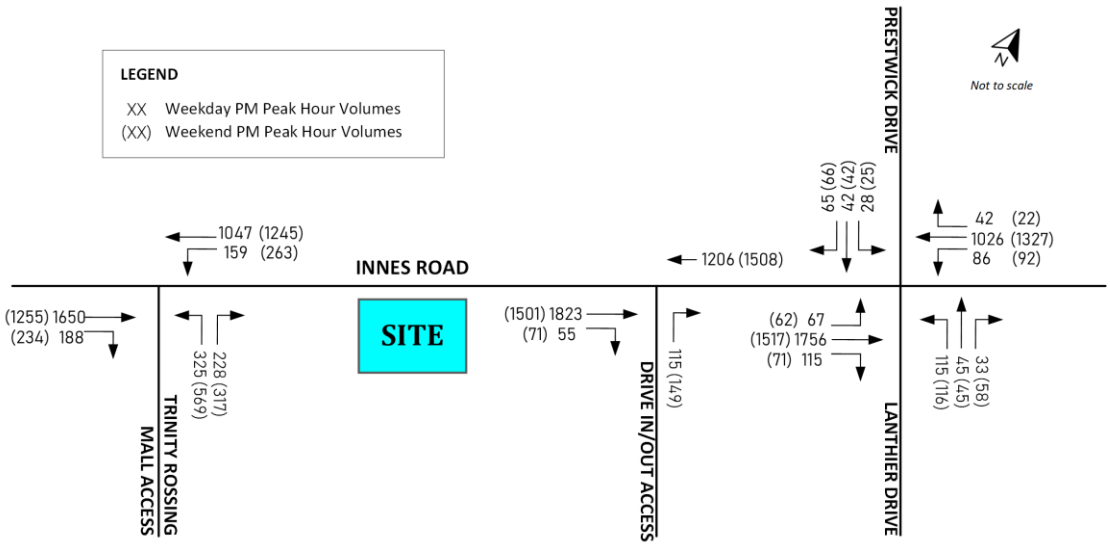


Figure 13: 2030 Background Traffic Volumes

The total traffic 2025 and 2030 volumes are illustrated in ***Figure 14*** and ***Figure 15***, respectively.

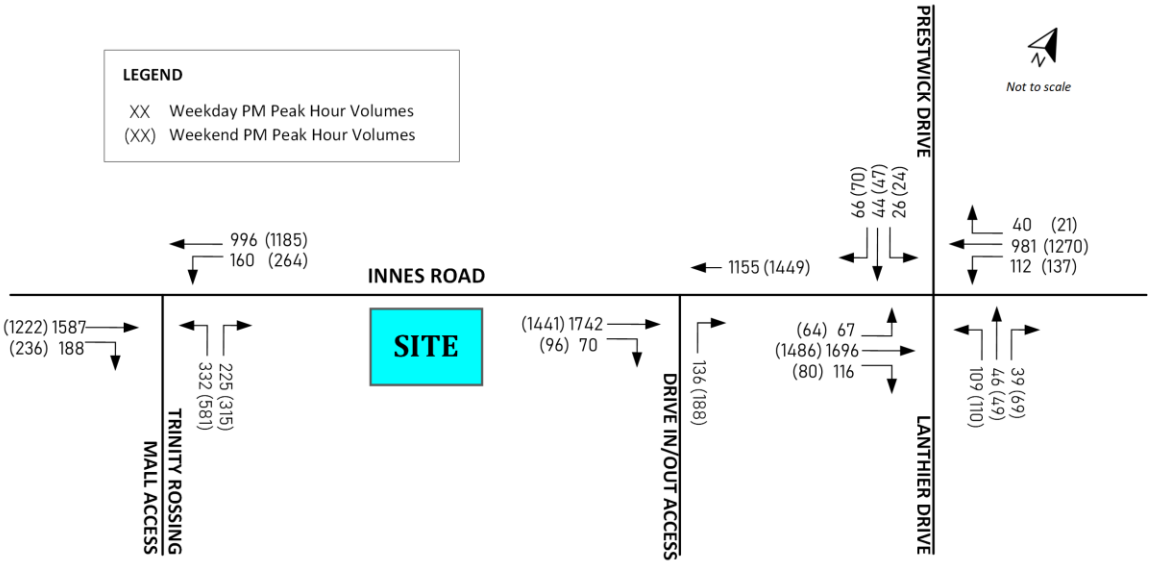


Figure 14: 2025 Total Traffic Volumes

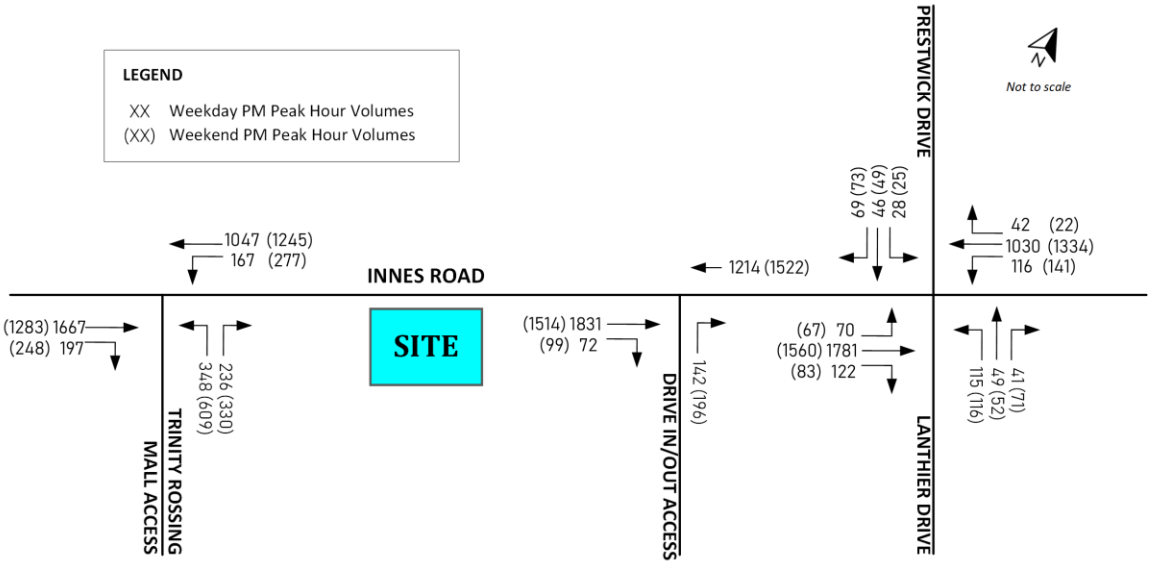


Figure 15: 2030 Total Traffic Volumes

3.2.3 Other Adjacent Developments

Refer to *Section 2.1.10.4* for the future transportation network plans in the study area.

3.3 Demand Rationalization

The existing traffic analysis for 2024 (refer to *Section 2.1.8*), combined with the future background traffic impact projections for 2025 and 2030 (refer to *Section 3.2.2*), identifies a capacity constraint for east-west traffic at the signalized intersections along Innes Road within the study area. This constraint is projected to persist into future horizon years, even without the proposed development. Innes Road's role as a major route contributes to heavy traffic volumes during weekday peak hours. To address these challenges, efforts such as optimizing traffic signals for peak directional flow and promoting alternative modes of transportation should be considered. A long-term solution will likely require a combination of infrastructure improvements and enhanced transit options. Possible solutions to alleviate the capacity constraints include:

- Encouraging carpooling. Introduce incentives to reduce single-occupancy vehicles.
- Expand transit networks, increase frequency and reliability, and make public transit more affordable to encourage ridership.
- Promote walking and cycling as viable alternatives by developing safe and extensive bike lanes and pedestrian pathways.
- Collaborate with businesses and schools to adjust start times and reduce peak-hour congestion.
- Encourage flexible remote work policies to minimize peak-period travel demands.

4 ANALYSIS

4.1 Development Design

4.1.1 Design for Sustainable Modes

4.1.1.1 Location of Transit Facilities

The transit facilities near 4270 Innes Road provide convenient access for residents and visitors, with OC Transpo offering reliable services. As previously described in *Section 2.1.6*, Innes Road is a Transit Priority Corridor and Route 25 is part of OC Transpo's Frequent Transit Network. Route 25, which connects Millennium Station to Blair Station and has a stop near Innes / Ad. 4270, providing direct access to the location. This route operates every 30 minutes, ensuring consistent connectivity to major transit hubs. Route 138 serves the Orléans area with a stop at the same location, facilitating local travel within the community. These transit services enhance the accessibility of 4270 Innes Road, making it an ideal location for businesses and their customers who rely on public transportation.

4.1.1.2 Pedestrian/Cycling Routes and Facilities

The site plan incorporates several features to support active transportation and enhance accessibility for pedestrians and cyclists. Dedicated pedestrian pathways are placed to connect key areas, including the parking lot, building entrances, and drive-thru zones. These pathways are complemented by painted pedestrian crossings and tactile indicators, ensuring safe and accessible movement across high-traffic areas for all users, including individuals with disabilities.

The following ***Figure 16*** highlights key active transportation facilities. Areas highlighted in green correspond to all accessible concrete pads for pedestrian use.

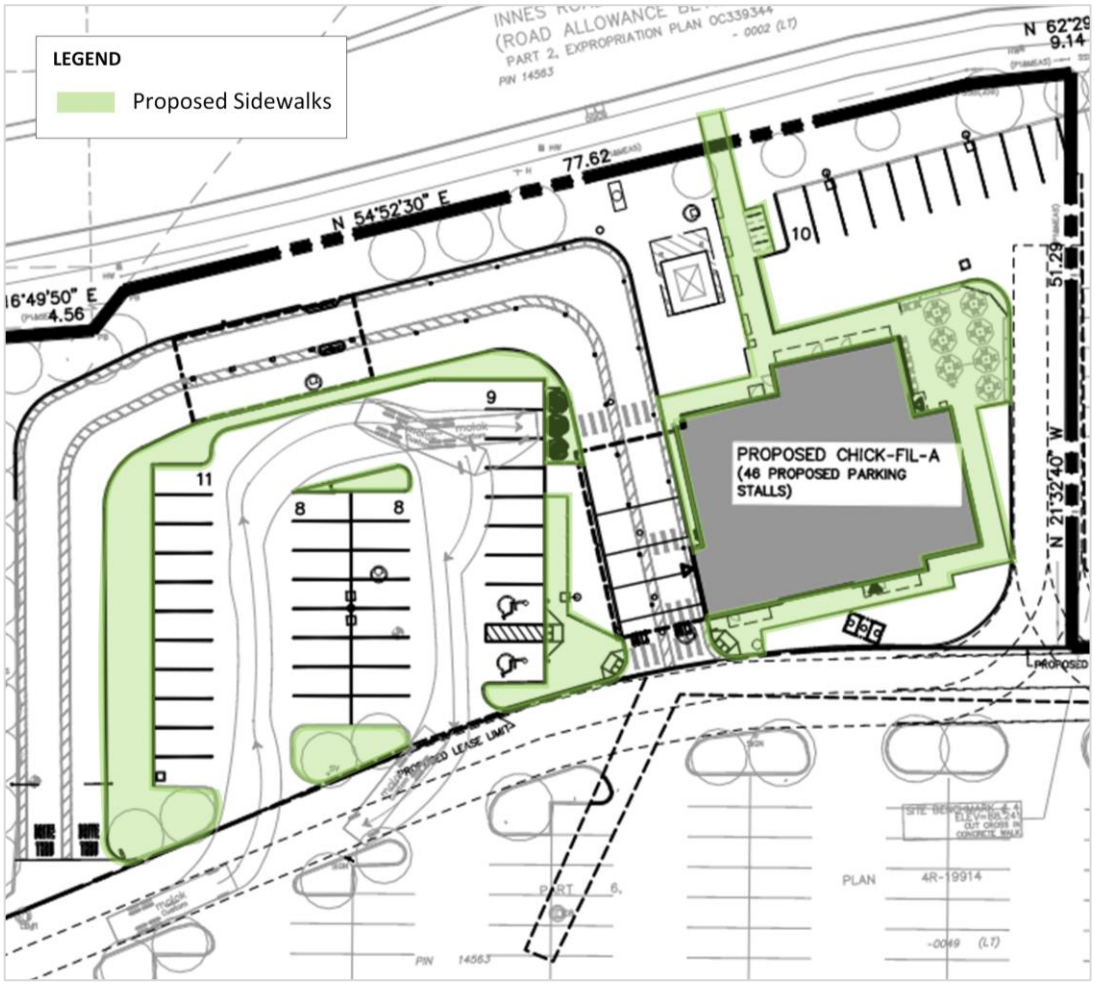


Figure 16: Overall Site Plan

4.1.1.3 Bicycle Parking

Six bike racks are proposed on-site, positioned on a stable concrete pad to enhance convenience and promote cycling as a sustainable mode of transportation. The design also features landscaped buffer zones along pathways, fostering a welcoming environment for pedestrians and cyclists while minimizing conflicts with vehicular traffic. Curb depressions and ramps are integrated to ensure barrier-free access throughout the site, particularly near designated accessible parking spaces close to the main entrance. These features align with the principles of universal design, promoting safety and ease of access for all users.

The layout of the site supports the functional roles and connectivity of the surrounding street network. Features like dedicated drive-thru lanes, clearly marked vehicle circulation routes, and safe pedestrian crossings ensure efficient and organized movement while maintaining the intended functions of nearby local streets. The proposed development design also provides safe and efficient access for municipal services, including waste collection, snow storage, and utility placements, ensuring smooth operations. Overall, the site plan reflects careful consideration of urban design and transportation principles.

4.1.2 Circulation and Access

Figure 17 illustrates the site demonstrating internal driveway circulation designed to optimize vehicle flow and minimize conflicts between vehicles, pedestrians, and cyclists. The internal driveways provide clear, direct access to the main parking lot, drive-thru lanes, and building entrances. The drive-thru layout includes dual lanes at the entry point, accommodating a stacking capacity of up to 35 vehicles from the entrance to the pick-up point. This capacity exceeds the required minimum, effectively reducing the likelihood of vehicle spillover into the parking lot or adjacent roadways. Clear lane markings and painted directional arrows guide vehicles through the site, ensuring safe and efficient circulation.

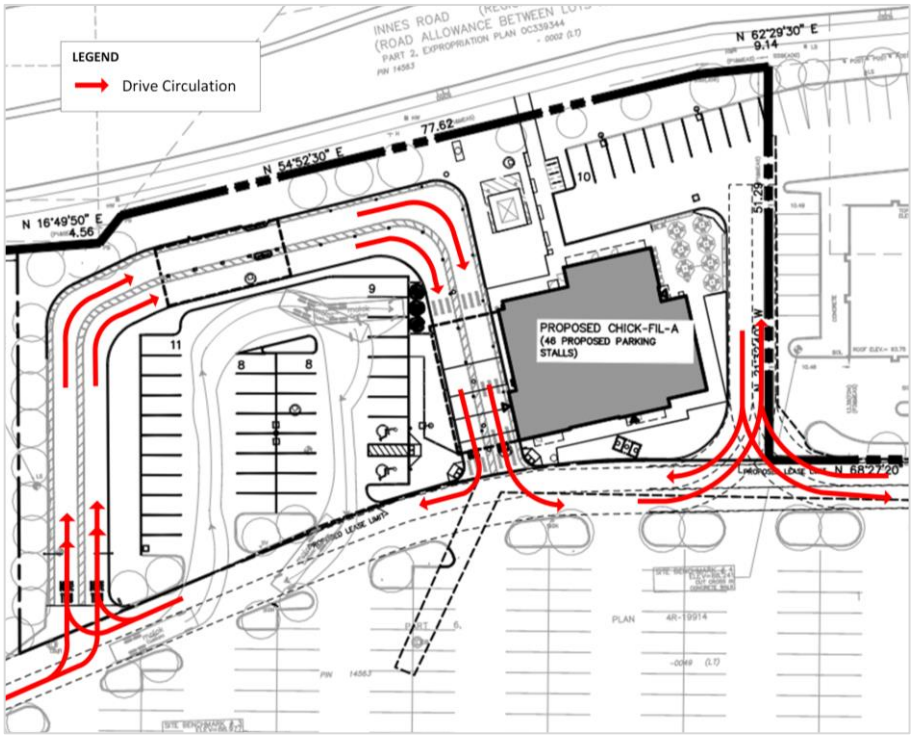


Figure 17: Internal Driveway Circulation and Drive-Thru Access Locations

Multiple access points to the drive-thru are provided, with entry lanes located conveniently near the main site access. Safety is prioritized with features such as bollards and painted lines that separate drive-thru lanes from pedestrian areas and parking spaces. The design also incorporates a dedicated bypass lane, allowing vehicles to exit the drive-thru lane without obstructing the flow of traffic, thereby enhancing operational efficiency.

4.1.3 New Streets Network

Exempt.

4.2 Parking

4.2.1 Parking Supply

Parking, Queueing and Loading Provisions for the City of Ottawa By-Laws, the site is located in Area C based on Schedule 1A and is within Rapid Transit Stations within Schedule 2A. ***Table 9*** summarizes the vehicle parking minimum allowed within the parking by-law and the quantities proposed.

Table 9: Vehicle Parking Requirement Per Zoning By-Law

Land Use	Rate	Units/GFA	Required	Proposed
Minimum Vehicle Parking				
Restaurant – Fast Food (By-law 2011-124)	10 per 100 m^2 of gross floor area	459.77 m^2	46	46

Table 10 summarizes the bicycle parking requirements as per City of Ottawa Zoning By-Law-Part 4, sections 100-114.

Table 10: Bicycle Parking Requirement Per Zoning By-Law

Land Use	Rate	Units/GFA	Required	Proposed
Minimum Bicycle Parking				
(e) Restaurant	1 per 250 m^2 of gross floor area	459.77 m^2	2	6

As the proposed supply of on-site parking meets the By-law requirement, no further review of vehicular parking is required. A total of 6 bicycle parking spaces are proposed, meeting the minimum Zoning By-law 2008-250 Consolidation parking requirements for all land uses in the Site Plan.

4.2.2 Spillover Parking

Exempt.

4.3 Boundary Street Design

4.3.1 Existing and Future Conditions

The City of Ottawa has adopted a Complete Streets approach to its transportation planning, aiming to ensure safety, comfort, and mobility for all users, regardless of age, ability, or mode of transportation. Innes Road is the only boundary street for the proposed development. While specific information about Innes Road's inclusion in the Complete Streets initiative is unavailable, the City has undertaken projects on adjacent corridors, such as the Blair Road Transit Priority and High Occupancy Vehicle Lanes project, which incorporates complete street elements. Given Innes Road's significance as a major arterial route in Ottawa, it's plausible that plans may consider integrating complete street principles to enhance accessibility and safety for all users.

Table 11 summarizes the Multimodal Level of Service (MMLOS) analysis for the subject road segments adjacent to the site, with a detailed analysis provided in ***Appendix F***.

Table 11: MMLOS – Boundary Street Segment

LEVEL OF SERVICE BY MODES								
Road Segment	**Pedestrian**		**Bicycle**		**Transit**		**Truck**	
	PLoS	**Target**	**BLoS**	**Target**	**TLoS**	**Target**	**TkLoS**	**Target**
Innes Road	**E**	**C**	**F**	**B**	**A**	**D**	**A**	**N/A**

Pedestrian Level of Service (PLoS) Innes Road does not meet existing PLoS targets. For the targets to be met, Innes Road would require its posted speed to be reduced to at least 50 km/h and have a speed test to confirm compliance.

Bicycle Level of Service (BLoS) Innes Road did not meet the BLoS targets given the fast-operating speeds. If the speeds were reduced to 50 km/h posted speed, then the BLoS targets would be met.

Transit Level of Service (TLoS) Innes Road is an active transit service area served by OC Transpo bus routes, such as Route 25, providing connections to key destinations across the city. The road is also part of the City of Ottawa's ongoing efforts to enhance active transportation and transit infrastructure. The transit TLoS targets were met.

Truck Level of Service (TkLoS) Innes Road is designated as a truck route in the City of Ottawa. This designation allows heavy vehicles to use Innes Road for transportation purposes, facilitating the movement of goods and services through the area. The truck TkLoS targets were met.

4.4 Access Intersection Design

Exempt. Refer to *Section 4.9*.

4.5 Transportation Demand Management

4.5.1 Context for TDM

Based on the type of development, it is assumed that most trips generated by the proposed site will be customers visiting the mall and restaurant during mealtimes, with peak activity anticipated during lunch and dinner hours. Additional trips may include a combination of dine-in, drive-thru, and delivery-related traffic, particularly during the midday and evening peak periods. *Section 3.1* describes how many trips are anticipated per travel mode and anticipates the likely locations they will travel to and from.

The site is not located within 600 m of a rapid transit station; however, it is situated along Innes Road, a transit priority corridor with isolated measures such as bus priority signals and queue jump lanes to improve transit efficiency. The City of Ottawa has ongoing initiatives to enhance transit service along Innes Road, reflecting its importance as a key transportation route in the Orleans area. Future improvements may include additional measures to support public transit and active transportation infrastructure in the vicinity.

4.5.2 Need and Opportunity

Since the development is situated within a transit-priority corridor, it is highly encouraged to implement strategies that promote sustainable transportation. These measures may include enhancing access to active modes such as walking and cycling, integrating seamless connections to transit facilities, providing adequate bike storage, and designing pedestrian-friendly pathways to support and increase active mode shares while aligning with the corridor's long-term transit vision.

4.5.3 TDM Program

The TDM infrastructure checklist and TDM Measures are attached as ***Appendix G***.

4.6 Neighborhood Traffic Calming

The proposed development will not require the consideration of any additional Neighbourhood Traffic Calming.

4.7 Transit

4.7.1 Route Capacity

Route 25 has average headways of approximately 30 minutes during the day. During peak hours, OC Transpo's Route 25 operates with headways of approximately 6 to 30 minutes.

4.7.2 Transit Priority

There are no future BRT bus lanes planned on Innes Road; the corridor is expected to benefit from various transit priority measures to improve bus service efficiency.

Figure 18: Transit and Transit Priority Network Map 2031, City of Ottawa

4.8 Review of Network Concept

The site is currently zoned as General Mixed-Use (GM), specifically Sub-zone GM13 which allows general mixed-use. *Section 3.1.1.2* of this report indicates that the site, upon its full build-out and occupancy, will produce between 209 and 283 person-trips per peak hour of travel demand, without considering any pass-by, internal or diverted trips. Since 200 peak hour person trips or more above the equivalent volume permitted by established zoning is the trigger according to the TIA Guidelines, the remainder of this step can be exempt.

It is noted that the City of Ottawa is presently reviewing and approving the New Transportation Master Plan and Capital Infrastructure Plan, which may propose changes to the network concepts or new network concepts.

4.9 Intersection Design

The following sub-sections provide total traffic analysis (including a combination of background traffic and development-generated traffic), including the multi-modal level of service analysis and vehicle level of service analysis considered within this TIA.

4.9.1 Intersection Control

The two study area intersections, Innes Road/Trinity Crossing Mall Access and Innes Road/Prestwick Drive/Lanthier Drive, will continue to operate as signalized intersections. Given the heavy eastbound and westbound traffic volumes at both intersections during peak travel hours, roundabouts are not being considered as a viable option.

Both drive-thru access points are proposed to be stop-controlled to ensure safe site access and maintain free-flow traffic on the mall roads. *Section 4.9.2* will evaluate the operational capacity of the proposed access intersections and determine if alternate intersection controls are recommended.

4.9.2 Intersection Design

Table 12 summarizes the intersection Multi-Modal Level of Service (MMLOS) analysis, with detailed MMLOS analysis provided in ***Appendix H***. As stated in the City MMLOS Guidelines, only the signalized intersections were considered for this level of service measures.

Table 12: Multi-Modal Level of Service - Intersections

LEVEL OF SERVICE BY MODES									
Intersection		**Pedestrian**		**Bicycle**		**Transit**		**Truck**	
		PLoS	**Target**	**BLoS**	**Target**	**TLoS**	**Target**	**TkLoS**	**Target**
Innes Road & Trinity Crossing Mall Access	North Leg	-	-	-	-	-	-	-	-
	South Leg	D	C	A	C	-	-	A	D
	East Leg	E	C	F	C	F	C	B	D
	West Leg	E	C	F	C	F	C	-	D
	Overall	E	C	F	C	F	C	B	D
Innes Road & Prestwick Drive/Lanthier Drive	North Leg	C	C	A	C	F	C	E	D
	South Leg	D	C	A	C	-	-	E	D
	East Leg	E	C	F	C	F	C	B	D
	West Leg	E	C	F	C	F	C	A	D
	Overall	E	C	F	C	F	C	E	D

Pedestrian Level of Service (PLoS) For all study area signalized intersections, pedestrians must cross the equivalent of at least 5 lanes of traffic due to the Innes Road cross-section plus median width. There are no options that can help improve the PLoS significantly enough to near achieving the target PLoS 'C'.

Bicycle Level of Service (BLoS) The bicycle BLoS target was not met at any of study area signalized intersections due to the lack of 2-stage left-turn boxes, segregated cycle tracks, and high operating speeds on Innes Road.

Transit Level of Service (TLoS) To achieve the TLoS targets, a maximum transit delay of 30 seconds or less for the bus movements must be met. All movements having buses do not meet this criterion and the TLoS target was not met.

Truck Level of Service (TkLoS) Truck target level of service was met for Innes Road & Trinity Crossing Mall Access intersection, as they provide for large effective corner radii and two receiving lanes. However, intersection of Innes Road & Prestwick Drive/Lanthier Drive was not found to meet their target due to lack of number of receiving lanes on departure from the intersection.

The 2025 and 2030 background traffic analyses were conducted using Synchro 11 software, with the detailed Synchro analysis results provided in ***Appendix D*** and summarized in ***Table 13***.

Table 13: 2025 & 2030 Background Traffic Operation Summary

2025 Background Traffic Operation										
Intersection	Traffic Control	Key Movements	Weekday PM Peak Hour				Weekend PM Peak Hour			
			LOS	Delay (s)	v/c ratio	95th Queue (m)	LOS	Delay (s)	v/c ratio	95th Queue (m)
Innes Road & Trinity Crossing Mall Access		EB-T	C	34.2	0.89	249.0	C	31.3	0.77	147.8
		EB-R	A	9.9	0.22	27.2	A	9.5	0.29	27.9
		WB-L	D	38.7	0.51	46.1	D	50.1	0.76	94.0
		WB-T	A	6.0	0.43	48.0	B	10.1	0.56	68.3
		NB-L	E	57.8	0.65	47.2	D	54.8	0.77	75.8
		NB-R	D	46.3	0.75	53.1	D	40.5	0.75	70.1
Innes Road & Drive In/Out Access		EB-T	A	0.0	0.53	0.0	A	0.0	0.43	0.0
		EB-R	A	0.0	0.03	0.0	A	0.0	0.04	0.0
		WB-T	A	0.0	0.35	0.0	A	0.0	0.43	0.0
		NB-R	B	12.4	0.19	4.8	B	10.9	0.19	4.9
Innes Road & Prestwick Drive/Lanthier Drive		EB-L	A	8.2	0.26	3.7	B	13.0	0.36	4.9
		EB-T	B	17.1	0.93	49.0	B	12.4	0.80	49.8
		EB-R	A	0.4	0.13	0.0	A	0.1	0.08	0.0
		WB-L	D	38.6	0.63	25.8	C	26.3	0.58	17.4
		WB-TR	B	13.3	0.49	77.3	B	15.7	0.62	109.7
		NB-L	D	43.0	0.35	37.5	D	43.0	0.36	38.0
		NB-TR	C	25.5	0.17	20.2	C	22.0	0.22	23.0
		SB-L	D	37.2	0.08	12.0	D	37.0	0.07	10.9
		SB-TR	C	20.3	0.23	22.5	C	20.1	0.23	22.7
2030 Background Traffic Operation										
Intersection	Traffic Control	Key Movements	Weekday PM Peak Hour				Weekend PM Peak Hour			
			LOS	Delay	v/c	95th Queue	LOS	Delay	v/c	95th Queue
Innes Road & Trinity Crossing Mall Access		EB-T	D	43.8	0.96	270.2	C	33.1	0.80	159.6
		EB-R	B	10.7	0.24	29.1	B	10.2	0.31	30.3
		WB-L	D	39.4	0.51	49.2	E	66.8	0.89	116.7
		WB-T	A	6.5	0.46	54.7	B	11.2	0.60	75.4
		NB-L	E	56.8	0.65	48.6	D	53.6	0.77	78.3
		NB-R	D	48.0	0.76	56.1	D	42.5	0.77	75.3
Innes Road & Drive In/Out Access		EB-T	A	0.0	0.55	0.0	A	0.0	0.46	0.0
		EB-R	A	0.0	0.03	0.0	A	0.0	0.04	0.0
		WB-T	A	0.0	0.37	0.0	A	0.0	0.46	0.0
		NB-R	B	13.6	0.22	5.9	B	11.3	0.21	5.6
Innes Road & Prestwick Drive/Lanthier Drive		EB-L	A	8.7	0.29	3.6	B	14.8	0.42	5.1
		EB-T	C	22.2	0.98	53.2	B	13.6	0.85	53.0
		EB-R	A	0.4	0.14	0.0	A	0.1	0.09	0.0
		WB-L	D	41.7	0.66	28.3	D	37.9	0.66	27.5
		WB-TR	B	13.7	0.52	82.8	B	16.4	0.65	118.8
		NB-L	D	43.5	0.38	39.6	D	43.6	0.38	39.8
		NB-TR	C	26.6	0.18	21.7	C	23.0	0.23	24.7
		SB-L	D	37.3	0.09	12.6	D	37.2	0.08	11.6
		SB-TR	C	21.0	0.24	23.7	C	20.9	0.24	24.0
*Northbound (NB) Southbound (SB) Eastbound (EB) Westbound (WB) – Left (L) Right (R) Through (T)										

As shown in ***Table 13***, all intersections operate overall at good LOS 'D' or better during the 2025 & 2030 background volumes. Operations are slightly worse than existing intersection performance as expected considering that applying with 1% annual growth rate.

The 2025 and 2030 total traffic analyses were conducted using Synchro 11 software, with the detailed Synchro results provided in ***Appendix D*** and summarized in ***Table 14***.

Table 14: 2025 & 2030 Total Traffic Operation Summary

2025 Total Traffic Operation										
Intersection	Traffic Control	Key Movements	Weekday PM Peak Hour				Weekend PM Peak Hour			
			LOS	Delay (s)	v/c ratio	95th Queue (m)	LOS	Delay (s)	v/c ratio	95th Queue (m)
Innes Road & Trinity Crossing Mall Access		EB-T	C	34.0	0.89	241.0	C	31.1	0.76	146.0
		EB-R	A	9.9	0.23	27.2	A	9.5	0.30	28.5
		WB-L	D	39.0	0.50	46.7	D	53.4	0.80	98.6
		WB-T	A	6.0	0.42	45.8	B	10.2	0.55	66.6
		NB-L	E	58.2	0.67	49.0	D	54.7	0.78	79.0
		NB-R	D	45.4	0.74	53.1	D	39.9	0.74	71.0
Innes Road & Drive In/Out Access		EB-T	A	0.0	0.51	0.0	A	0.0	0.42	0.0
		EB-R	A	0.0	0.04	0.0	A	0.0	0.06	0.0
		WB-T	A	0.0	0.34	0.0	A	0.0	0.43	0.0
		NB-R	B	12.5	0.22	5.9	B	11.3	0.25	6.8
Innes Road & Prestwick Drive/Lanthier Drive		EB-L	A	8.4	0.26	3.9	B	13.5	0.37	5.5
		EB-T	B	17.0	0.93	49.8	B	13.3	0.81	53.0
		EB-R	A	0.4	0.14	0.0	A	0.2	0.10	0.0
		WB-L	E	68.5	0.84	44.2	E	69.1	0.90	34.8
		WB-TR	B	13.2	0.49	75.5	B	15.5	0.61	107.1
		NB-L	D	42.8	0.35	36.8	D	43.0	0.35	37.4
		NB-TR	C	25.7	0.19	22.5	C	23.5	0.26	27.3
		SB-L	D	37.1	0.08	11.6	D	37.1	0.08	10.9
		SB-TR	C	21.5	0.24	24.4	C	22.7	0.26	26.6
2030 Total Traffic Operation										
Intersection	Traffic Control	Key Movements	Weekday PM Peak Hour				Weekend PM Peak Hour			
			LOS	Delay	v/c	95th Queue	LOS	Delay	v/c	95th Queue
Innes Road & Trinity Crossing Mall Access		EB-T	D	53.4	1.00	274.8	C	32.8	0.80	157.5
		EB-R	B	11.2	0.25	30.2	B	10.1	0.32	31.0
		WB-L	D	39.9	0.51	51.6	E	73.0	0.93	118.7
		WB-T	A	6.8	0.46	56.4	B	11.1	0.59	71.8
		NB-L	E	56.7	0.67	51.5	D	53.6	0.78	81.5
		NB-R	D	48.2	0.77	58.1	D	41.6	0.76	75.5
Innes Road & Drive In/Out Access		EB-T	A	0.0	0.56	0.0	A	0.0	0.45	0.0
		EB-R	A	0.0	0.04	0.0	A	0.0	0.06	0.0
		WB-T	A	0.0	0.37	0.0	A	0.0	0.45	0.0
		NB-R	B	14.1	0.27	7.6	B	11.7	0.27	7.5
Innes Road & Prestwick Drive/Lanthier Drive		EB-L	A	8.9	0.30	3.8	B	15.4	0.43	5.7
		EB-T	C	24.3	0.99	49.1	B	14.6	0.85	55.7
		EB-R	A	0.5	0.15	0.0	A	0.2	0.10	0.0
		WB-L	E	77.5	0.89	47.7	F	108.5	1.02	59.2
		WB-TR	B	13.7	0.52	83.2	B	16.1	0.64	116.2
		NB-L	D	43.6	0.38	39.6	D	43.6	0.38	39.2
		NB-TR	C	26.5	0.20	24.4	C	24.4	0.27	28.9
		SB-L	D	37.3	0.09	12.6	D	37.2	0.08	11.2
		SB-TR	C	22.7	0.26	26.6	C	23.3	0.27	27.9

*Northbound (NB) Southbound (SB) Eastbound (EB) Westbound (WB) – Left (L) Right (R) Through (T)

As shown in ***Table 14***, all intersections are projected to operate at an overall good LOS 'E' or better during the 2025 and 2030 total volumes, with the exception of the westbound left-turn movement at the intersection of Innes Road and Prestwick/Lanthier Drive during the weekend afternoon peak hour, which is expected to operate at LOS F with an average delay of 108 seconds. This highlights the need for targeted improvements to address performance issues and optimize signal timing. Potential solutions include adjusting the signal timing to better accommodate the westbound left-turn movement, by providing extra green time during peak periods. Geometric improvements, such as increasing its storage capacity, could further help to alleviate delays. Regular monitoring of traffic patterns and further analysis will be essential to evaluate the effectiveness of these interventions and ensure the intersection operates efficiently under future traffic conditions.

5 SUMMARY FINDINGS AND RECOMMENDATIONS

Based on the analysis, key findings are as follows:

- A 460 m² fast food restaurant facility was proposed at 4270 Innes Road in Orleans, Ottawa. The site is currently occupied by commercial uses and is zoned as General Mixed-Use (GM), specifically Sub-zone GM13. The site is located in a transit priority corridor with isolated measures based on the 2013 TMP and an at-grade transitway within the Official Plan.

- The site features two main access points, one on the southwest and another on the east side, to facilitate traffic flow around the building. It includes two drive-thru lanes with ample stacking capacity for peak traffic demand. The development consists of a one-story commercial building with a 460-square-meter (4,949-square-foot) ground floor area.

- Tota of 54 collisions were recorded in five years within the study area. No areas were flagged as high risk or requiring imminent modifications.

- The proposed study area for this development includes three key intersections: Innes Road & Lanthier Drive/Prestwick Drive, Innes Road & the east Drive-In/Out access of Swiss Chalet, and Innes Road & Trinity Crossing Mall Access. The study focuses on these signalized intersections along Innes Road near the main mall access points. While many trips are expected to be generated independently by the proposed development, the study area assumes a significant portion of traffic will be mall-related, especially during peak periods. This delineation ensures a comprehensive analysis of traffic impacts in the area.

- The proposed development is expected to reach full buildout by 2025, and the transportation assessment encompasses the following horizon years: 2024 Existing Conditions, 2025 Future Background Conditions, 2025 Total Future Conditions (build-out year), 2030 Future Background Conditions, and 2030 Total Future Conditions (five years post-build-out).

- Under the proposed development, there will be 163 vehicle trips during the weekday afternoon peak hour and 273 trips during the weekend afternoon peak hour.

- A 1.0% annual growth rate will be applied to traffic on the study area intersections to account for potential future growth.

- Once the proposed site is fully built-out, a total of 46 parking spaces including two accessible spaces will be available. These proposed spaces meet the city's minimum parking requirements. 6 bike parking spaces will be available which meet the minimum by-law requirements.

- The existing traffic conditions at the intersection of Innes Road & Trinity Crossing Mall Access, Innes Road & Drive In/Out Access, and Innes Road & Prestwick Drive/Lanthier Drive were analyzed using turning movement count data provided by the City of Ottawa. All intersections within the study area are expected to operate at acceptable levels of service (LOS) during the existing weekday and weekend afternoon peak hours. No issues were observed at either site access under these conditions.

- The MMLOS road segment analysis

    - Innes Road currently fails to meet the Pedestrian Level of Service (PLoS) and Bicycle Level of Service (BLoS) targets due to high operating speeds, which could be resolved by reducing the posted speed to 50 km/h and ensuring compliance through speed testing. The Transit Level of Service (TLoS) targets are met, as Innes Road is served by OC Transpo bus routes, such as Route 25, and is part of Ottawa's active transportation and transit infrastructure enhancements. Similarly, the Truck Level of Service (TkLoS) targets are met, with Innes Road functioning as a designated truck route facilitating goods movement.

- The MMLOS intersection analysis

    - Pedestrian Level of Service (PLoS) targets are not achievable at study area intersections due to the need for pedestrians to cross at least five lanes of traffic, including the median width. Bicycle Level of Service (BLoS) targets are also unmet due to the absence of 2-stage left-turn boxes, segregated cycle tracks, and high operating

speeds. Transit Level of Service (TLoS) targets, requiring a maximum transit delay of 30 seconds, are not met for bus movements at any intersection. Truck Level of Service (TkLoS) targets are achieved at the Innes Road & Trinity Crossing Mall Access intersection but not at the Innes Road & Prestwick Drive/Lanthier Drive intersection, which lacks sufficient receiving lanes on departure.

- The background traffic conditions
    - All intersections are projected to operate at LOS 'D' or better for the 2025 and 2030 background volumes, with slightly worse performance than existing conditions due to the applied 1% annual growth rate. no issues were observed at the study area intersections under these conditions.
- The total traffic conditions
    - All intersections are projected to operate at LOS 'E' or better for 2025 and 2030 volumes, except the westbound left-turn at Innes Road and Prestwick/Lanthier Drive during the weekend afternoon peak hour, which will operate at LOS F with a 108-second delay. Addressing this requires targeted improvements, such as optimizing signal timing with additional green time and increasing storage capacity.

Overall, the proposed development aligns with the surrounding infrastructure capabilities and municipal planning objectives. Implementation of the recommended measures will ensure safe and efficient traffic operations while promoting sustainable transportation options.

Appendix A

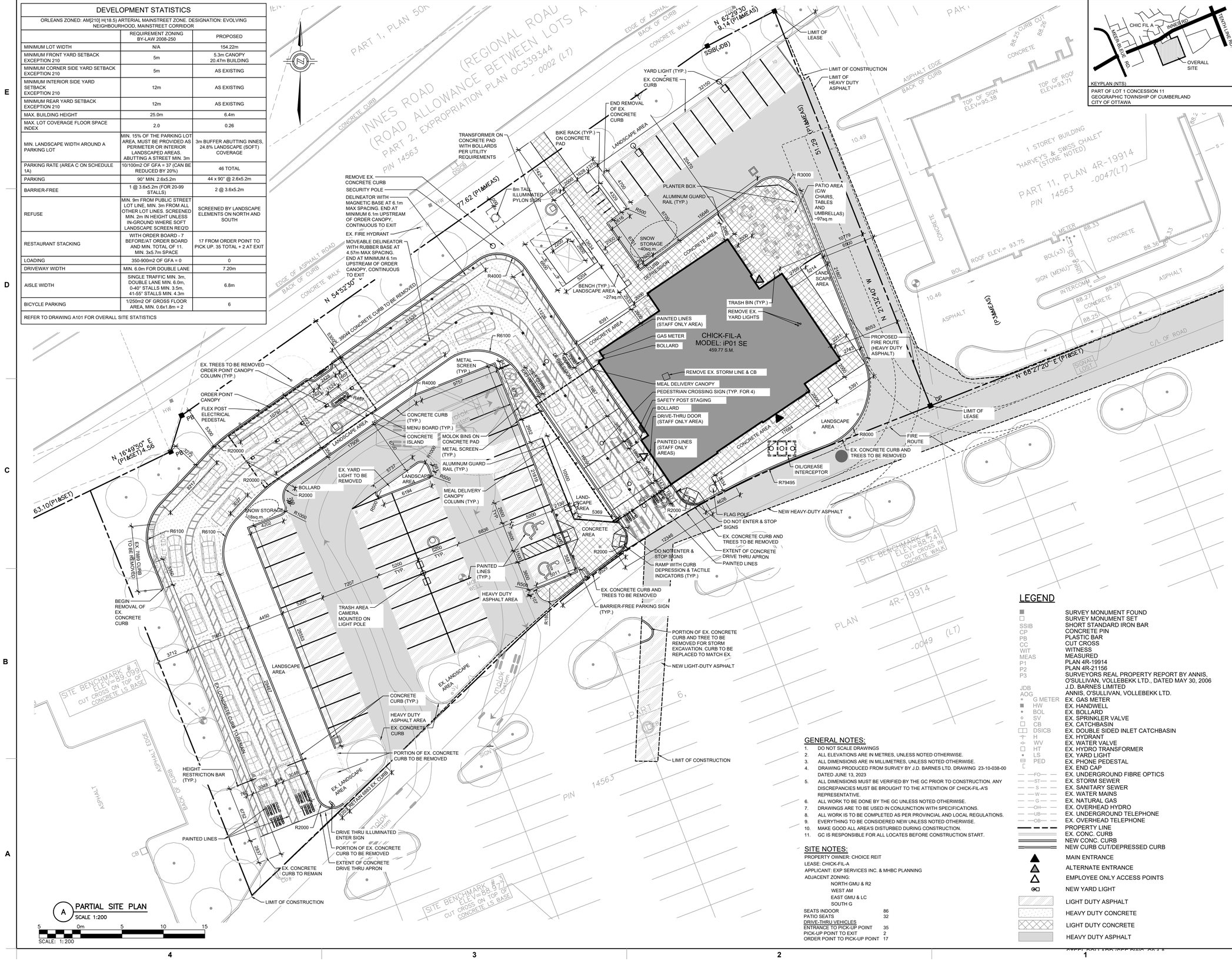
Site Plan

DEVELOPMENT STATISTICS

ORLEANS ZONED: AM[210] H(18.5) ARTERIAL MAINSTREET ZONE. DESIGNATION: EVOLVING NEIGHBOURHOOD, MAINSTREET CORRIDOR

	REQUIREMENT ZONING BY-LAW 2008-250	PROPOSED
MINIMUM LOT WIDTH	N/A	154.22m
MINIMUM FRONT YARD SETBACK EXCEPTION 210	5m	5.3m CANOPY 20.47m BUILDING
MINIMUM CORNER SIDE YARD SETBACK EXCEPTION 210	5m	AS EXISTING
MINIMUM INTERIOR SIDE YARD SETBACK EXCEPTION 210	12m	AS EXISTING
MINIMUM REAR YARD SETBACK EXCEPTION 210	12m	AS EXISTING
MAX. BUILDING HEIGHT	25.0m	6.4m
MAX. LOT COVERAGE FLOOR SPACE INDEX	2.0	0.26
MIN. LANDSCAPE WIDTH AROUND A PARKING LOT	MIN. 15% OF THE PARKING LOT AREA, MUST BE PROVIDED AS PERIMETER OR INTERIOR LANDSCAPED AREAS. ABUTTING A STREET MIN. 3m	3m BUFFER ABUTTING INNES, 24.8% LANDSCAPE (SOFT) COVERAGE
PARKING RATE (AREA C ON SCHEDULE 1A)	10/100m2 OF GFA = 37 (CAN BE REDUCED BY 20%)	46 TOTAL
PARKING	90° MIN. 2.6x5.2m	44 x 90° @ 2.6x5.2m
BARRIER-FREE	1 @ 3.6x5.2m (FOR 20-99 STALLS)	2 @ 3.6x5.2m
REFUSE	MIN. 9m FROM PUBLIC STREET LOT LINE, MIN. 3m FROM ALL OTHER LOT LINES. SCREENED MIN. 2m IN HEIGHT UNLESS IN-GROUND WHERE SOFT LANDSCAPE SCREEN REQ'D	SCREENED BY LANDSCAPE ELEMENTS ON NORTH AND SOUTH
RESTAURANT STACKING	WITH ORDER BOARD - 7 BEFORE/AT ORDER BOARD AND MIN. TOTAL OF 11. MIN. 3x5.7m SPACE	17 FROM ORDER POINT TO PICK UP. 35 TOTAL + 2 AT EXIT
LOADING	350-900m2 OF GFA = 0	0
DRIVEWAY WIDTH	MIN. 6.0m FOR DOUBLE LANE	7.20m
AISLE WIDTH	SINGLE TRAFFIC MIN. 3m, DOUBLE LANE MIN. 6.0m, 0-40° STALLS MIN. 3.5m, 41-55° STALLS MIN. 4.3m	6.8m
BICYCLE PARKING	1/250m2 OF GROSS FLOOR AREA, MIN. 0.6x1.8m = 2	6

REFER TO DRAWING A101 FOR OVERALL SITE STATISTICS



A PARTIAL SITE PLAN
SCALE 1:200

5 0m 5 10 15
SCALE: 1:200

KEYPLAN (NTS)

PART OF LOT 1 CONCESSION 11
GEOGRAPHIC TOWNSHIP OF CUMBERLAND
CITY OF OTTAWA

LEGEND

■	SURVEY MONUMENT FOUND
□	SURVEY MONUMENT SET
SSIB	SHORT STANDARD IRON BAR
CP	CONCRETE PIN
PB	PLASTIC BAR
CC	CUT CROSS
WIT	WITNESS
MEAS	MEASURED
P1	PLAN 4R-19914
P2	PLAN 4R-21156
P3	SURVEYORS REAL PROPERTY REPORT BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD., DATED MAY 30, 2006
JDB	J.D. BARNES LIMITED
AOG	ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
* G METER	EX. GAS METER
■ HW	EX. HANDWELL
• BOL	EX. BOLLARD
○ SV	EX. SPRINKLER VALVE
□ CB	EX. CATCHBASIN
□□ DSICB	EX. DOUBLE SIDED INLET CATCHBASIN
H	EX. HYDRANT
WV	EX. WATER VALVE
HT	EX. HYDRO TRANSFORMER
LS	EX. YARD LIGHT
PED	EX. PHONE PEDESTAL
└	EX. END CAP
—FO—	EX. UNDERGROUND FIBRE OPTICS
—ST—	EX. STORM SEWER
—S—	EX. SANITARY SEWER
—W—	EX. WATER MAINS
—G—	EX. NATURAL GAS
—OH—	EX. OVERHEAD HYDRO
—UB—	EX. UNDERGROUND TELEPHONE
—OB—	EX. OVERHEAD TELEPHONE
	PROPERTY LINE
	EX. CONC. CURB
	NEW CONC. CURB
	NEW CURB CUT/DEPRESSED CURB
	MAIN ENTRANCE
	ALTERNATE ENTRANCE
	EMPLOYEE ONLY ACCESS POINTS
	NEW YARD LIGHT
	LIGHT DUTY ASPHALT
	HEAVY DUTY CONCRETE
	LIGHT DUTY CONCRETE
	HEAVY DUTY ASPHALT

GENERAL NOTES:

1. DO NOT SCALE DRAWINGS
2. ALL ELEVATIONS ARE IN METRES, UNLESS NOTED OTHERWISE.
3. ALL DIMENSIONS ARE IN MILLIMETRES, UNLESS NOTED OTHERWISE.
4. DRAWING PRODUCED FROM SURVEY BY J.D. BARNES LTD. DRAWING 23-10-038-00 DATED JUNE 13, 2023
5. ALL DIMENSIONS MUST BE VERIFIED BY THE GC PRIOR TO CONSTRUCTION. ANY DISCREPANCIES MUST BE BROUGHT TO THE ATTENTION OF CHICK-FIL-A'S REPRESENTATIVE.
6. ALL WORK TO BE DONE BY THE GC UNLESS NOTED OTHERWISE.
7. DRAWINGS ARE TO BE USED IN CONJUNCTION WITH SPECIFICATIONS.
8. ALL WORK IS TO BE COMPLETED AS PER PROVINCIAL AND LOCAL REGULATIONS.
9. EVERYTHING TO BE CONSIDERED NEW UNLESS NOTED OTHERWISE.
10. MAKE GOOD ALL AREA'S DISTURBED DURING CONSTRUCTION.
11. GC IS RESPONSIBLE FOR ALL LOCATES BEFORE CONSTRUCTION START.

SITE NOTES:

PROPERTY OWNER: CHOICE REIT
LEASE: CHICK-FIL-A
APPLICANT: EXP SERVICES INC. & MHBC PLANNING
ADJACENT ZONING:
NORTH GMU & R2
WEST AM
EAST GMU & LC
SOUTH G

SEATS INDOOR	86
PATIO SEATS	32
DRIVE-THRU VEHICLES	
ENTRANCE TO PICK-UP POINT	35
PICK-UP POINT TO EXIT	2
ORDER POINT TO PICK-UP POINT	17

Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

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CHICK-FIL-A
ORLEANS
4270 Innes Road
Ottawa, ON

FSR#30042

BUILDING TYPE / SIZE: iP01 SE
RELEASE: XXXXXXXXX

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
Q	2024-10-02	FOR SPA
R		

Issued for SPA

CONSULTANT PROJECT # BRM00023002042-H0
PROJECT STATUS SPA
DATE MAY 2023
DRAWN BY T.M.

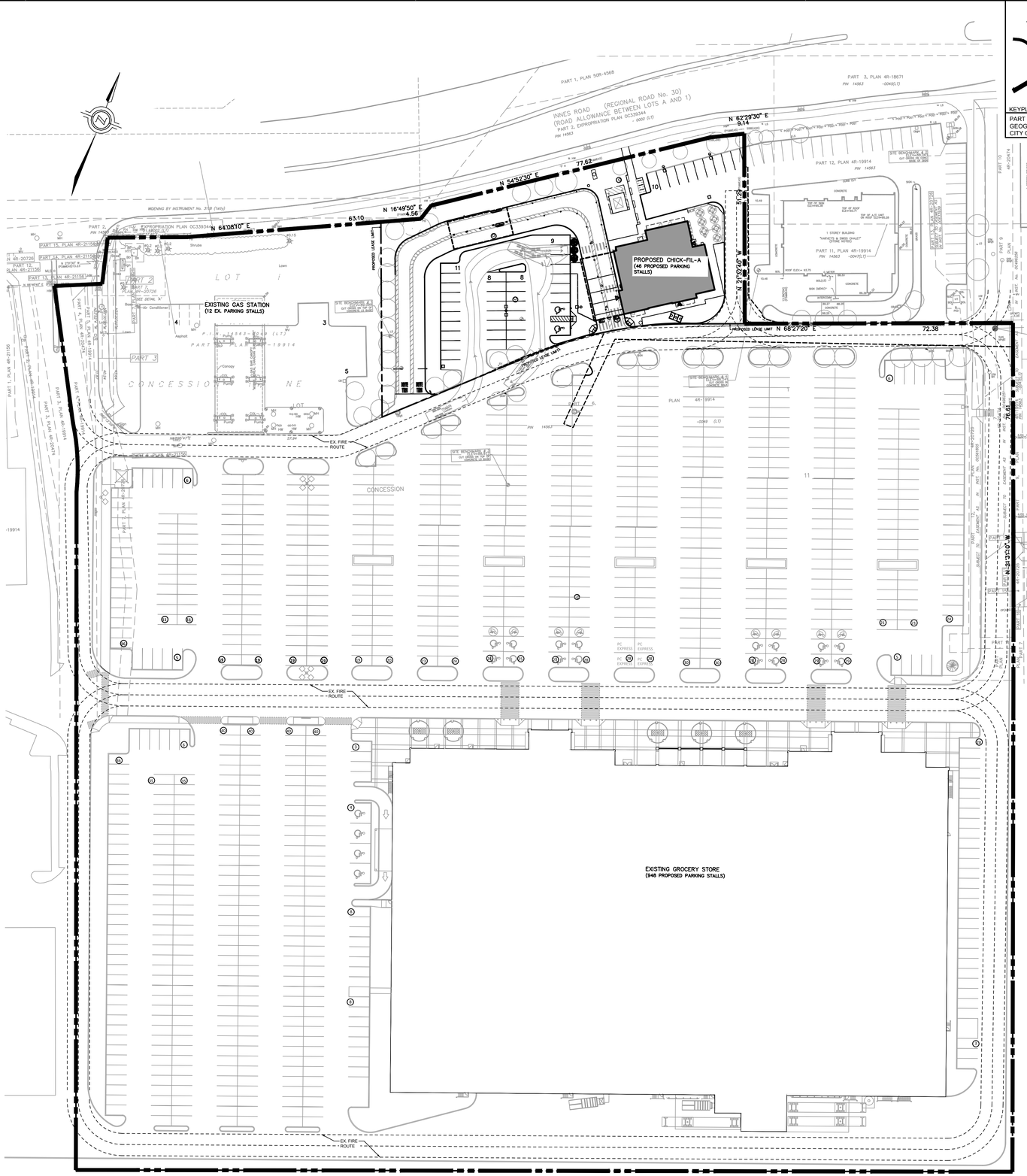
SHEET
SITE PLAN

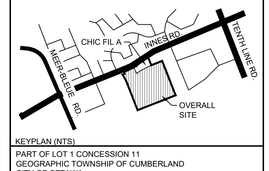
SHEET NUMBER
A100

E:\BRM\BRM-23002042-H0\60 Execution\65 Drawings\23002042-H0-A100-RR.dwg
12 December 2024

DEVELOPMENT STATISTICS		
ZONED: AM[210] H(18.5) ARTERIAL MAINSTREET ZONE. DESIGNATION: EVOLVING NEIGHBOURHOOD, MAINSTREET CORRIDOR		
	EXISTING	PROPOSED
SITE AREA	6.43 HECTARE	NO CHANGE
**EXISTING GAS STATION BUILDING AREA	93 SQ.M.	NO CHANGE
*EXISTING GROCERY STORE BUILDING AREA	14,402.20 SQ.M.	NO CHANGE
*EXISTING GROCERY STORE MEZZANINE	1,989.80 SQ.M.	NO CHANGE
*EXISTING BUILDING COVERAGE	16,485 SQ.M. (25.64%)	NO CHANGE
PROPOSED CHICK-FIL-A BUILDING AREA		461.94 SQ.M.
TOTAL BUILDING COVERAGE	16,485 SQ.M. (25.64%)	16,946.94 SQ.M.(26.36%)
PROPOSED CFA LEASE AREA		4,741.81 SQ.M.
**TOTAL GAS STATION PARKING	11 + 1 BF = 12	NO CHANGE
***TOTAL GROCERY STORE PARKING	1,026 + 20 BF = 1, 046	-98 = 928 + 20 BF = 948
CFA LEASE AREA PARKING	98 +0 BF = 98	44 + 2 BF = 46
***TOTAL SITE PARKING	1,058	983 + 23 BF = 1,006
***TOTAL SITE LANDSCAPE	5,392.50 SQ.M. (8.39%)	5,557.07 SQ.M. (8.64%)
CFA LEASE AREA LANDSCAPE	1,011.28 SQ.M.	1,175.85 SQ.M.
REFER TO DRAWING A100 FOR ADDITIONAL CFA SITE STATISTICS		

*INFORMATION FROM HARDCOPY ON FILE WITH CITY STAMPED JULY 19, 2004.
** INFORMATION FROM LANDLORD PROVIDED DRAWING A1-ZZB DATED MARCH 7, 2005.
***INFORMATION OBTAINED FROM VARIOUS SOURCES AND SITE COUNTS.
BF = BARRIER-FREE





KEYPLAN (NTS)

PART OF LOT 1 CONCESSION 11
GEOGRAPHIC TOWNSHIP OF CUMBERLAND
CITY OF OTTAWA

GENERAL NOTES:

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LEGEND

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□	SURVEY MONUMENT SET
SSIB	SHORT STANDARD IRON BAR
CP	CONCRETE PIN
PB	PLASTIC BAR
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—OH—	EX. OVERHEAD HYDRO
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—OB—	EX. OVERHEAD TELEPHONE
	PROPERTY LINE
	EX. CONC. CURB
	NEW CONC. CURB
	NEW CURB CUT/DEPRESSED CURB
▲	MAIN ENTRANCE
△	ALTERNATE ENTRANCE

A OVERALL SITE PLAN
SCALE NTS

E:\BRM\BRM-23002042-H0\60 Execution\65 Drawings\23002042-H0-A101-RB.dwg
11 December 2024

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Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

CHICK-FIL-A ORLEANS

4270 Innes Road
Ottawa, ON

FSR#30042

BUILDING TYPE / SIZE: iP01 SE
RELEASE: XXXXXXXXX

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
A	2024-10-04	FOR SPA
B		

Issued for SPA

CONSULTANT PROJECT # BRM0023002042-H0
PROJECT STATUS SPA
DATE SEPTEMBER 2024
DRAWN BY T.M.

SHEET
OVERALL SITE PLAN

SHEET NUMBER
A101

Appendix B

TIA Screening Form

City of Ottawa 2017 Transportation Impact Assessment (TIA) Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	4270 Innes Road, Orleans
Description of Location	South side of Innes Road, between Du Grand Bois Ave & Lanthier Dr
Land Use Classification	Commercial
Development Size (units)	1
Development Size (m^2)	452.4
Number of Accesses and Locations	3
Phase of Development	Precon
Buildout Year	2024-2025

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.

[1] Hubs are identified in Schedules B1 to B8 of the City of Ottawa Official Plan. PMTSAs are identified in ScheduleC1 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.

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)?[1]		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 Trip Generation Trigger?	X	
Does the development satisfy the Location Trigger?		X
Does the development satisfy the Safety Trigger?	X	

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

Appendix C

City of Ottawa Turning Movement Counts

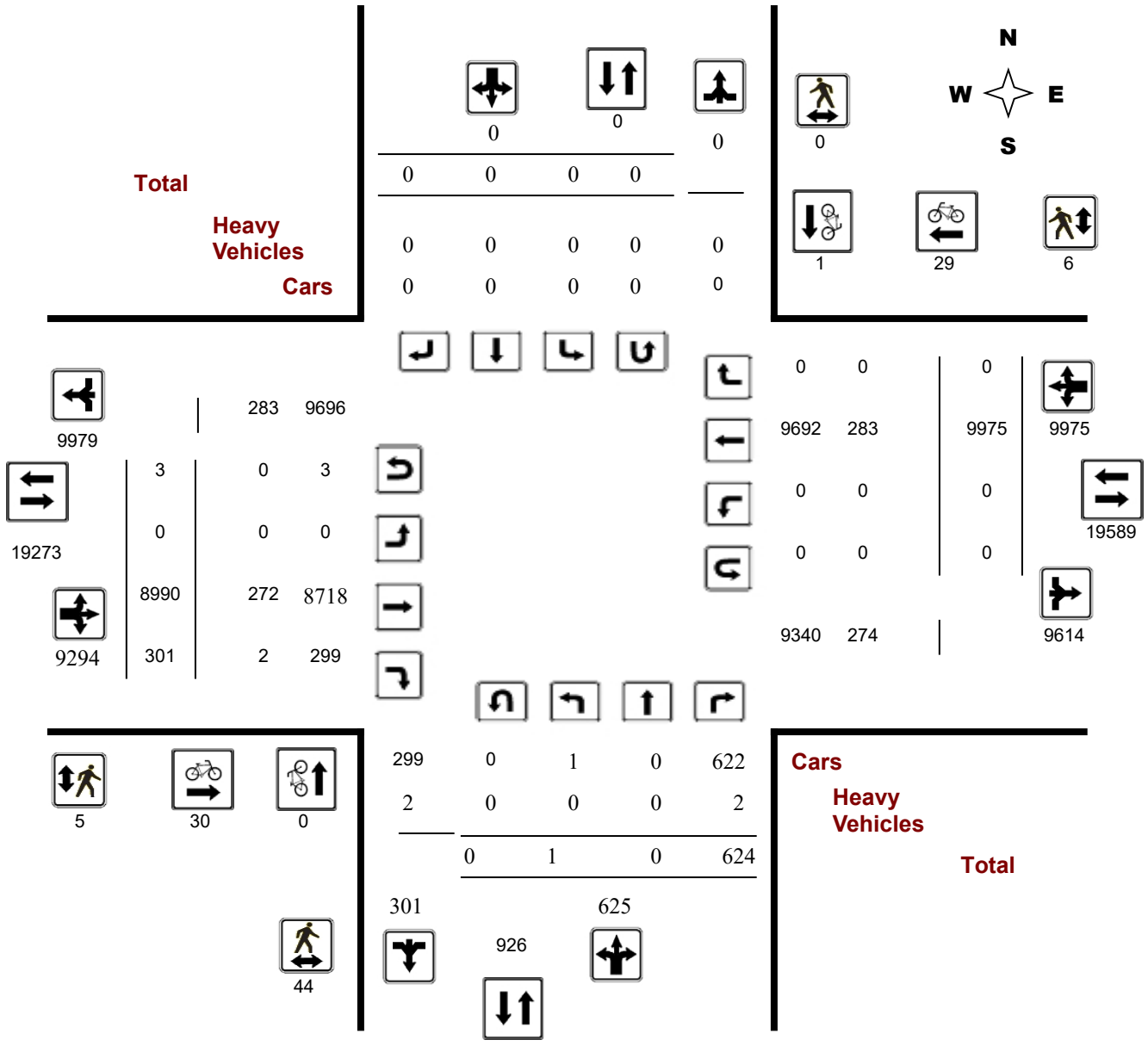
Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Tuesday, September 17, 2024
Start Time: 07:00
WO No: 42057
Device: Miovision

Full Study Diagram



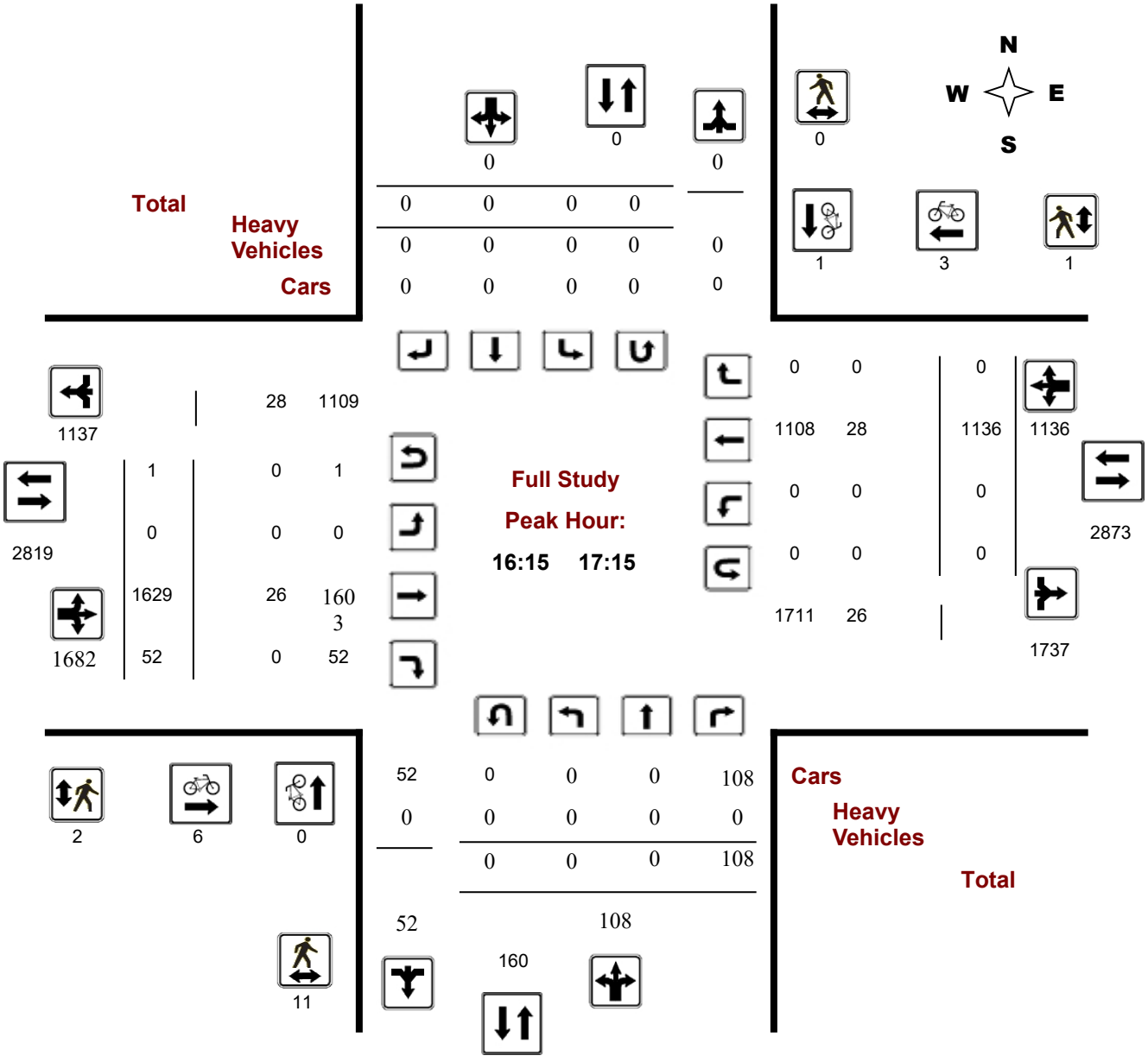
Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Tuesday, September 17, 2024
Start Time: 07:00
WO No: 42057
Device: Miovision

Full Study Peak Hour Diagram



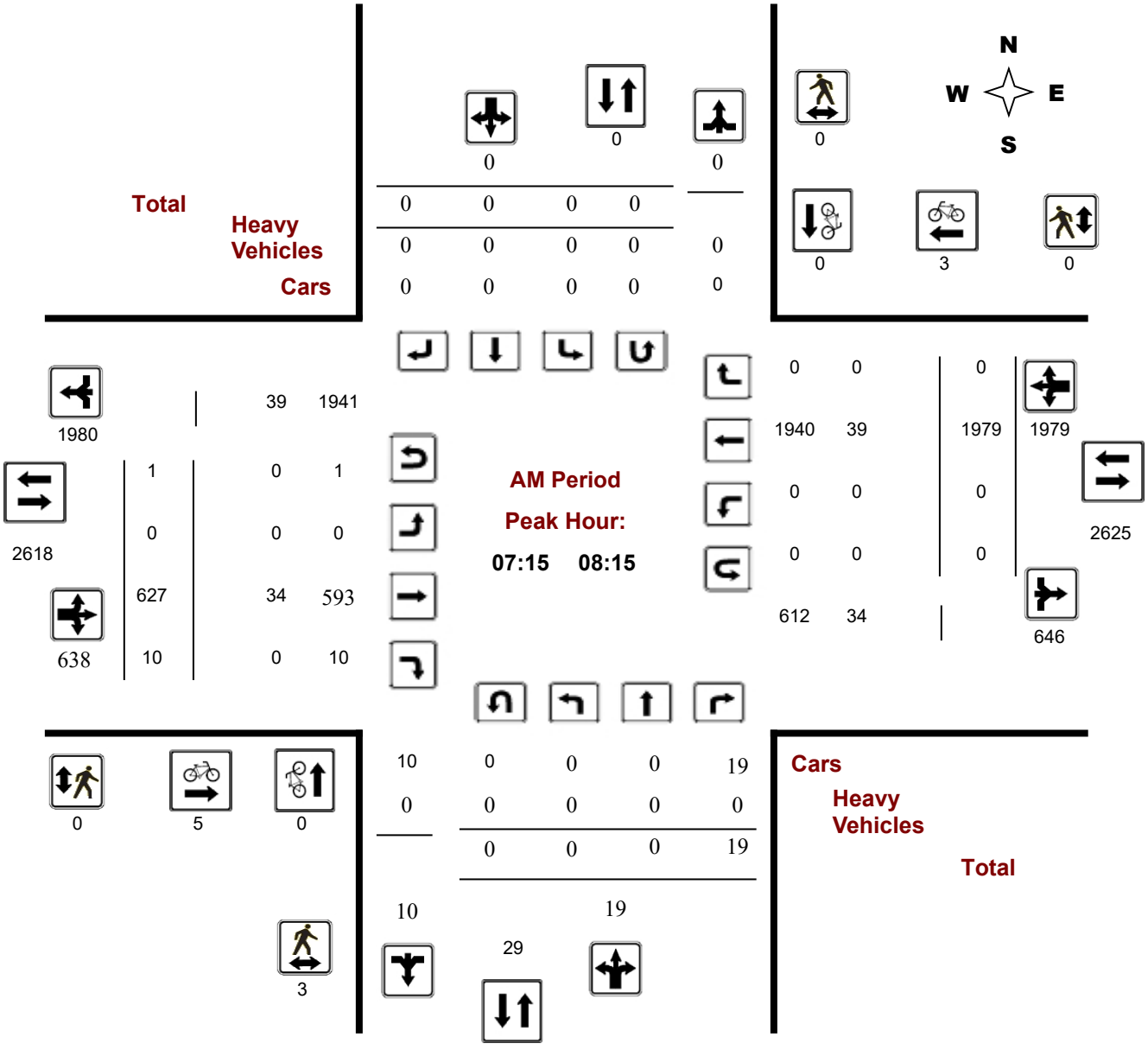
Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Tuesday, September 17, 2024
Start Time: 07:00
WO No: 42057
Device: Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

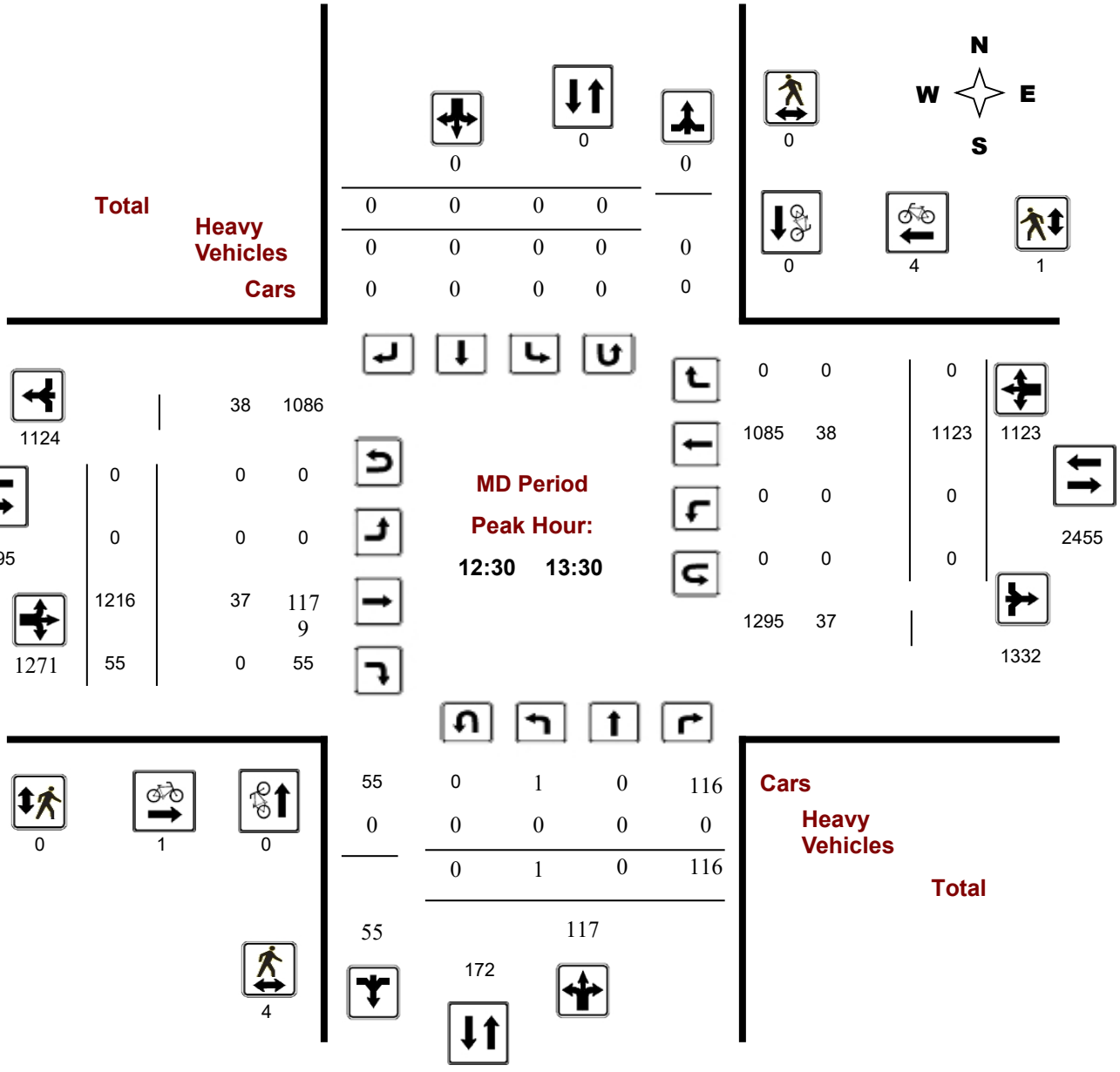
Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Tuesday, September 17, 2024 **WO No:** 42057

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

MD Period Peak Hour Diagram



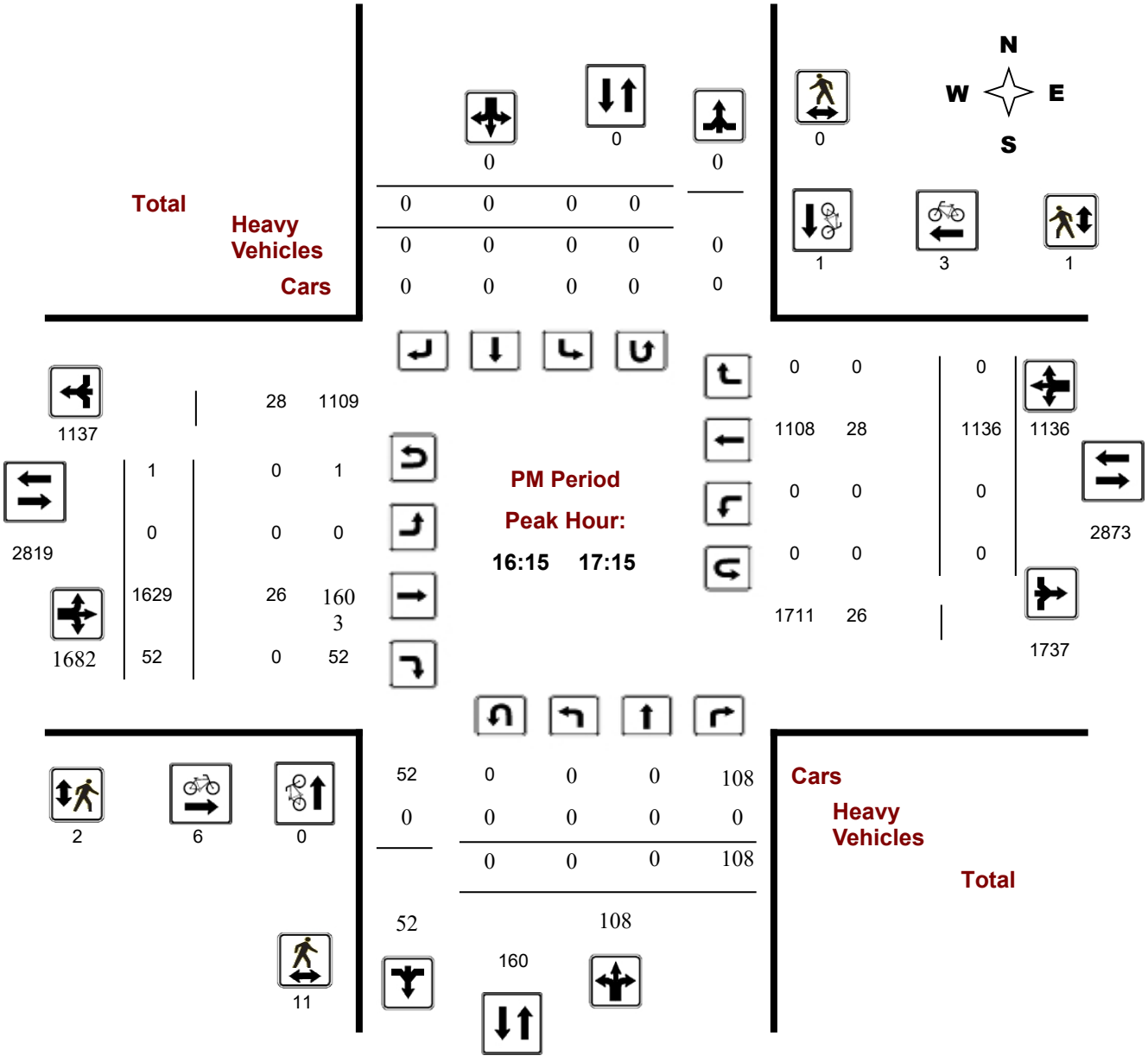
Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Tuesday, September 17, 2024
Start Time: 07:00
WO No: 42057
Device: Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Tuesday, September 17, 2024 **WO No:** 42057

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

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, September 17, 2024

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 3 Westbound: 0

AADT Factor

1.00

	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	0	0	18	**18**	0	0	0	**0**	**18**	0	584	10	**594**	0	2016	0	**2016**	**2610**	**2628**
08:00 09:00	0	0	25	**25**	0	0	0	**0**	**25**	0	629	10	**639**	0	1424	0	**1424**	**2063**	**2088**
09:00 10:00	0	0	50	**50**	0	0	0	**0**	**50**	0	780	25	**805**	0	996	0	**996**	**1801**	**1851**
11:30 12:30	0	0	101	**101**	0	0	0	**0**	**101**	0	1051	55	**1106**	0	1064	0	**1064**	**2170**	**2271**
12:30 13:30	1	0	116	**117**	0	0	0	**0**	**117**	0	1216	55	**1271**	0	1123	0	**1123**	**2394**	**2511**
15:00 16:00	0	0	93	**93**	0	0	0	**0**	**93**	0	1562	48	**1610**	0	1122	0	**1122**	**2732**	**2825**
16:00 17:00	0	0	105	**105**	0	0	0	**0**	**105**	0	1648	45	**1693**	0	1124	0	**1124**	**2817**	**2922**
17:00 18:00	0	0	116	**116**	0	0	0	**0**	**116**	0	1520	53	**1573**	0	1106	0	**1106**	**2679**	**2795**
Sub Total	1	0	624	**625**	0	0	0	**0**	**625**	0	8990	301	**9291**	0	9975	0	**9975**	**19266**	**19891**
U Turns				**0**				**0**	**0**				**3**				**0**	**3**	**3**
Total	1	0	624	**625**	0	0	0	**0**	**625**	0	8990	301	**9294**	0	9975	0	**9975**	**19269**	**19894**
EQ 12Hr	1	0	867	**869**	0	0	0	**0**	**869**	0	12496	418	**12919**	0	13865	0	**13865**	**26784**	**27653**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	1	0	867	**869**	0	0	0	**0**	**869**	0	12496	418	**12919**	0	13865	0	**13865**	**26784**	**27653**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.00**					
AVG 24Hr	1	0	1136	**1138**	0	0	0	**0**	**1138**	0	16370	548	**16924**	0	18163	0	**18163**	**35087**	**36225**
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.														**1.31**					

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Tuesday, September 17, 2024 **WO No:** 42057

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

Full Study 15 Minute Increments

Time Period		Northbound				Southbound					Eastbound				Westbound					
		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	0	0	3	3	0	0	0	0	3	0	104	1	105	0	459	0	459	564	567
07:15	07:30	0	0	7	7	0	0	0	0	7	0	127	0	127	0	512	0	512	639	646
07:30	07:45	0	0	4	4	0	0	0	0	4	0	165	2	168	0	542	0	542	710	714
07:45	08:00	0	0	4	4	0	0	0	0	4	0	188	7	195	0	503	0	503	698	702
08:00	08:15	0	0	4	4	0	0	0	0	4	0	147	1	148	0	422	0	422	570	574
08:15	08:30	0	0	8	8	0	0	0	0	8	0	148	2	150	0	353	0	353	503	511
08:30	08:45	0	0	5	5	0	0	0	0	5	0	158	5	163	0	361	0	361	524	529
08:45	09:00	0	0	8	8	0	0	0	0	8	0	176	2	178	0	288	0	288	466	474
09:00	09:15	0	0	8	8	0	0	0	0	8	0	182	7	189	0	280	0	280	469	477
09:15	09:30	0	0	10	10	0	0	0	0	10	0	198	7	205	0	243	0	243	448	458
09:30	09:45	0	0	21	21	0	0	0	0	21	0	214	2	216	0	242	0	242	458	479
09:45	10:00	0	0	11	11	0	0	0	0	11	0	186	9	195	0	231	0	231	426	437
11:30	11:45	0	0	27	27	0	0	0	0	27	0	237	10	247	0	263	0	263	510	537
11:45	12:00	0	0	21	21	0	0	0	0	21	0	265	13	278	0	249	0	249	527	548
12:00	12:15	0	0	22	22	0	0	0	0	22	0	288	16	304	0	288	0	288	592	614
12:15	12:30	0	0	31	31	0	0	0	0	31	0	261	16	278	0	264	0	264	542	573
12:30	12:45	1	0	22	23	0	0	0	0	23	0	332	12	344	0	304	0	304	648	671
12:45	13:00	0	0	40	40	0	0	0	0	40	0	296	17	313	0	267	0	267	580	620
13:00	13:15	0	0	27	27	0	0	0	0	27	0	265	16	281	0	264	0	264	545	572
13:15	13:30	0	0	27	27	0	0	0	0	27	0	323	10	333	0	288	0	288	621	648
15:00	15:15	0	0	25	25	0	0	0	0	25	0	349	6	355	0	259	0	259	614	639
15:15	15:30	0	0	21	21	0	0	0	0	21	0	436	18	454	0	284	0	284	738	759
15:30	15:45	0	0	24	24	0	0	0	0	24	0	431	15	446	0	279	0	279	725	749
15:45	16:00	0	0	23	23	0	0	0	0	23	0	346	9	355	0	300	0	300	655	678
16:00	16:15	0	0	29	29	0	0	0	0	29	0	397	5	402	0	280	0	280	682	711
16:15	16:30	0	0	21	21	0	0	0	0	21	0	411	12	423	0	275	0	275	698	719
16:30	16:45	0	0	22	22	0	0	0	0	22	0	421	7	428	0	302	0	302	730	752
16:45	17:00	0	0	33	33	0	0	0	0	33	0	419	21	440	0	267	0	267	707	740
17:00	17:15	0	0	32	32	0	0	0	0	32	0	378	12	391	0	292	0	292	683	715
17:15	17:30	0	0	24	24	0	0	0	0	24	0	400	12	412	0	263	0	263	675	699
17:30	17:45	0	0	30	30	0	0	0	0	30	0	389	10	399	0	286	0	286	685	715
17:45	18:00	0	0	30	30	0	0	0	0	30	0	353	19	372	0	265	0	265	637	667
Total:		1	0	624	625	0	0	0	0	625	0	8990	301	9294	0	9975	0	9975	19269	19,894

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Tuesday, September 17, 2024 **WO No:** 42057

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

Full Study Cyclist Volume

Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	3	3	3
07:15	07:30	0	0	0	2	0	2	2
07:30	07:45	0	0	0	1	1	2	2
07:45	08:00	0	0	0	2	1	3	3
08:00	08:15	0	0	0	0	1	1	1
08:15	08:30	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	1	1	1
09:00	09:15	0	0	0	1	0	1	1
09:15	09:30	0	0	0	1	1	2	2
09:30	09:45	0	0	0	0	1	1	1
09:45	10:00	0	0	0	1	1	2	2
11:30	11:45	0	0	0	3	0	3	3
11:45	12:00	0	0	0	0	1	1	1
12:00	12:15	0	0	0	5	0	5	5
12:15	12:30	0	0	0	0	1	1	1
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	1	0	1	1
13:15	13:30	0	0	0	0	4	4	4
15:00	15:15	0	0	0	0	2	2	2
15:15	15:30	0	0	0	0	1	1	1
15:30	15:45	0	0	0	1	3	4	4
15:45	16:00	0	0	0	3	0	3	3
16:00	16:15	0	0	0	2	0	2	2
16:15	16:30	0	1	1	0	1	1	2
16:30	16:45	0	0	0	1	1	2	2
16:45	17:00	0	0	0	2	0	2	2
17:00	17:15	0	0	0	3	1	4	4
17:15	17:30	0	0	0	0	2	2	2
17:30	17:45	0	0	0	1	1	2	2
17:45	18:00	0	0	0	0	1	1	1
Total		0	1	**1**	30	29	59	60

Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Tuesday, September 17, 2024 **WO No:** 42057

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

Full Study Pedestrian Volume

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	1	0	**1**	0	0	**0**	**1**
07:15 07:30	2	0	**2**	0	0	**0**	**2**
07:30 07:45	1	0	**1**	0	0	**0**	**1**
07:45 08:00	0	0	**0**	0	0	**0**	**0**
08:00 08:15	0	0	**0**	0	0	**0**	**0**
08:15 08:30	0	0	**0**	0	0	**0**	**0**
08:30 08:45	0	0	**0**	1	0	**1**	**1**
08:45 09:00	2	0	**2**	0	0	**0**	**2**
09:00 09:15	0	0	**0**	0	0	**0**	**0**
09:15 09:30	0	0	**0**	0	0	**0**	**0**
09:30 09:45	1	0	**1**	0	0	**0**	**1**
09:45 10:00	1	0	**1**	0	1	**1**	**2**
11:30 11:45	0	0	**0**	0	2	**2**	**2**
11:45 12:00	4	0	**4**	0	0	**0**	**4**
12:00 12:15	0	0	**0**	0	0	**0**	**0**
12:15 12:30	2	0	**2**	0	0	**0**	**2**
12:30 12:45	1	0	**1**	0	0	**0**	**1**
12:45 13:00	2	0	**2**	0	0	**0**	**2**
13:00 13:15	1	0	**1**	0	0	**0**	**1**
13:15 13:30	0	0	**0**	0	1	**1**	**1**
15:00 15:15	2	0	**2**	0	0	**0**	**2**
15:15 15:30	1	0	**1**	0	0	**0**	**1**
15:30 15:45	3	0	**3**	2	0	**2**	**5**
15:45 16:00	4	0	**4**	0	0	**0**	**4**
16:00 16:15	2	0	**2**	0	0	**0**	**2**
16:15 16:30	1	0	**1**	2	0	**2**	**3**
16:30 16:45	2	0	**2**	0	1	**1**	**3**
16:45 17:00	7	0	**7**	0	0	**0**	**7**
17:00 17:15	1	0	**1**	0	0	**0**	**1**
17:15 17:30	0	0	**0**	0	0	**0**	**0**
17:30 17:45	2	0	**2**	0	0	**0**	**2**
17:45 18:00	1	0	**1**	0	1	**1**	**2**
Total	44	0	**44**	5	6	**11**	**55**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Tuesday, September 17, 2024 **WO No:** 42057

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

Full Study Heavy Vehicles

		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	**N TOT**	LT	ST	RT	**S TOT**	**STR TOT**	LT	ST	RT	**E TOT**	LT	ST	RT	**W TOT**	**STR TOT**	**Grand Total**
07:00	07:15	0	0	0	**0**	0	0	0	**0**	**0**	0	8	0	**8**	0	8	0	**8**	**16**	**16**
07:15	07:30	0	0	0	**0**	0	0	0	**0**	**0**	0	8	0	**8**	0	8	0	**8**	**16**	**16**
07:30	07:45	0	0	0	**0**	0	0	0	**0**	**0**	0	12	0	**12**	0	10	0	**10**	**22**	**22**
07:45	08:00	0	0	0	**0**	0	0	0	**0**	**0**	0	8	0	**8**	0	11	0	**11**	**19**	**19**
08:00	08:15	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	10	0	**10**	**16**	**16**
08:15	08:30	0	0	0	**0**	0	0	0	**0**	**0**	0	12	0	**12**	0	11	0	**11**	**23**	**23**
08:30	08:45	0	0	0	**0**	0	0	0	**0**	**0**	0	11	0	**11**	0	12	0	**12**	**23**	**23**
08:45	09:00	0	0	0	**0**	0	0	0	**0**	**0**	0	14	0	**14**	0	9	0	**9**	**23**	**23**
09:00	09:15	0	0	0	**0**	0	0	0	**0**	**0**	0	10	0	**10**	0	8	0	**8**	**18**	**18**
09:15	09:30	0	0	0	**0**	0	0	0	**0**	**0**	0	13	0	**13**	0	10	0	**10**	**23**	**23**
09:30	09:45	0	0	0	**0**	0	0	0	**0**	**0**	0	15	0	**15**	0	10	0	**10**	**25**	**25**
09:45	10:00	0	0	1	**1**	0	0	0	**0**	**1**	0	6	2	**8**	0	7	0	**7**	**15**	**16**
11:30	11:45	0	0	0	**0**	0	0	0	**0**	**0**	0	10	0	**10**	0	12	0	**12**	**22**	**22**
11:45	12:00	0	0	0	**0**	0	0	0	**0**	**0**	0	9	0	**9**	0	9	0	**9**	**18**	**18**
12:00	12:15	0	0	0	**0**	0	0	0	**0**	**0**	0	10	0	**10**	0	9	0	**9**	**19**	**19**
12:15	12:30	0	0	0	**0**	0	0	0	**0**	**0**	0	11	0	**11**	0	12	0	**12**	**23**	**23**
12:30	12:45	0	0	0	**0**	0	0	0	**0**	**0**	0	7	0	**7**	0	9	0	**9**	**16**	**16**
12:45	13:00	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	7	0	**7**	**13**	**13**
13:00	13:15	0	0	0	**0**	0	0	0	**0**	**0**	0	9	0	**9**	0	11	0	**11**	**20**	**20**
13:15	13:30	0	0	0	**0**	0	0	0	**0**	**0**	0	15	0	**15**	0	11	0	**11**	**26**	**26**
15:00	15:15	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	10	0	**10**	**13**	**13**
15:15	15:30	0	0	1	**1**	0	0	0	**0**	**1**	0	8	0	**8**	0	14	0	**14**	**22**	**23**
15:30	15:45	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	12	0	**12**	**18**	**18**
15:45	16:00	0	0	0	**0**	0	0	0	**0**	**0**	0	8	0	**8**	0	12	0	**12**	**20**	**20**
16:00	16:15	0	0	0	**0**	0	0	0	**0**	**0**	0	11	0	**11**	0	6	0	**6**	**17**	**17**
16:15	16:30	0	0	0	**0**	0	0	0	**0**	**0**	0	9	0	**9**	0	3	0	**3**	**12**	**12**
16:30	16:45	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	0	15	0	**15**	**20**	**20**
16:45	17:00	0	0	0	**0**	0	0	0	**0**	**0**	0	4	0	**4**	0	5	0	**5**	**9**	**9**
17:00	17:15	0	0	0	**0**	0	0	0	**0**	**0**	0	8	0	**8**	0	5	0	**5**	**13**	**13**
17:15	17:30	0	0	0	**0**	0	0	0	**0**	**0**	0	4	0	**4**	0	2	0	**2**	**6**	**6**
17:30	17:45	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	4	0	**4**	**7**	**7**
17:45	18:00	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	1	0	**1**	**4**	**4**
Total:	None	0	0	2	**2**	0	0	0	**0**	**2**	0	272	2	**274**	0	283	0	**283**	**557**	**559**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Tuesday, September 17, 2024 **WO No:** 42057

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

Full Study 15 Minute U-Turn Total

Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	1	0	1
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
11:30	11:45	0	0	0	0	0
11:45	12:00	0	0	0	0	0
12:00	12:15	0	0	0	0	0
12:15	12:30	0	0	1	0	1
12:30	12:45	0	0	0	0	0
12:45	13:00	0	0	0	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	0	0	0
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	1	0	1
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
Total		0	0	3	0	3

Transportation Services - Traffic Services

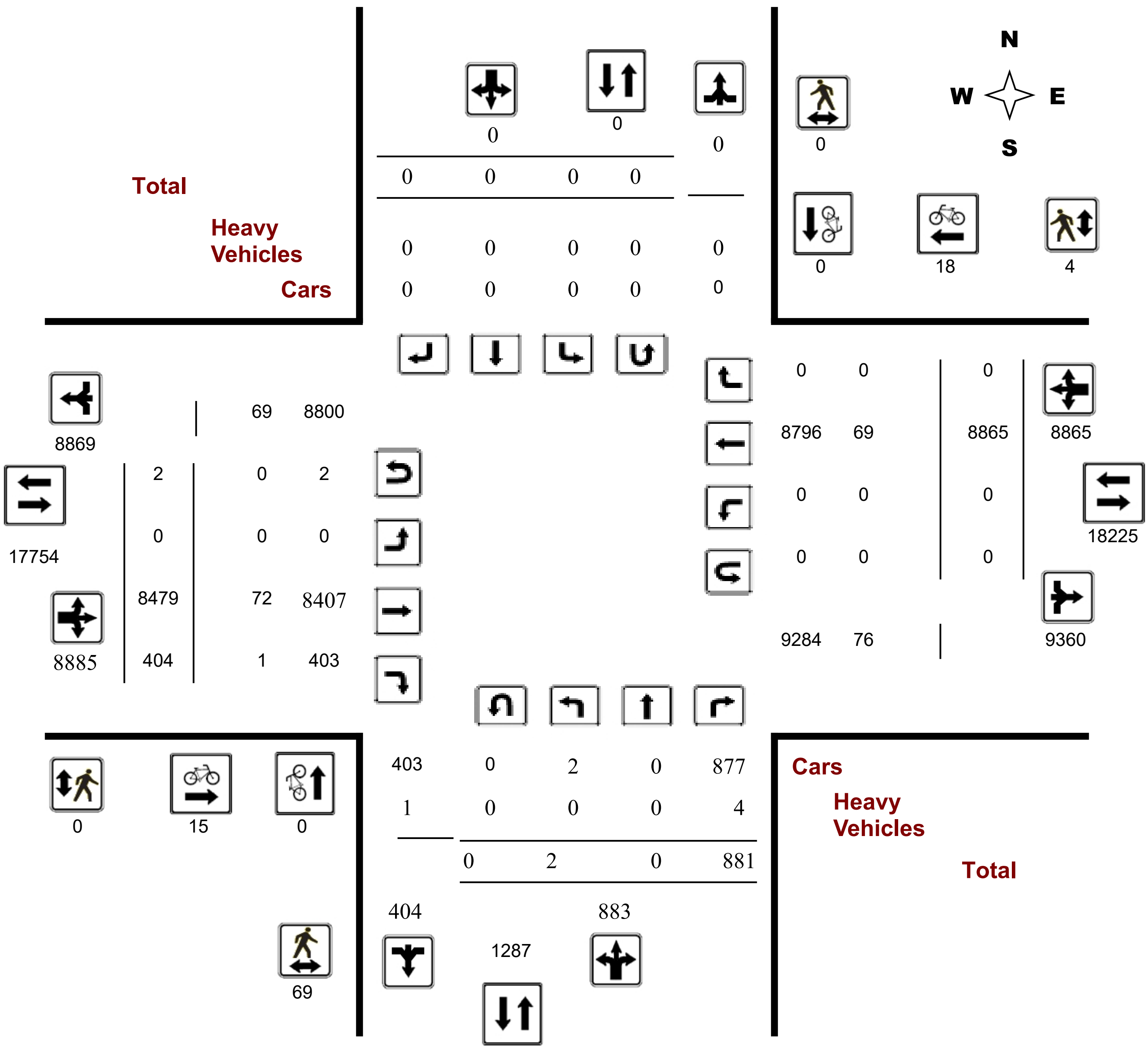
Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Saturday, October 12, 2024 **WO No:** 42058

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

Full Study Diagram



Transportation Services - Traffic Services

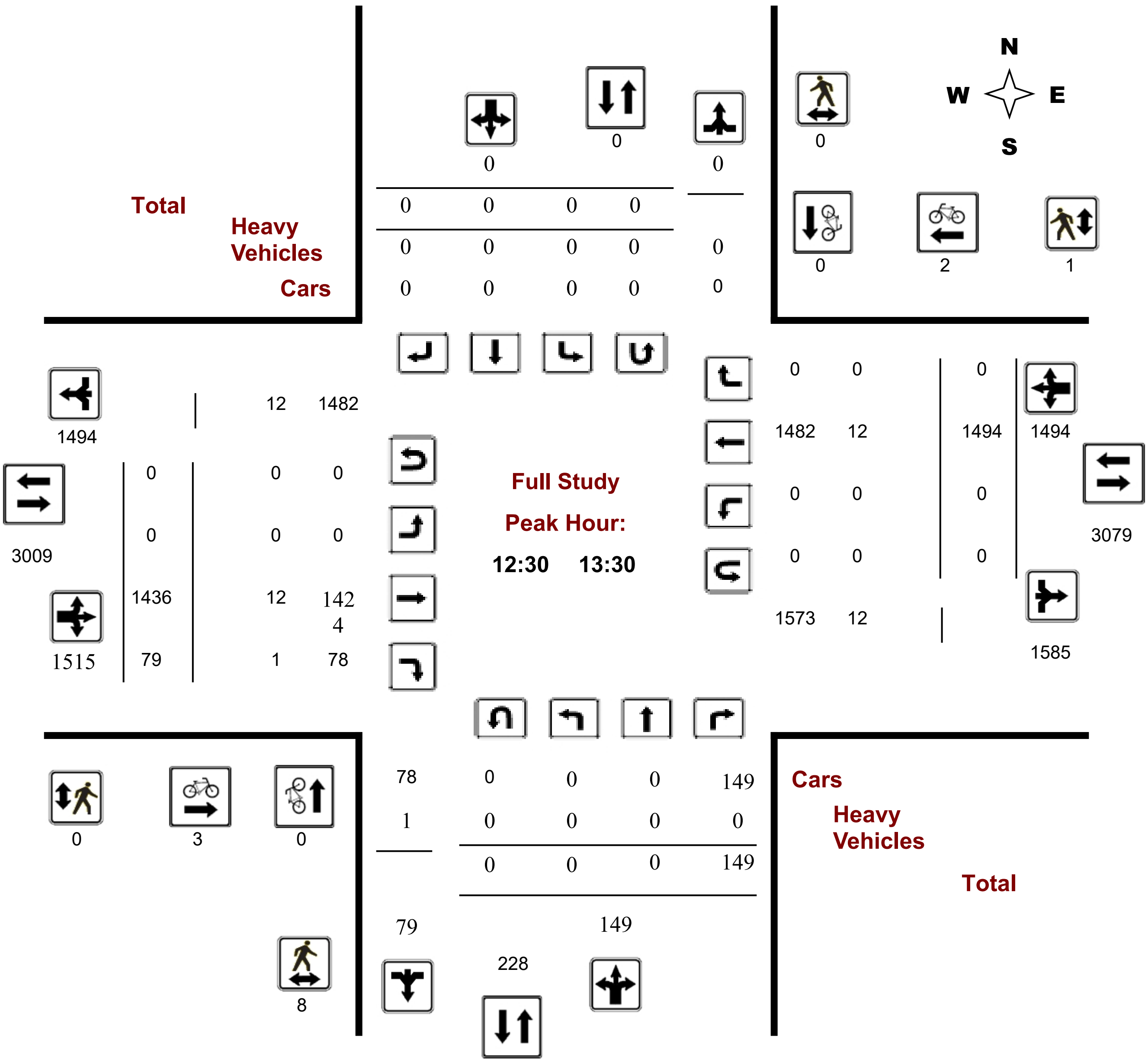
Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Saturday, October 12, 2024 **WO No:** 42058

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

Full Study Peak Hour Diagram



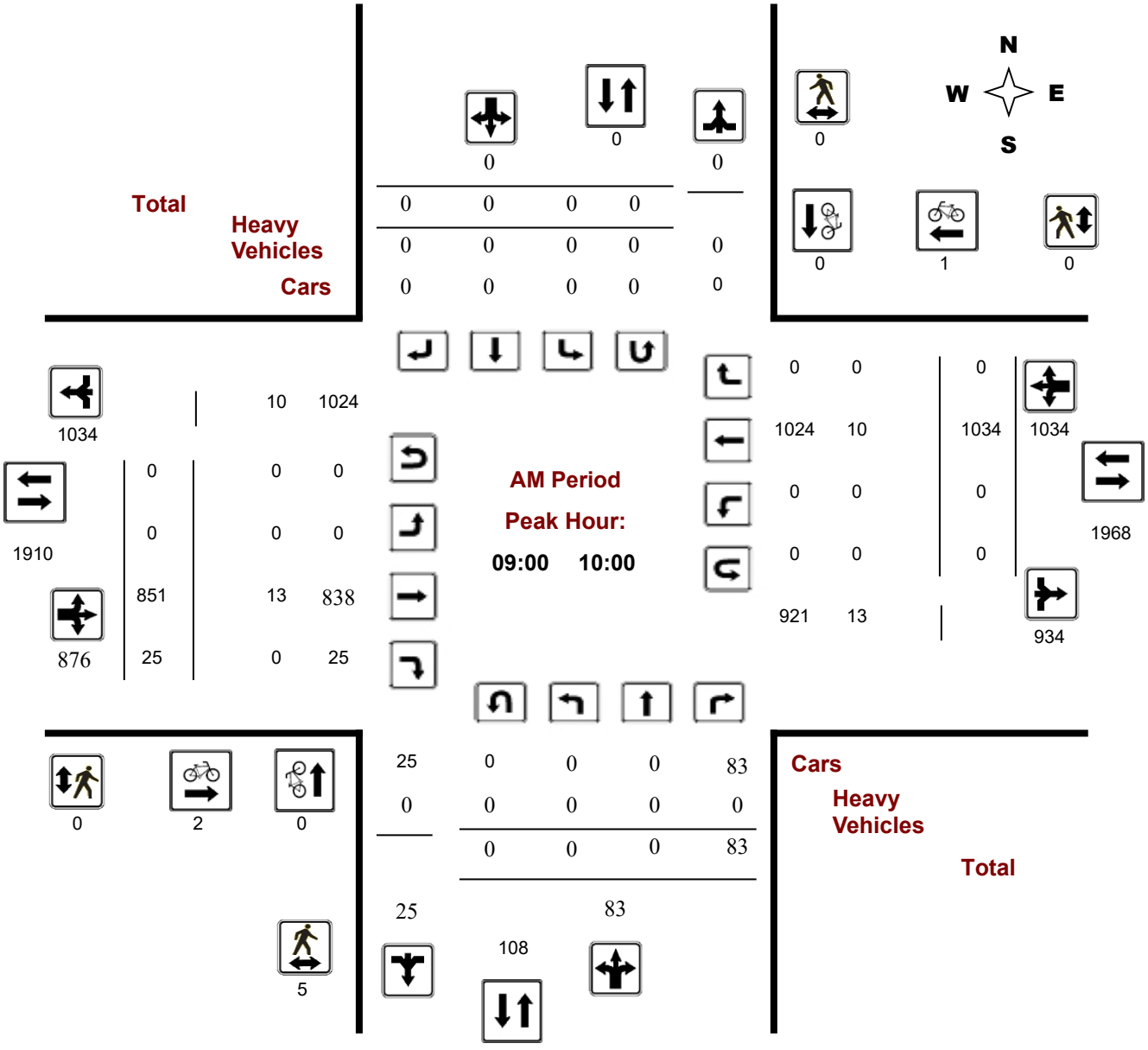
Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Saturday, October 12, 2024
Start Time: 07:00
WO No: 42058
Device: Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

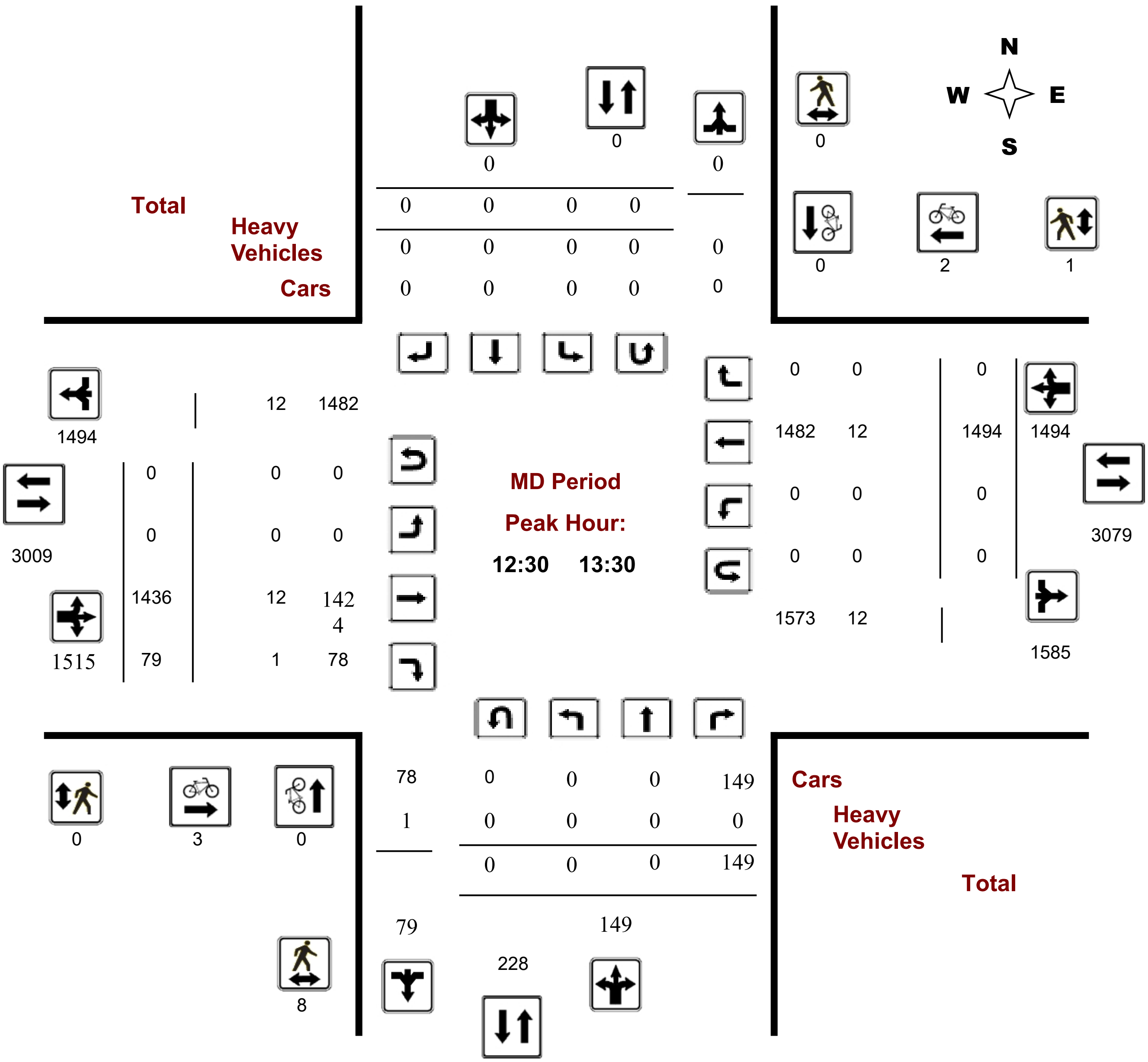
Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Saturday, October 12, 2024 **WO No:** 42058

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

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

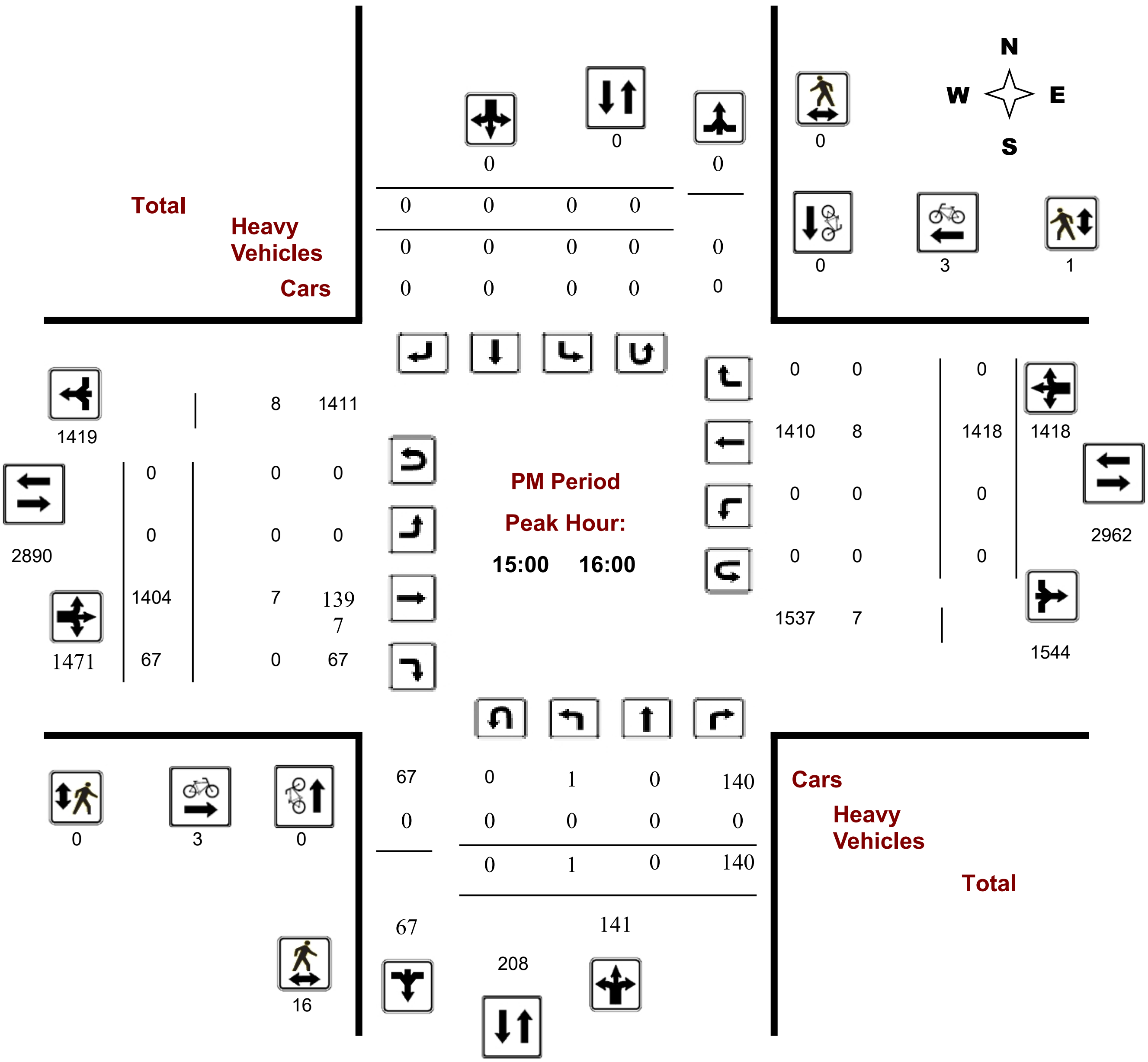
Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Saturday, October 12, 2024 **WO No:** 42058

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

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Saturday, October 12, 2024 **WO No:** 42058

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

Full Study Summary (8 HR Standard)

Survey Date: Saturday, October 12, 2024

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 2 Westbound: 0

AADT Factor

1.10

	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	**NB TOT**	LT	ST	RT	**SB TOT**	**STR TOT**	LT	ST	RT	**EB TOT**	LT	ST	RT	**WB TOT**	**STR TOT**	**Grand Total**
07:00 08:00	0	0	26	**26**	0	0	0	**0**	**26**	0	249	8	**257**	0	368	0	**368**	**625**	**651**
08:00 09:00	0	0	47	**47**	0	0	0	**0**	**47**	0	512	11	**523**	0	694	0	**694**	**1217**	**1264**
09:00 10:00	0	0	83	**83**	0	0	0	**0**	**83**	0	851	25	**876**	0	1034	0	**1034**	**1910**	**1993**
11:30 12:30	0	0	136	**136**	0	0	0	**0**	**136**	0	1421	73	**1494**	0	1491	0	**1491**	**2985**	**3121**
12:30 13:30	0	0	149	**149**	0	0	0	**0**	**149**	0	1436	79	**1515**	0	1494	0	**1494**	**3009**	**3158**
15:00 16:00	1	0	140	**141**	0	0	0	**0**	**141**	0	1404	67	**1471**	0	1418	0	**1418**	**2889**	**3030**
16:00 17:00	1	0	140	**141**	0	0	0	**0**	**141**	0	1358	59	**1417**	0	1253	0	**1253**	**2670**	**2811**
17:00 18:00	0	0	160	**160**	0	0	0	**0**	**160**	0	1248	82	**1330**	0	1113	0	**1113**	**2443**	**2603**
Sub Total	2	0	881	**883**	0	0	0	**0**	**883**	0	8479	404	**8883**	0	8865	0	**8865**	**17748**	**18631**
U Turns				**0**				**0**	**0**				**2**				**0**	**2**	**2**
Total	2	0	881	**883**	0	0	0	**0**	**883**	0	8479	404	**8885**	0	8865	0	**8865**	**17750**	**18633**
EQ 12Hr	3	0	1225	**1227**	0	0	0	**0**	**1227**	0	11786	562	**12350**	0	12322	0	**12322**	**24672**	**25900**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.													**1.39**						
AVG 12Hr	3	0	1348	**1350**	0	0	0	**0**	**1350**	0	12965	618	**13585**	0	13554	0	**13554**	**27139**	**28490**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.													**1.10**						
AVG 24Hr	4	0	1766	**1768**	0	0	0	**0**	**1768**	0	16984	810	**17796**	0	17756	0	**17756**	**35552**	**37322**
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.													**1.31**						

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Saturday, October 12, 2024 **WO No:** 42058

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

Full Study 15 Minute Increments

Time Period		Northbound				Southbound					Eastbound				Westbound					
		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
11:30	11:45	0	0	26	26	0	0	0	0	26	0	329	16	345	0	375	0	375	720	746
11:45	12:00	0	0	40	40	0	0	0	0	40	0	368	22	390	0	376	0	376	766	806
12:00	12:15	0	0	37	37	0	0	0	0	37	0	343	13	356	0	362	0	362	718	755
08:30	08:45	0	0	15	15	0	0	0	0	15	0	144	3	147	0	202	0	202	349	364
08:45	09:00	0	0	12	12	0	0	0	0	12	0	155	5	161	0	224	0	224	385	397
09:00	09:15	0	0	25	25	0	0	0	0	25	0	186	5	191	0	215	0	215	406	431
09:15	09:30	0	0	17	17	0	0	0	0	17	0	196	8	204	0	256	0	256	460	477
09:30	09:45	0	0	23	23	0	0	0	0	23	0	247	6	253	0	261	0	261	514	537
09:45	10:00	0	0	18	18	0	0	0	0	18	0	222	6	228	0	302	0	302	530	548
08:15	08:30	0	0	13	13	0	0	0	0	13	0	106	2	108	0	155	0	155	263	276
12:15	12:30	0	0	33	33	0	0	0	0	33	0	381	22	403	0	378	0	378	781	814
12:30	12:45	0	0	35	35	0	0	0	0	35	0	342	17	359	0	368	0	368	727	762
12:45	13:00	0	0	33	33	0	0	0	0	33	0	362	22	384	0	376	0	376	760	793
13:00	13:15	0	0	30	30	0	0	0	0	30	0	348	19	367	0	349	0	349	716	746
13:15	13:30	0	0	51	51	0	0	0	0	51	0	384	21	405	0	401	0	401	806	857
15:00	15:15	0	0	35	35	0	0	0	0	35	0	343	16	359	0	369	0	369	728	763
15:15	15:30	1	0	28	29	0	0	0	0	29	0	352	21	373	0	395	0	395	768	797
15:30	15:45	0	0	36	36	0	0	0	0	36	0	359	13	372	0	334	0	334	706	742
15:45	16:00	0	0	41	41	0	0	0	0	41	0	350	17	367	0	320	0	320	687	728
16:00	16:15	0	0	33	33	0	0	0	0	33	0	344	10	354	0	309	0	309	663	696
16:15	16:30	0	0	21	21	0	0	0	0	21	0	331	14	345	0	295	0	295	640	661
16:30	16:45	0	0	33	33	0	0	0	0	33	0	338	12	351	0	309	0	309	660	693
16:45	17:00	1	0	53	54	0	0	0	0	54	0	345	23	368	0	340	0	340	708	762
17:00	17:15	0	0	36	36	0	0	0	0	36	0	335	24	359	0	299	0	299	658	694
17:15	17:30	0	0	48	48	0	0	0	0	48	0	315	18	333	0	293	0	293	626	674
17:30	17:45	0	0	40	40	0	0	0	0	40	0	292	24	316	0	253	0	253	569	609
17:45	18:00	0	0	36	36	0	0	0	0	36	0	306	16	322	0	268	0	268	590	626
07:00	07:15	0	0	2	2	0	0	0	0	2	0	31	4	35	0	87	0	87	122	124
07:15	07:30	0	0	7	7	0	0	0	0	7	0	56	3	59	0	72	0	72	131	138
07:30	07:45	0	0	3	3	0	0	0	0	3	0	63	0	63	0	93	0	93	156	159
07:45	08:00	0	0	14	14	0	0	0	0	14	0	99	1	100	0	116	0	116	216	230
08:00	08:15	0	0	7	7	0	0	0	0	7	0	107	1	108	0	113	0	113	221	228
Total:		2	0	881	883	0	0	0	0	883	0	8479	404	8885	0	8865	0	8865	17750	18,633

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Saturday, October 12, 2024 **WO No:** 42058

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

Full Study Cyclist Volume

Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
11:30	11:45	0	0	0	1	2	3	3
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	1	1	2	2
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	0	0	0	1	1	2	2
09:30	09:45	0	0	0	1	0	1	1
09:45	10:00	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0
12:15	12:30	0	0	0	1	0	1	1
12:30	12:45	0	0	0	1	1	2	2
12:45	13:00	0	0	0	1	0	1	1
13:00	13:15	0	0	0	1	0	1	1
13:15	13:30	0	0	0	0	1	1	1
15:00	15:15	0	0	0	1	0	1	1
15:15	15:30	0	0	0	1	2	3	3
15:30	15:45	0	0	0	0	1	1	1
15:45	16:00	0	0	0	1	0	1	1
16:00	16:15	0	0	0	0	3	3	3
16:15	16:30	0	0	0	2	0	2	2
16:30	16:45	0	0	0	0	2	2	2
16:45	17:00	0	0	0	0	1	1	1
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	2	2	2
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	1	0	1	1
07:30	07:45	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	1	1	1
08:00	08:15	0	0	0	1	0	1	1
Total		0	0	**0**	15	18	33	33

Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Saturday, October 12, 2024 **WO No:** 42058

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

Full Study Pedestrian Volume

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
11:30 11:45	2	0	**2**	0	0	**0**	**2**
11:45 12:00	5	0	**5**	0	0	**0**	**5**
12:00 12:15	3	0	**3**	0	0	**0**	**3**
08:30 08:45	0	0	**0**	0	0	**0**	**0**
08:45 09:00	0	0	**0**	0	0	**0**	**0**
09:00 09:15	1	0	**1**	0	0	**0**	**1**
09:15 09:30	3	0	**3**	0	0	**0**	**3**
09:30 09:45	1	0	**1**	0	0	**0**	**1**
09:45 10:00	0	0	**0**	0	0	**0**	**0**
08:15 08:30	0	0	**0**	0	0	**0**	**0**
12:15 12:30	1	0	**1**	0	0	**0**	**1**
12:30 12:45	0	0	**0**	0	0	**0**	**0**
12:45 13:00	5	0	**5**	0	0	**0**	**5**
13:00 13:15	2	0	**2**	0	1	**1**	**3**
13:15 13:30	1	0	**1**	0	0	**0**	**1**
15:00 15:15	4	0	**4**	0	0	**0**	**4**
15:15 15:30	6	0	**6**	0	0	**0**	**6**
15:30 15:45	1	0	**1**	0	0	**0**	**1**
15:45 16:00	5	0	**5**	0	1	**1**	**6**
16:00 16:15	0	0	**0**	0	0	**0**	**0**
16:15 16:30	3	0	**3**	0	0	**0**	**3**
16:30 16:45	3	0	**3**	0	0	**0**	**3**
16:45 17:00	4	0	**4**	0	0	**0**	**4**
17:00 17:15	4	0	**4**	0	0	**0**	**4**
17:15 17:30	0	0	**0**	0	0	**0**	**0**
17:30 17:45	11	0	**11**	0	0	**0**	**11**
17:45 18:00	1	0	**1**	0	1	**1**	**2**
07:00 07:15	1	0	**1**	0	0	**0**	**1**
07:15 07:30	0	0	**0**	0	0	**0**	**0**
07:30 07:45	1	0	**1**	0	1	**1**	**2**
07:45 08:00	0	0	**0**	0	0	**0**	**0**
08:00 08:15	1	0	**1**	0	0	**0**	**1**
Total	69	0	**69**	0	4	**4**	**73**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Saturday, October 12, 2024 **WO No:** 42058

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

Full Study Heavy Vehicles

Time Period		Northbound				Southbound					Eastbound				Westbound					
		LT	ST	RT	**N TOT**	LT	ST	RT	**S TOT**	**STR TOT**	LT	ST	RT	**E TOT**	LT	ST	RT	**W TOT**	**STR TOT**	**Grand Total**
11:30	11:45	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	3	0	**3**	**6**	**6**
11:45	12:00	0	0	1	**1**	0	0	0	**0**	**1**	0	2	0	**2**	0	4	0	**4**	**6**	**7**
12:00	12:15	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	3	0	**3**	**6**	**6**
08:30	08:45	0	0	1	**1**	0	0	0	**0**	**1**	0	4	0	**4**	0	0	0	**0**	**4**	**5**
08:45	09:00	0	0	0	**0**	0	0	0	**0**	**0**	0	4	0	**4**	0	1	0	**1**	**5**	**5**
09:00	09:15	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	2	0	**2**	**5**	**5**
09:15	09:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	3	0	**3**	**5**	**5**
09:30	09:45	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	0	1	0	**1**	**6**	**6**
09:45	10:00	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	4	0	**4**	**7**	**7**
08:15	08:30	0	0	1	**1**	0	0	0	**0**	**1**	0	3	0	**3**	0	2	0	**2**	**5**	**6**
12:15	12:30	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	1	0	**1**	**2**	**2**
12:30	12:45	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	5	0	**5**	**7**	**7**
12:45	13:00	0	0	0	**0**	0	0	0	**0**	**0**	0	4	1	**5**	0	3	0	**3**	**8**	**8**
13:00	13:15	0	0	0	**0**	0	0	0	**0**	**0**	0	4	0	**4**	0	3	0	**3**	**7**	**7**
13:15	13:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	1	0	**1**	**3**	**3**
15:00	15:15	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	2	0	**2**	**3**	**3**
15:15	15:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	1	0	**1**	**3**	**3**
15:30	15:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	1	0	**1**	**2**	**2**
15:45	16:00	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	4	0	**4**	**7**	**7**
16:00	16:15	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	2	0	**2**	**3**	**3**
16:15	16:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	2	0	**2**	**4**	**4**
16:30	16:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	3	0	**3**	**4**	**4**
16:45	17:00	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	2	0	**2**	**4**	**4**
17:00	17:15	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	1	0	**1**	**2**	**2**
17:15	17:30	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	2	0	**2**	**3**	**3**
17:30	17:45	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	2	0	**2**	**5**	**5**
17:45	18:00	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	1	0	**1**	**1**	**1**
07:00	07:15	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	1	0	**1**	**1**	**1**
07:15	07:30	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	2	0	**2**	**3**	**3**
07:30	07:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	3	0	**3**	**4**	**4**
07:45	08:00	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	2	0	**2**	**4**	**4**
08:00	08:15	0	0	1	**1**	0	0	0	**0**	**1**	0	5	0	**5**	0	2	0	**2**	**7**	**8**
Total:	None	0	0	4	**4**	0	0	0	**0**	**4**	0	72	1	**73**	0	69	0	**69**	**142**	**146**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

Innes Rd @ 113m west of Lanthier_Prestwick

Survey Date: Saturday, October 12, 2024 **WO No:** 42058

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

Full Study 15 Minute U-Turn Total

Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
11:30	11:45	0	0	0	0	0
11:45	12:00	0	0	0	0	0
12:00	12:15	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	1	0	1
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
08:15	08:30	0	0	0	0	0
12:15	12:30	0	0	0	0	0
12:30	12:45	0	0	0	0	0
12:45	13:00	0	0	0	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	1	0	1
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	0	0	0
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	0	0	0
Total		0	0	2	0	2

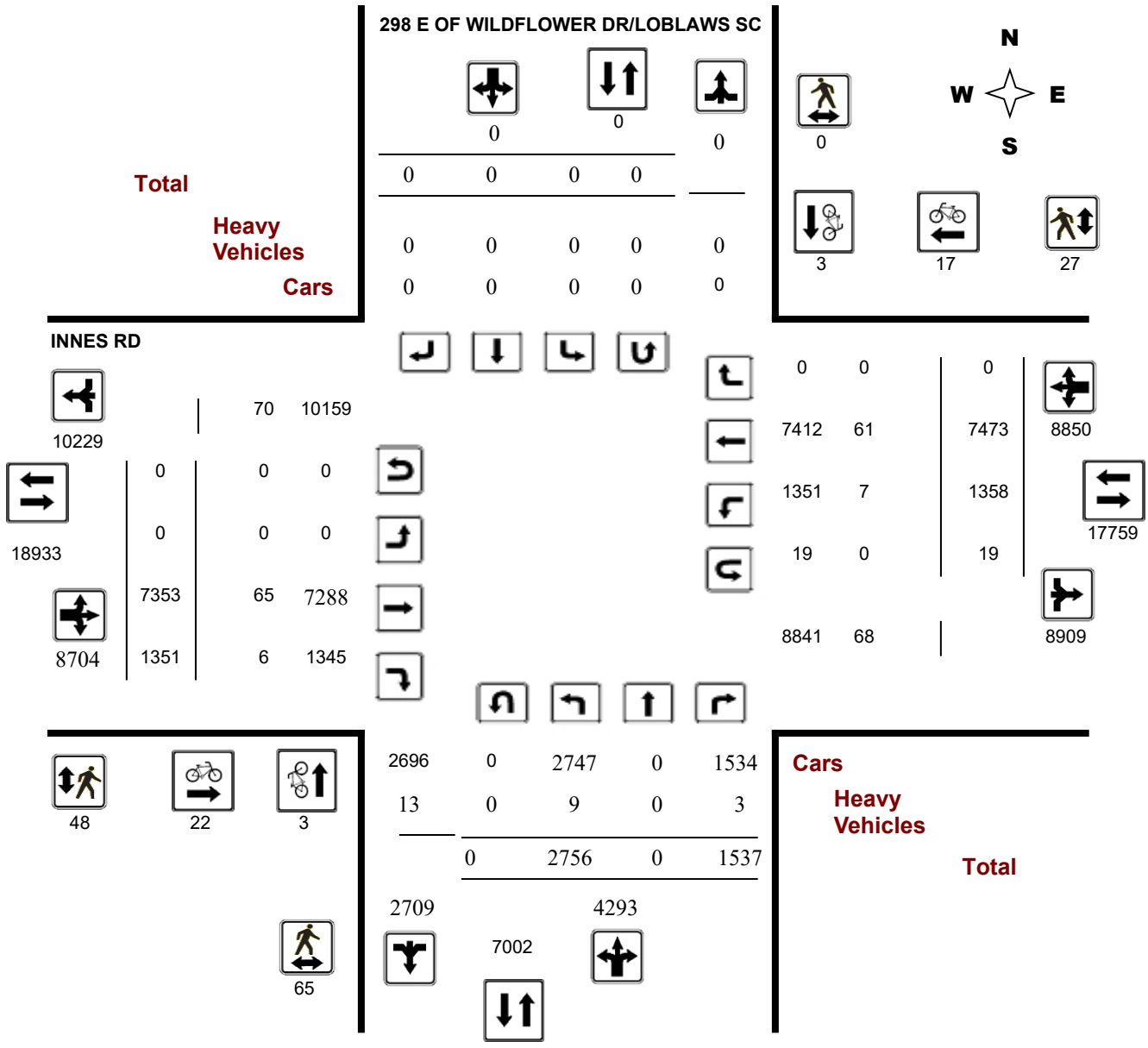
Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Saturday, October 12, 2024
Start Time: 07:00
WO No: 42059
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

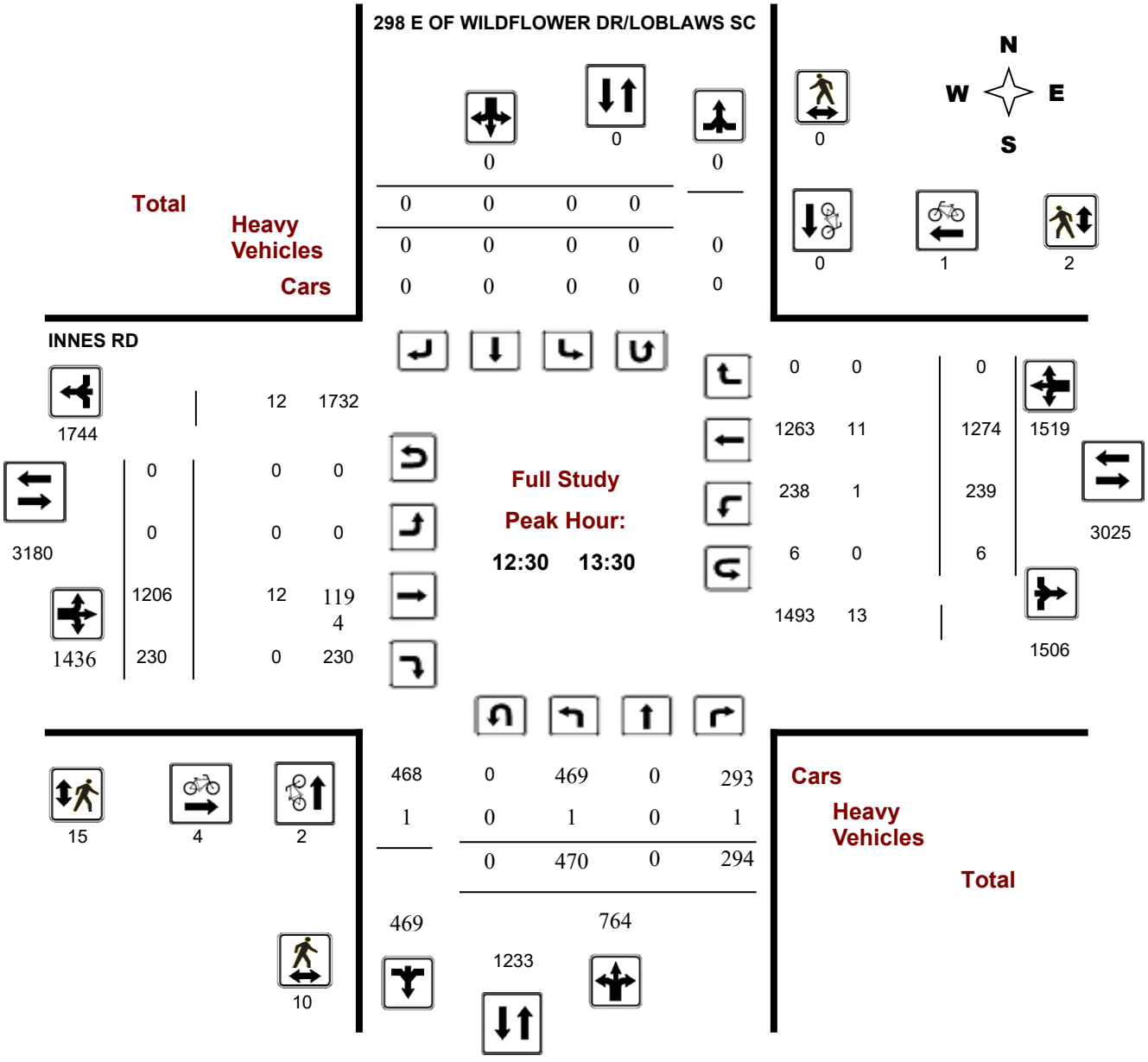
Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Saturday, October 12, 2024 **WO No:** 42059

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

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

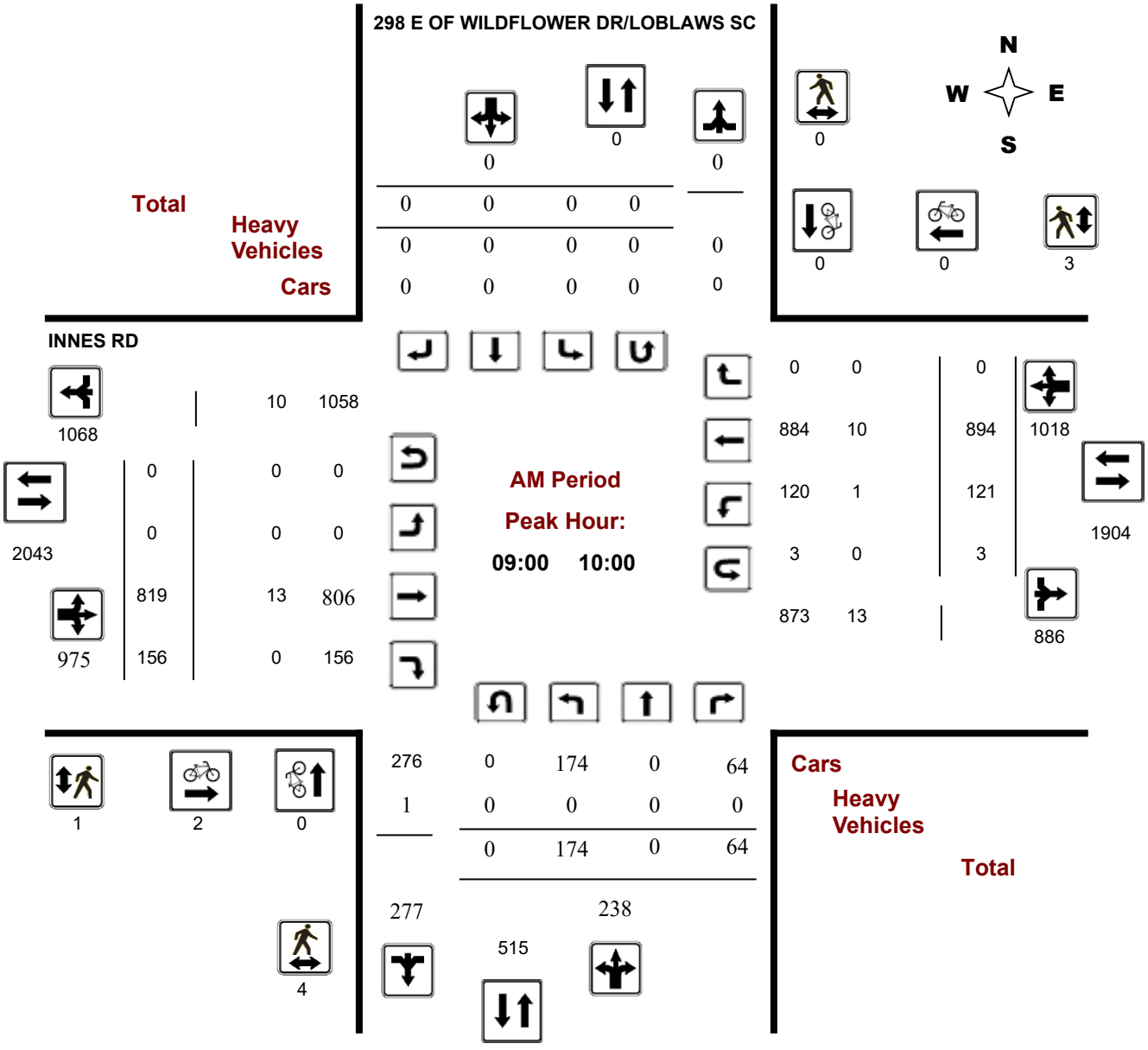
Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Saturday, October 12, 2024 **WO No:** 42059

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

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

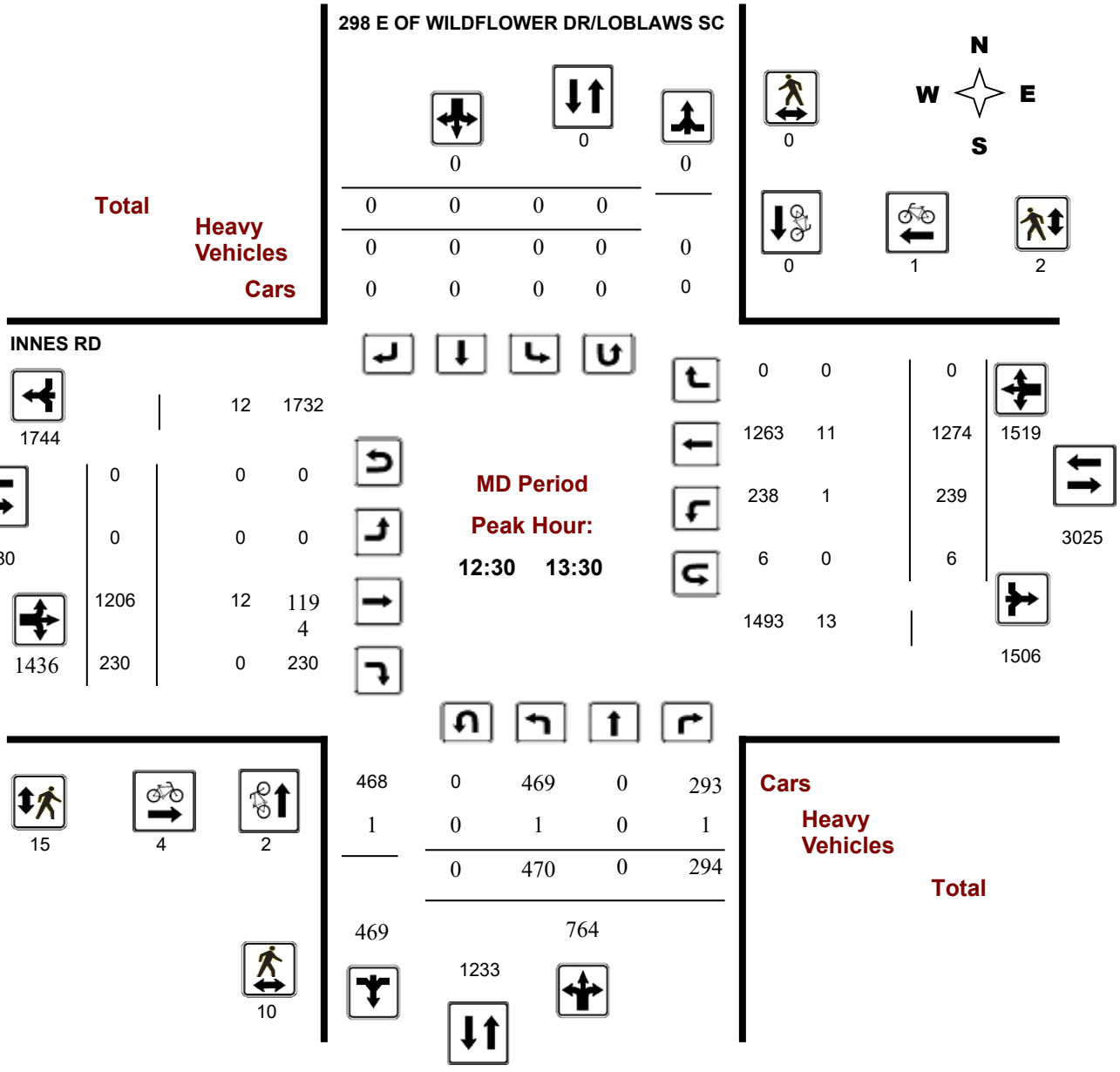
Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Saturday, October 12, 2024 **WO No:** 42059

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

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

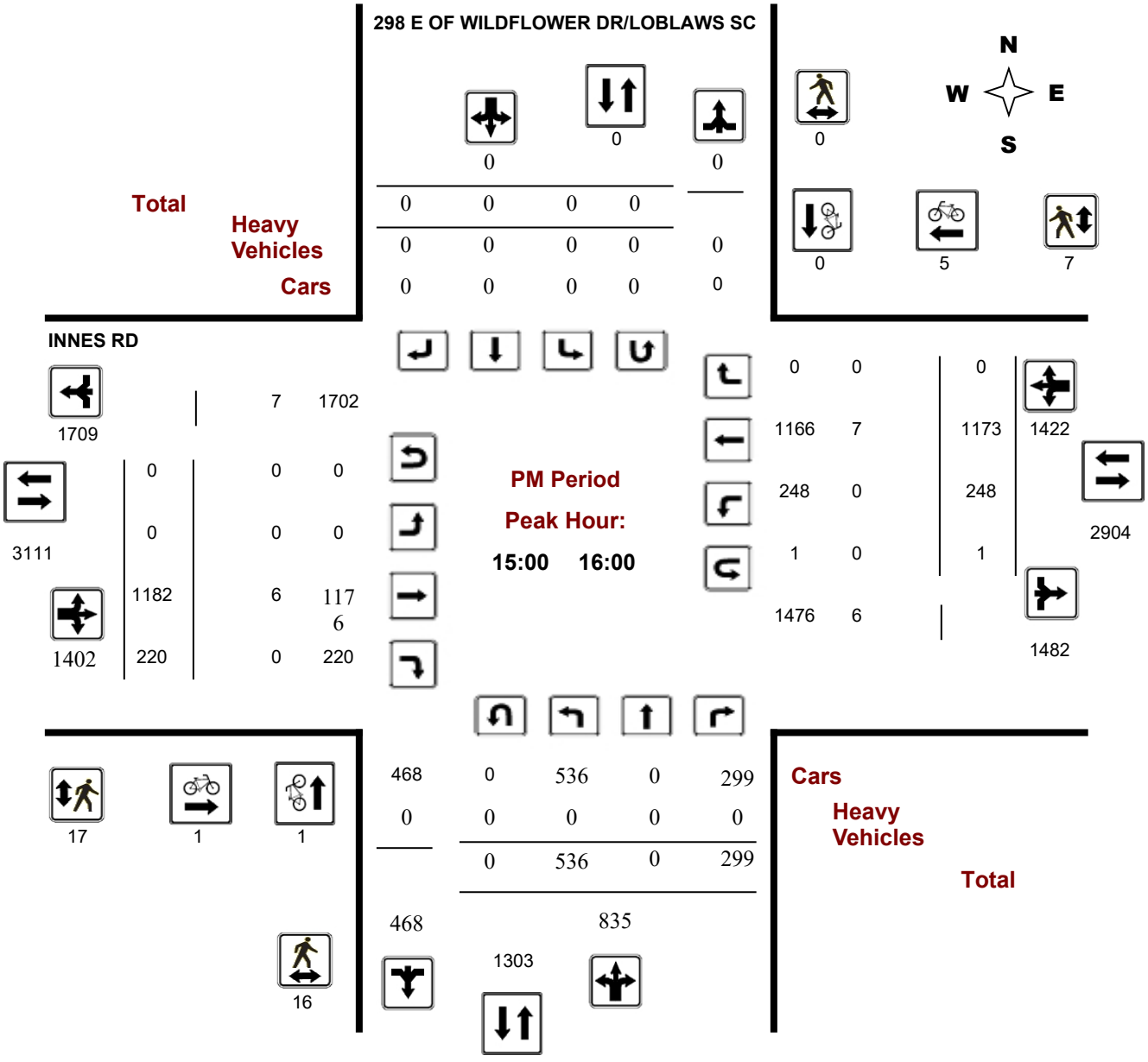
Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Saturday, October 12, 2024 **WO No:** 42059

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

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Saturday, October 12, 2024 **WO No:** 42059

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

Full Study Summary (8 HR Standard)

Survey Date: Saturday, October 12, 2024

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 0 Westbound: 19

AADT Factor

1.10

	298 E OF WILDFLOWER DR/LOBLAWS SC									INNES RD									
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	**NB TOT**	LT	ST	RT	**SB TOT**	**STR TOT**	LT	ST	RT	**EB TOT**	LT	ST	RT	**WB TOT**	**STR TOT**	**Grand Total**
07:00 08:00	55	0	14	**69**	0	0	0	**0**	**69**	0	248	80	**328**	32	326	0	**358**	**686**	**755**
08:00 09:00	83	0	21	**104**	0	0	0	**0**	**104**	0	506	95	**601**	46	661	0	**707**	**1308**	**1412**
09:00 10:00	174	0	64	**238**	0	0	0	**0**	**238**	0	819	156	**975**	121	894	0	**1015**	**1990**	**2228**
11:30 12:30	476	0	285	**761**	0	0	0	**0**	**761**	0	1212	212	**1424**	245	1215	0	**1460**	**2884**	**3645**
12:30 13:30	470	0	294	**764**	0	0	0	**0**	**764**	0	1206	230	**1436**	239	1274	0	**1513**	**2949**	**3713**
15:00 16:00	536	0	299	**835**	0	0	0	**0**	**835**	0	1182	220	**1402**	248	1173	0	**1421**	**2823**	**3658**
16:00 17:00	489	0	306	**795**	0	0	0	**0**	**795**	0	1097	195	**1292**	239	1017	0	**1256**	**2548**	**3343**
17:00 18:00	473	0	254	**727**	0	0	0	**0**	**727**	0	1083	163	**1246**	188	913	0	**1101**	**2347**	**3074**
Sub Total	2756	0	1537	**4293**	0	0	0	**0**	**4293**	0	7353	1351	**8704**	1358	7473	0	**8831**	**17535**	**21828**
U Turns				**0**				**0**	**0**				**0**				**19**	**19**	**19**
Total	2756	0	1537	**4293**	0	0	0	**0**	**4293**	0	7353	1351	**8704**	1358	7473	0	**8850**	**17554**	**21847**
EQ 12Hr	3831	0	2136	**5967**	0	0	0	**0**	**5967**	0	10221	1878	**12099**	1888	10387	0	**12302**	**24400**	**30367**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	4214	0	2350	**6564**	0	0	0	**0**	**6564**	0	11243	2066	**13309**	2077	11426	0	**13532**	**26840**	**33404**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.10**					
AVG 24Hr	5520	0	3078	**8599**	0	0	0	**0**	**8599**	0	14728	2706	**17435**	2721	14968	0	**17727**	**35160**	**43759**
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.														**1.31**					

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Saturday, October 12, 2024 **WO No:** 42059

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

Full Study 15 Minute Increments

		298 E OF WILDFLOWER DR/LOBLAWS SC									INNES RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	4	0	5	9	0	0	0	0	9	0	31	13	44	6	82	0	88	132	141
07:15	07:30	12	0	1	13	0	0	0	0	13	0	57	22	79	7	64	0	72	151	164
07:30	07:45	18	0	2	20	0	0	0	0	20	0	73	23	96	7	82	0	89	185	205
07:45	08:00	21	0	6	27	0	0	0	0	27	0	87	22	109	12	98	0	111	220	247
08:00	08:15	10	0	4	14	0	0	0	0	14	0	101	20	121	7	107	0	114	235	249
08:15	08:30	16	0	4	20	0	0	0	0	20	0	104	17	121	13	142	0	155	276	296
08:30	08:45	26	0	2	28	0	0	0	0	28	0	145	34	179	7	210	0	217	396	424
08:45	09:00	31	0	11	42	0	0	0	0	42	0	156	24	180	19	202	0	222	402	444
09:00	09:15	35	0	9	44	0	0	0	0	44	0	172	34	206	25	171	0	197	403	447
09:15	09:30	37	0	17	54	0	0	0	0	54	0	197	34	231	32	228	0	260	491	545
09:30	09:45	47	0	21	68	0	0	0	0	68	0	225	41	266	26	234	0	262	528	596
09:45	10:00	55	0	17	72	0	0	0	0	72	0	225	47	272	38	261	0	299	571	643
11:30	11:45	123	0	67	190	0	0	0	0	190	0	277	52	329	64	306	0	371	700	890
11:45	12:00	115	0	82	197	0	0	0	0	197	0	310	46	356	59	313	0	373	729	926
12:00	12:15	114	0	65	179	0	0	0	0	179	0	297	59	356	53	293	0	347	703	882
12:15	12:30	124	0	71	195	0	0	0	0	195	0	328	55	383	69	303	0	372	755	950
12:30	12:45	135	0	65	200	0	0	0	0	200	0	301	58	359	54	325	0	381	740	940
12:45	13:00	119	0	72	191	0	0	0	0	191	0	308	57	365	57	314	0	373	738	929
13:00	13:15	105	0	72	177	0	0	0	0	177	0	280	46	326	70	295	0	366	692	869
13:15	13:30	111	0	85	196	0	0	0	0	196	0	317	69	386	58	340	0	399	785	981
15:00	15:15	127	0	66	193	0	0	0	0	193	0	295	48	343	70	287	0	357	700	893
15:15	15:30	144	0	82	226	0	0	0	0	226	0	300	50	350	66	319	0	385	735	961
15:30	15:45	116	0	80	196	0	0	0	0	196	0	294	64	358	53	285	0	338	696	892
15:45	16:00	149	0	71	220	0	0	0	0	220	0	293	58	351	59	282	0	342	693	913
16:00	16:15	124	0	68	192	0	0	0	0	192	0	286	46	332	59	257	0	317	649	841
16:15	16:30	131	0	74	205	0	0	0	0	205	0	266	60	326	62	229	0	291	617	822
16:30	16:45	114	0	83	197	0	0	0	0	197	0	275	46	321	57	261	0	319	640	837
16:45	17:00	120	0	81	201	0	0	0	0	201	0	270	43	313	61	270	0	331	644	845
17:00	17:15	123	0	75	198	0	0	0	0	198	0	288	36	324	51	258	0	310	634	832
17:15	17:30	137	0	65	202	0	0	0	0	202	0	268	51	319	51	219	0	270	589	791
17:30	17:45	101	0	63	164	0	0	0	0	164	0	260	37	297	46	216	0	262	559	723
17:45	18:00	112	0	51	163	0	0	0	0	163	0	267	39	306	40	220	0	260	566	729
Total:		2756	0	1537	4293	0	0	0	0	4293	0	7353	1351	8704	1358	7473	0	8850	17554	21,847

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Saturday, October 12, 2024 **WO No:** 42059

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

Full Study Cyclist Volume

Time Period		298 E OF WILDFLOWER DR/LOBLAWS SC			INNES RD			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	1	0	1	1
07:30	07:45	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	1	1	1
08:00	08:15	0	0	0	1	0	1	1
08:15	08:30	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	0	0	0	1	0	1	1
09:30	09:45	0	0	0	1	0	1	1
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	2	1	3	3
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	1	0	1	1
12:30	12:45	0	0	0	1	0	1	1
12:45	13:00	0	0	0	1	0	1	1
13:00	13:15	2	0	2	2	1	3	5
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0
15:15	15:30	0	0	0	1	1	2	2
15:30	15:45	1	0	1	0	2	2	3
15:45	16:00	0	0	0	0	2	2	2
16:00	16:15	0	1	1	1	4	5	6
16:15	16:30	0	0	0	0	1	1	1
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	2	2	4	0	4	6
17:00	17:15	0	0	0	3	1	4	4
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	1	1	2	2
17:45	18:00	0	0	0	1	2	3	3
Total		3	3	**6**	22	17	39	45

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Saturday, October 12, 2024 **WO No:** 42059

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

Full Study Pedestrian Volume

	298 E OF WILDFLOWER DR/LOBLAWS SC			INNES RD			
Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	**Total**	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	**Total**	**Grand Total**
07:00 07:15	0	0	**0**	0	0	**0**	**0**
07:15 07:30	0	0	**0**	0	0	**0**	**0**
07:30 07:45	0	0	**0**	0	0	**0**	**0**
07:45 08:00	0	0	**0**	0	0	**0**	**0**
08:00 08:15	1	0	**1**	0	0	**0**	**1**
08:15 08:30	0	0	**0**	0	0	**0**	**0**
08:30 08:45	0	0	**0**	0	0	**0**	**0**
08:45 09:00	1	0	**1**	0	0	**0**	**1**
09:00 09:15	3	0	**3**	0	1	**1**	**4**
09:15 09:30	1	0	**1**	0	0	**0**	**1**
09:30 09:45	0	0	**0**	0	2	**2**	**2**
09:45 10:00	0	0	**0**	1	0	**1**	**1**
11:30 11:45	6	0	**6**	1	0	**1**	**7**
11:45 12:00	2	0	**2**	0	1	**1**	**3**
12:00 12:15	1	0	**1**	0	1	**1**	**2**
12:15 12:30	5	0	**5**	0	1	**1**	**6**
12:30 12:45	3	0	**3**	2	1	**3**	**6**
12:45 13:00	2	0	**2**	2	0	**2**	**4**
13:00 13:15	2	0	**2**	7	0	**7**	**9**
13:15 13:30	3	0	**3**	4	1	**5**	**8**
15:00 15:15	8	0	**8**	3	0	**3**	**11**
15:15 15:30	4	0	**4**	4	2	**6**	**10**
15:30 15:45	2	0	**2**	2	4	**6**	**8**
15:45 16:00	2	0	**2**	8	1	**9**	**11**
16:00 16:15	3	0	**3**	7	0	**7**	**10**
16:15 16:30	2	0	**2**	2	3	**5**	**7**
16:30 16:45	4	0	**4**	1	1	**2**	**6**
16:45 17:00	0	0	**0**	1	0	**1**	**1**
17:00 17:15	1	0	**1**	1	3	**4**	**5**
17:15 17:30	3	0	**3**	0	2	**2**	**5**
17:30 17:45	6	0	**6**	1	1	**2**	**8**
17:45 18:00	0	0	**0**	1	2	**3**	**3**
Total	65	0	**65**	48	27	**75**	**140**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Saturday, October 12, 2024 **WO No:** 42059

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

Full Study Heavy Vehicles

		298 E OF WILDFLOWER DR/LOBLAWS SC									INNES RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	1	0	**1**	**1**	**1**
07:15	07:30	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	3	0	**3**	**4**	**4**
07:30	07:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	1	**2**	0	1	0	**1**	**3**	**3**
07:45	08:00	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	2	0	**2**	**4**	**4**
08:00	08:15	0	0	0	**0**	0	0	0	**0**	**0**	0	5	1	**6**	0	2	0	**2**	**8**	**8**
08:15	08:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	1	**3**	1	1	0	**2**	**5**	**5**
08:30	08:45	0	0	0	**0**	0	0	0	**0**	**0**	0	4	1	**5**	0	0	0	**0**	**5**	**5**
08:45	09:00	1	0	1	**2**	0	0	0	**0**	**2**	0	0	0	**0**	0	1	0	**1**	**1**	**3**
09:00	09:15	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	2	0	**2**	**5**	**5**
09:15	09:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	2	0	**2**	**4**	**4**
09:30	09:45	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	1	1	0	**2**	**7**	**7**
09:45	10:00	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	5	0	**5**	**8**	**8**
11:30	11:45	0	0	0	**0**	0	0	0	**0**	**0**	0	4	0	**4**	1	2	0	**3**	**7**	**7**
11:45	12:00	2	0	0	**2**	0	0	0	**0**	**2**	0	1	1	**2**	0	4	0	**4**	**6**	**8**
12:00	12:15	0	0	1	**1**	0	0	0	**0**	**1**	0	2	0	**2**	0	3	0	**3**	**5**	**6**
12:15	12:30	0	0	0	**0**	0	0	0	**0**	**0**	0	1	1	**2**	0	2	0	**2**	**4**	**4**
12:30	12:45	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	1	4	0	**5**	**8**	**8**
12:45	13:00	1	0	1	**2**	0	0	0	**0**	**2**	0	3	0	**3**	0	3	0	**3**	**6**	**8**
13:00	13:15	0	0	0	**0**	0	0	0	**0**	**0**	0	4	0	**4**	0	3	0	**3**	**7**	**7**
13:15	13:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	1	0	**1**	**3**	**3**
15:00	15:15	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	2	0	**2**	**4**	**4**
15:15	15:30	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	1	0	**1**	**2**	**2**
15:30	15:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	1	0	**1**	**2**	**2**
15:45	16:00	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	3	0	**3**	**5**	**5**
16:00	16:15	1	0	0	**1**	0	0	0	**0**	**1**	0	1	0	**1**	1	1	0	**2**	**3**	**4**
16:15	16:30	1	0	0	**1**	0	0	0	**0**	**1**	0	2	0	**2**	1	1	0	**2**	**4**	**5**
16:30	16:45	1	0	0	**1**	0	0	0	**0**	**1**	0	1	0	**1**	0	2	0	**2**	**3**	**4**
16:45	17:00	1	0	0	**1**	0	0	0	**0**	**1**	0	2	0	**2**	0	2	0	**2**	**4**	**5**
17:00	17:15	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	1	0	**1**	**2**	**2**
17:15	17:30	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	1	1	0	**2**	**3**	**3**
17:30	17:45	1	0	0	**1**	0	0	0	**0**	**1**	0	3	0	**3**	0	2	0	**2**	**5**	**6**
17:45	18:00	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	1	0	**1**	**1**	**1**
Total:	None	9	0	3	**12**	0	0	0	**0**	**12**	0	65	6	**71**	7	61	0	**68**	**139**	**151**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Saturday, October 12, 2024 **WO No:** 42059

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

Full Study 15 Minute U-Turn Total

Time Period		298 E OF WILDFLOWER DR/LOBLAWS SC		INNES RD		
		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	1	1
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	0	1	1
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	0	1	1
09:00	09:15	0	0	0	1	1
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	2	2
09:45	10:00	0	0	0	0	0
11:30	11:45	0	0	0	1	1
11:45	12:00	0	0	0	1	1
12:00	12:15	0	0	0	1	1
12:15	12:30	0	0	0	0	0
12:30	12:45	0	0	0	2	2
12:45	13:00	0	0	0	2	2
13:00	13:15	0	0	0	1	1
13:15	13:30	0	0	0	1	1
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	1	1
16:00	16:15	0	0	0	1	1
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	0	1	1
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	0	1	1
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
Total		0	0	0	19	19

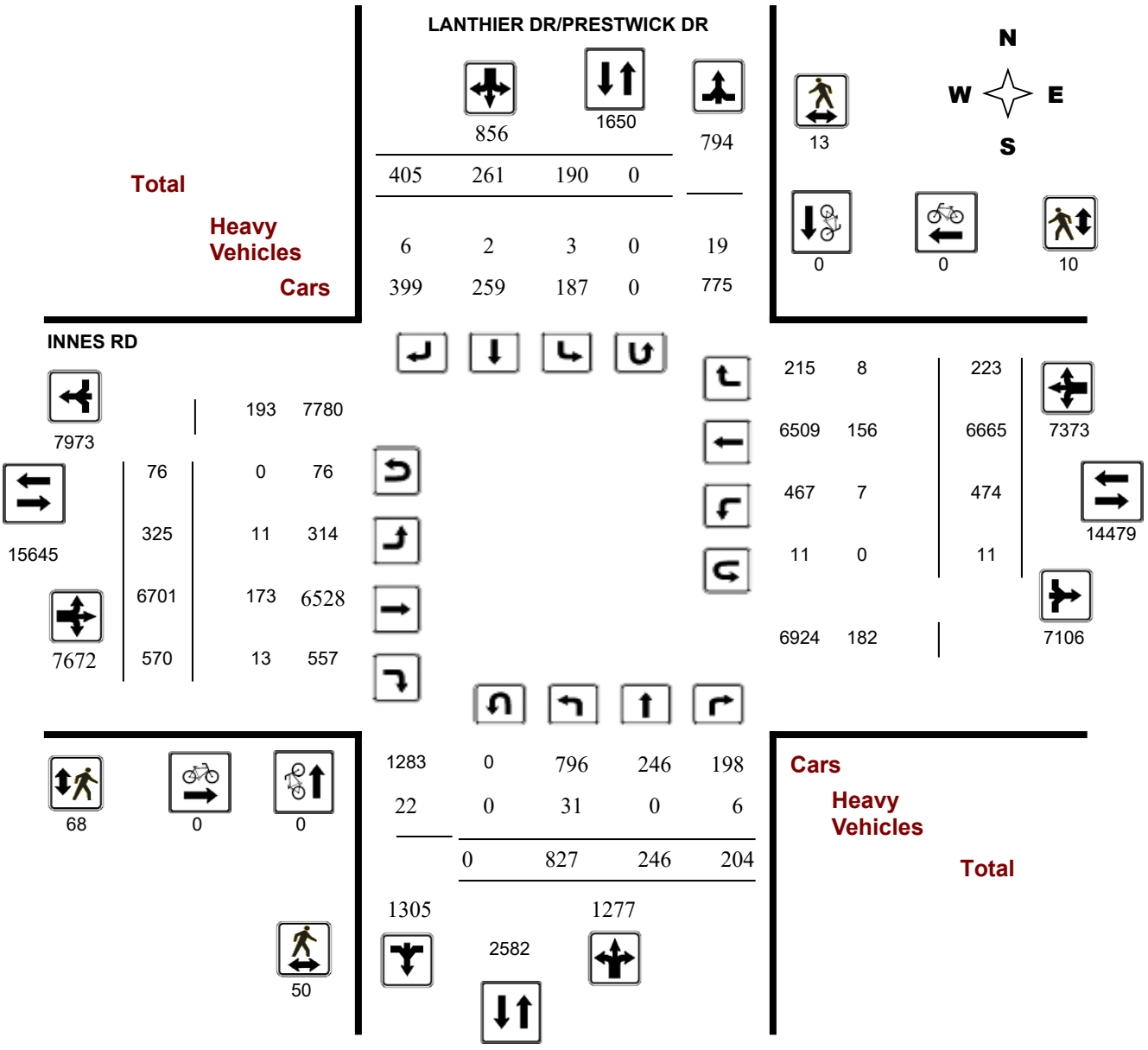
Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Thursday, February 23, 2023
Start Time: 07:00
WO No: 40865
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

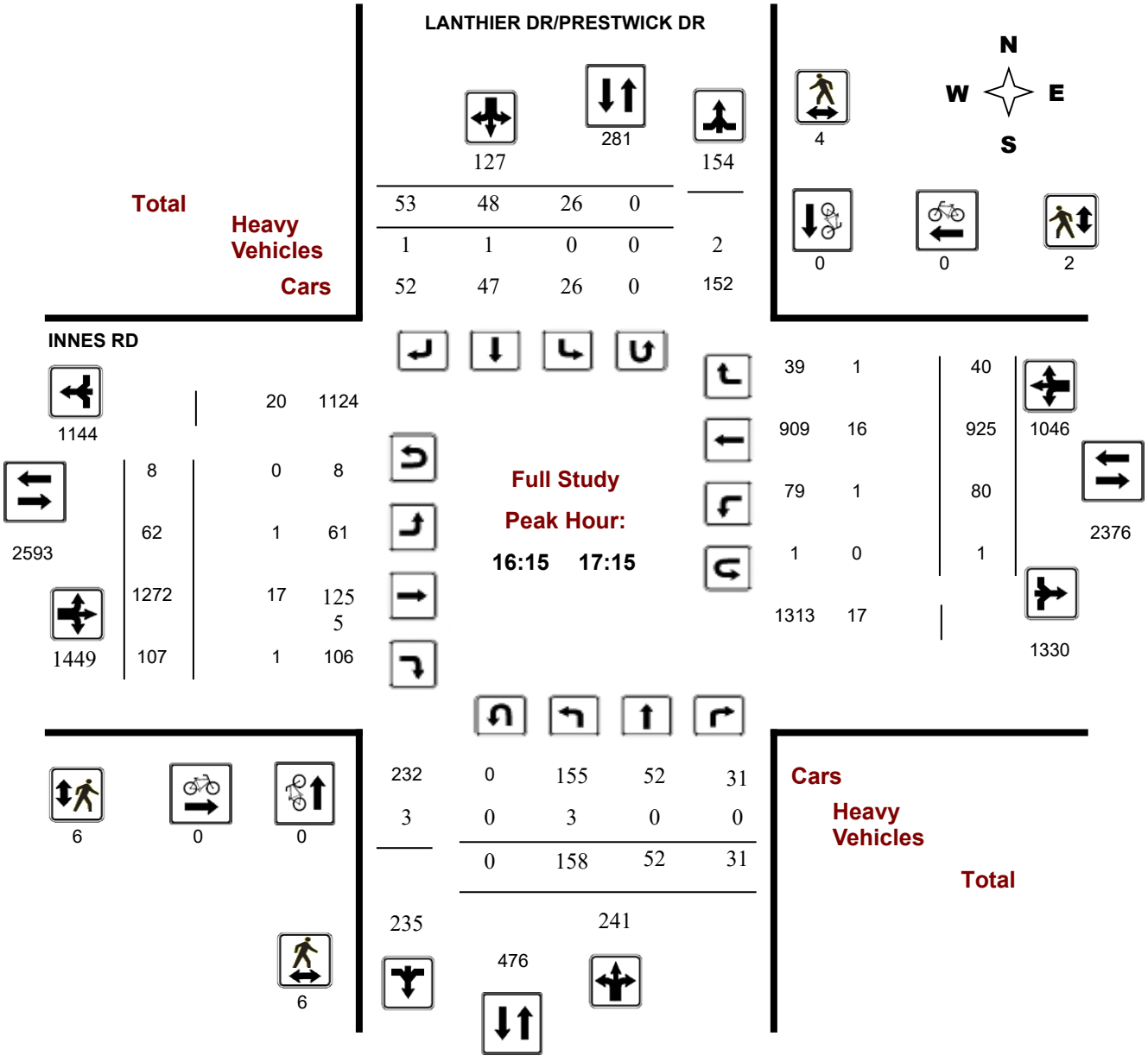
Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Thursday, February 23, 2023 **WO No:** 40865

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

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

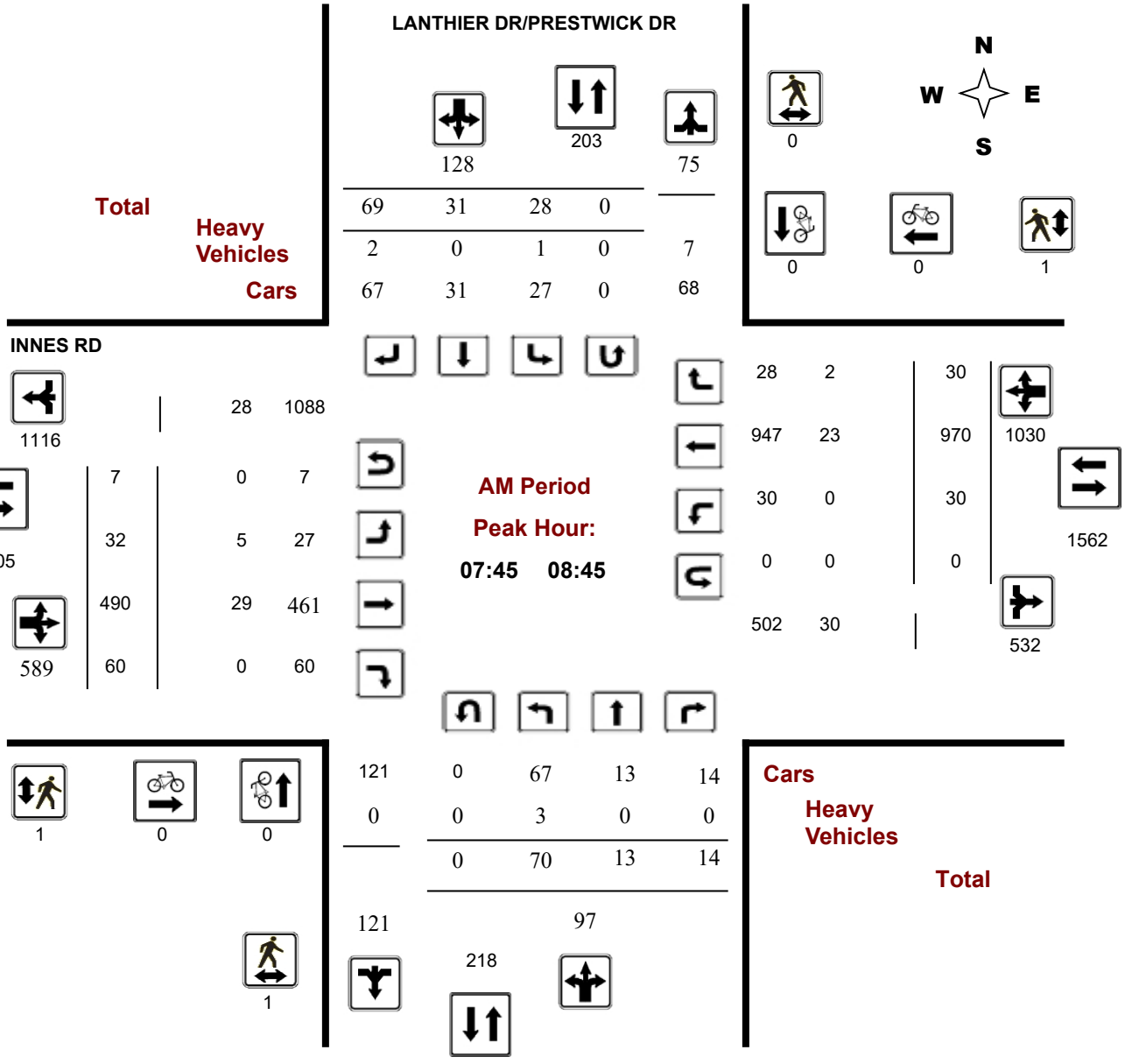
Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Thursday, February 23, 2023 **WO No:** 40865

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

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

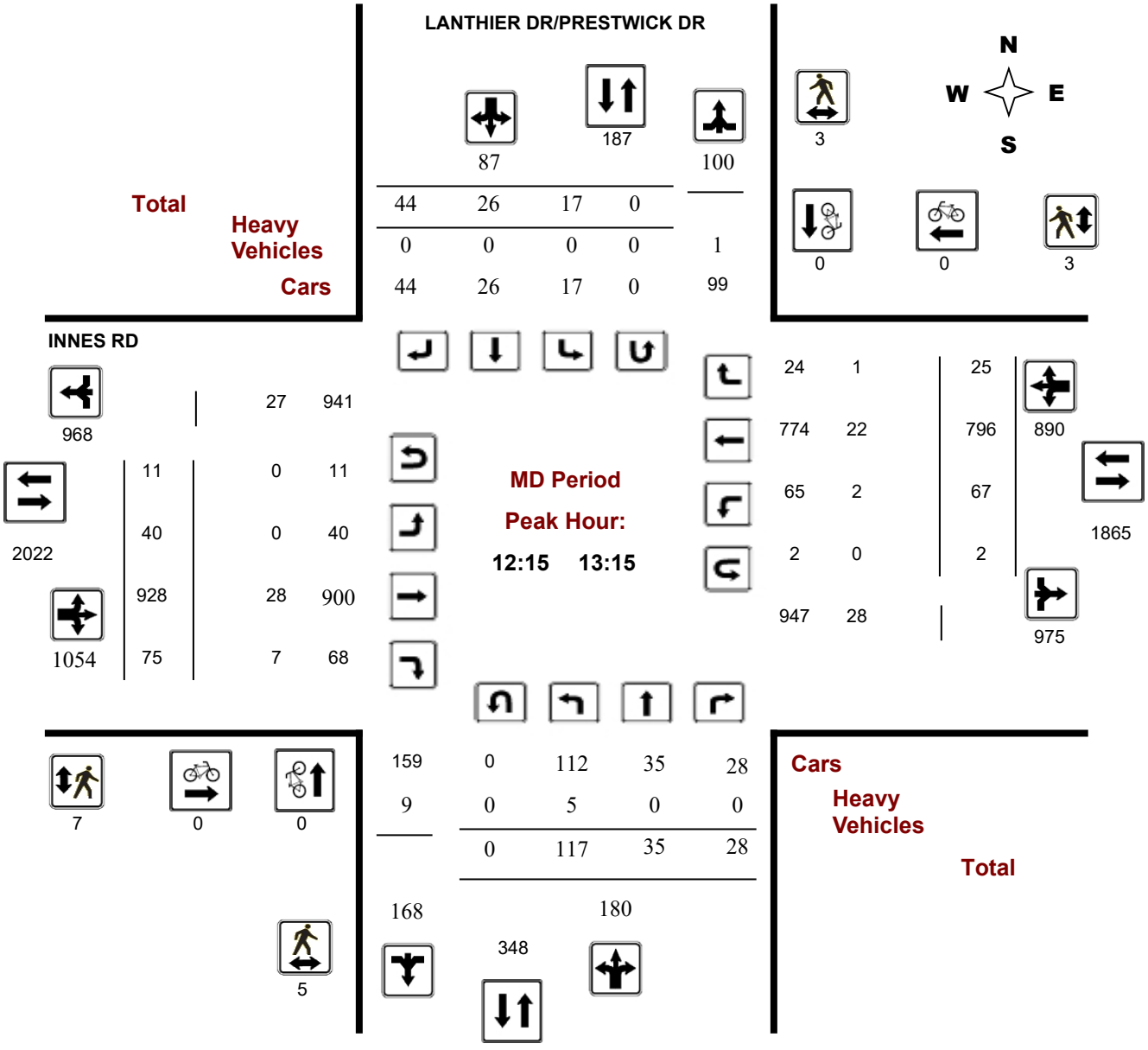
Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Thursday, February 23, 2023 **WO No:** 40865

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

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

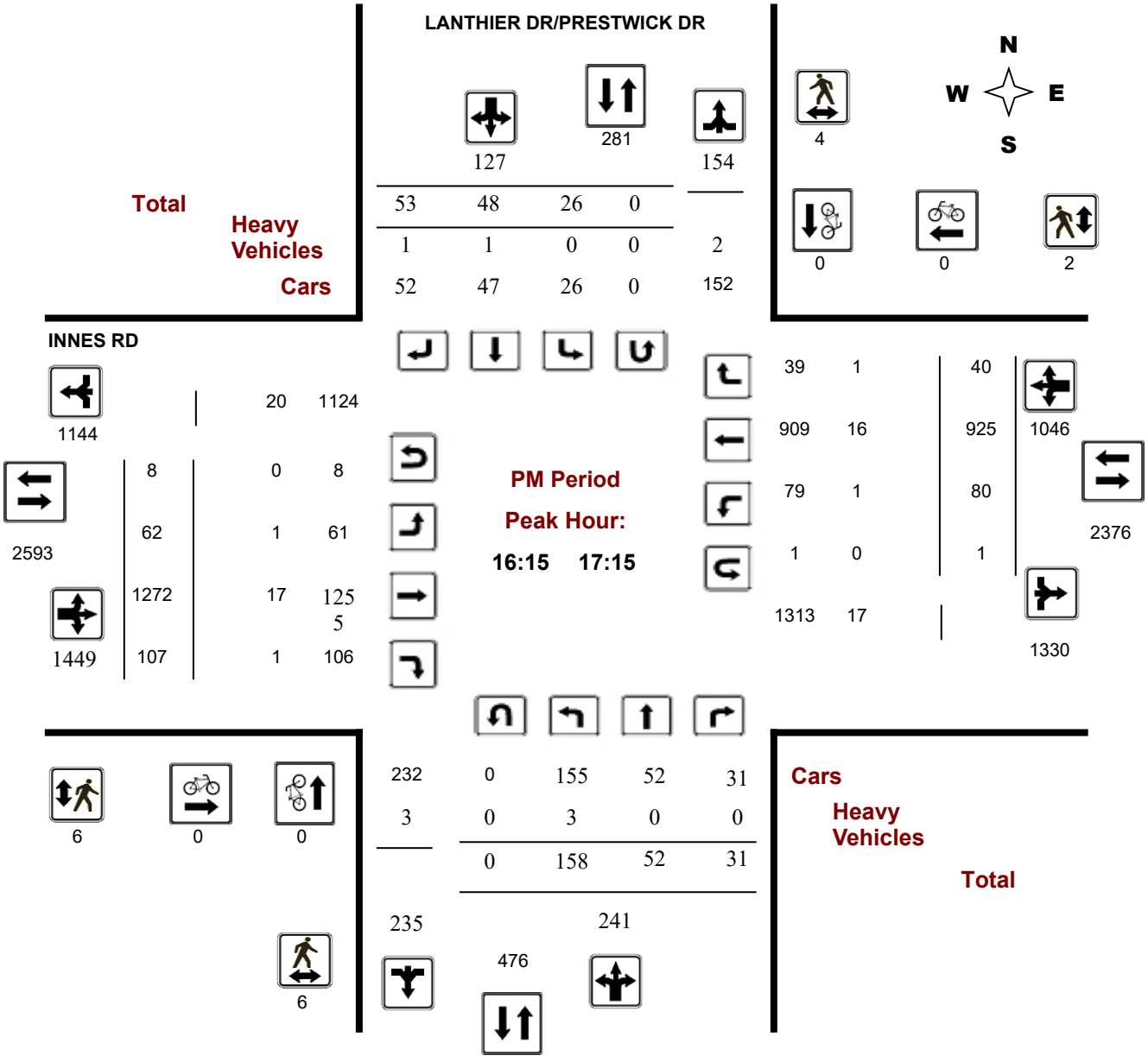
Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Thursday, February 23, 2023 **WO No:** 40865

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

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Thursday, February 23, 2023 **WO No:** 40865

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

Full Study Summary (8 HR Standard)

Survey Date: Thursday, February 23, 2023

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 76 Westbound: 11

AADT Factor

.90

	LANTHIER DR/PRESTWICK DR									INNES RD									
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	**NB TOT**	LT	ST	RT	**SB TOT**	**STR TOT**	LT	ST	RT	**EB TOT**	LT	ST	RT	**WB TOT**	**STR TOT**	**Grand Total**
07:00 08:00	40	8	5	**53**	16	14	75	**105**	**158**	19	383	37	**439**	25	946	16	**987**	**1426**	**1584**
08:00 09:00	74	12	15	**101**	22	30	61	**113**	**214**	33	513	70	**616**	34	908	29	**971**	**1587**	**1801**
09:00 10:00	76	13	17	**106**	22	16	42	**80**	**186**	15	498	60	**573**	56	673	26	**755**	**1328**	**1514**
11:30 12:30	125	38	32	**195**	25	36	40	**101**	**296**	45	827	70	**942**	60	735	22	**817**	**1759**	**2055**
12:30 13:30	111	29	26	**166**	20	24	46	**90**	**256**	41	895	71	**1007**	73	764	25	**862**	**1869**	**2125**
15:00 16:00	123	45	38	**206**	26	55	41	**122**	**328**	51	1115	77	**1243**	77	872	31	**980**	**2223**	**2551**
16:00 17:00	144	49	34	**227**	28	37	57	**122**	**349**	65	1290	97	**1452**	76	905	42	**1023**	**2475**	**2824**
17:00 18:00	134	52	37	**223**	31	49	43	**123**	**346**	56	1180	88	**1324**	73	862	32	**967**	**2291**	**2637**
Sub Total	827	246	204	**1277**	190	261	405	**856**	**2133**	325	6701	570	**7596**	474	6665	223	**7362**	**14958**	**17091**
U Turns				**0**				**0**	**0**				**76**				**11**	**87**	**87**
Total	827	246	204	**1277**	190	261	405	**856**	**2133**	325	6701	570	**7672**	474	6665	223	**7373**	**15045**	**17178**
EQ 12Hr	1150	342	284	**1775**	264	363	563	**1190**	**2965**	452	9314	792	**10664**	659	9264	310	**10248**	**20913**	**23877**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	1035	308	256	**1598**	238	428	664	**1071**	**2668**	407	8383	713	**9598**	593	8338	279	**9223**	**18822**	**21489**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**.90**					
AVG 24Hr	1356	403	335	**2093**	312	561	870	**1403**	**3495**	533	10982	934	**12573**	777	10923	365	**12082**	**24657**	**28151**
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.														**1.31**					

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Thursday, February 23, 2023 **WO No:** 40865

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

Full Study 15 Minute Increments

LANTHIER DR/PRESTWICK DR **INNES RD**

		Northbound				Southbound					Eastbound				Westbound					
Time Period		**LT**	**ST**	**RT**	**N TOT**	**LT**	**ST**	**RT**	**S TOT**	**STR TOT**	**LT**	**ST**	**RT**	**E TOT**	**LT**	**ST**	**RT**	**W TOT**	**STR TOT**	**Grand Total**
07:00	07:15	5	1	2	8	1	0	14	15	23	2	61	12	76	3	180	1	184	260	283
07:15	07:30	11	3	1	15	4	3	19	26	41	5	82	5	93	5	234	5	244	337	378
07:30	07:45	7	1	1	9	1	3	22	26	35	5	115	9	129	6	267	3	276	405	440
17:45	18:00	29	12	9	50	9	10	8	27	77	6	254	17	277	18	215	8	241	518	595
07:45	08:00	17	3	1	21	10	8	20	38	59	7	125	11	144	11	265	7	283	427	486
08:00	08:15	19	0	2	21	2	6	17	25	46	10	104	20	136	7	240	4	251	387	433
08:15	08:30	16	4	5	25	6	9	17	32	57	9	128	11	151	5	258	6	269	420	477
08:30	08:45	18	6	6	30	10	8	15	33	63	6	133	18	158	7	207	13	227	385	448
08:45	09:00	21	2	2	25	4	7	12	23	48	8	148	21	182	15	203	6	225	407	455
09:00	09:15	19	4	4	27	1	3	12	16	43	4	109	17	133	5	197	10	212	345	388
09:15	09:30	22	4	3	29	6	6	14	26	55	4	139	21	168	10	153	8	173	341	396
09:30	09:45	19	1	5	25	9	3	4	16	41	4	120	9	133	21	145	4	170	303	344
09:45	10:00	16	4	5	25	6	4	12	22	47	3	130	13	150	20	178	4	203	353	400
11:30	11:45	28	4	10	42	3	5	16	24	66	6	201	12	224	14	167	3	184	408	474
11:45	12:00	31	7	8	46	11	13	8	32	78	20	210	27	262	16	192	6	214	476	554
12:15	12:30	31	10	7	48	3	9	9	21	69	9	227	17	256	15	197	4	217	473	542
12:30	12:45	26	9	3	38	4	5	8	17	55	14	228	16	258	17	217	6	240	498	553
12:45	13:00	32	9	7	48	2	4	18	24	72	9	248	24	283	20	190	10	220	503	575
13:00	13:15	28	7	11	46	8	8	9	25	71	8	225	18	257	15	192	5	213	470	541
13:15	13:30	25	4	5	34	6	7	11	24	58	10	194	13	218	21	165	4	190	408	466
15:00	15:15	31	8	8	47	5	10	14	29	76	7	278	23	310	11	209	6	226	536	612
15:15	15:30	31	15	11	57	9	19	9	37	94	14	263	19	300	15	225	13	253	553	647
15:30	15:45	31	8	8	47	5	9	9	23	70	14	282	12	310	16	207	5	228	538	608
15:45	16:00	30	14	11	55	7	17	9	33	88	16	292	23	337	35	231	7	273	610	698
16:00	16:15	32	14	11	57	7	5	16	28	85	21	326	20	372	20	208	14	244	616	701
16:15	16:30	43	8	9	60	8	9	15	32	92	11	318	30	360	14	220	12	246	606	698
16:30	16:45	37	13	7	57	8	7	17	32	89	15	345	28	391	19	211	10	240	631	720
16:45	17:00	32	14	7	53	5	16	9	30	83	18	301	19	340	23	266	6	295	635	718
17:00	17:15	46	17	8	71	5	16	12	33	104	18	308	30	358	24	228	12	265	623	727
17:15	17:30	36	14	14	64	10	9	8	27	91	18	329	22	369	15	212	7	235	604	695
17:30	17:45	23	9	6	38	7	14	15	36	74	14	289	19	323	16	207	5	228	551	625
12:00	12:15	35	17	7	59	8	9	7	24	83	10	189	14	214	15	179	9	204	418	501
Total:		827	246	204	1277	190	261	405	856	2133	325	6701	570	7672	474	6665	223	7373	15045	17,178

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Thursday, February 23, 2023 **WO No:** 40865

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

Full Study Cyclist Volume

Time Period		LANTHIER DR/PRESTWICK DR			INNES RD			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
Total		0	0	**0**	0	0	0	0

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Thursday, February 23, 2023 **WO No:** 40865

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

Full Study Pedestrian Volume

LANTHIER DR/PRESTWICK DR **INNES RD**

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	1	0	**1**	1	0	**1**	**2**
07:15 07:30	1	0	**1**	0	0	**0**	**1**
07:30 07:45	4	0	**4**	0	0	**0**	**4**
17:45 18:00	0	0	**0**	1	0	**1**	**1**
07:45 08:00	0	0	**0**	1	1	**2**	**2**
08:00 08:15	0	0	**0**	0	0	**0**	**0**
08:15 08:30	0	0	**0**	0	0	**0**	**0**
08:30 08:45	1	0	**1**	0	0	**0**	**1**
08:45 09:00	0	0	**0**	0	0	**0**	**0**
09:00 09:15	3	0	**3**	2	0	**2**	**5**
09:15 09:30	1	0	**1**	3	1	**4**	**5**
09:30 09:45	0	0	**0**	2	0	**2**	**2**
09:45 10:00	0	1	**1**	3	0	**3**	**4**
11:30 11:45	3	0	**3**	3	1	**4**	**7**
11:45 12:00	3	1	**4**	3	1	**4**	**8**
12:15 12:30	1	2	**3**	2	0	**2**	**5**
12:30 12:45	2	0	**2**	1	1	**2**	**4**
12:45 13:00	2	1	**3**	2	1	**3**	**6**
13:00 13:15	0	0	**0**	2	1	**3**	**3**
13:15 13:30	1	0	**1**	3	0	**3**	**4**
15:00 15:15	4	1	**5**	5	0	**5**	**10**
15:15 15:30	3	0	**3**	10	0	**10**	**13**
15:30 15:45	5	1	**6**	6	1	**7**	**13**
15:45 16:00	1	1	**2**	4	0	**4**	**6**
16:00 16:15	6	0	**6**	5	0	**5**	**11**
16:15 16:30	1	1	**2**	2	0	**2**	**4**
16:30 16:45	3	2	**5**	2	1	**3**	**8**
16:45 17:00	1	0	**1**	0	0	**0**	**1**
17:00 17:15	1	1	**2**	2	1	**3**	**5**
17:15 17:30	0	1	**1**	0	0	**0**	**1**
17:30 17:45	1	0	**1**	2	0	**2**	**3**
12:00 12:15	1	0	**1**	1	0	**1**	**2**
Total	50	13	**63**	68	10	**78**	**141**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Thursday, February 23, 2023 **WO No:** 40865

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

Full Study Heavy Vehicles

		LANTHIER DR/PRESTWICK DR									INNES RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	0	0	1	**1**	0	0	0	**0**	**1**	0	10	0	**10**	0	4	0	**4**	**14**	**15**
07:15	07:30	2	0	0	**2**	0	0	0	**0**	**2**	0	5	0	**5**	0	5	2	**7**	**12**	**14**
07:30	07:45	1	0	0	**1**	0	0	1	**1**	**2**	0	4	0	**4**	1	3	0	**4**	**8**	**10**
17:45	18:00	1	0	1	**2**	0	0	0	**0**	**2**	0	4	0	**4**	0	1	0	**1**	**5**	**7**
07:45	08:00	1	0	0	**1**	0	0	2	**2**	**3**	1	0	0	**1**	0	6	0	**6**	**7**	**10**
08:00	08:15	0	0	0	**0**	0	0	0	**0**	**0**	2	5	0	**7**	0	4	1	**5**	**12**	**12**
08:15	08:30	2	0	0	**2**	0	0	0	**0**	**2**	1	16	0	**17**	0	7	1	**8**	**25**	**27**
08:30	08:45	0	0	0	**0**	1	0	0	**1**	**1**	1	8	0	**9**	0	6	0	**6**	**15**	**16**
08:45	09:00	1	0	0	**1**	0	0	0	**0**	**1**	0	11	0	**11**	0	6	0	**6**	**17**	**18**
09:00	09:15	0	0	1	**1**	0	0	0	**0**	**1**	0	4	0	**4**	0	5	0	**5**	**9**	**10**
09:15	09:30	3	0	0	**3**	0	0	1	**1**	**4**	1	2	0	**3**	0	4	0	**4**	**7**	**11**
09:30	09:45	0	0	0	**0**	0	0	1	**1**	**1**	0	4	0	**4**	1	6	0	**7**	**11**	**12**
09:45	10:00	1	0	1	**2**	0	0	0	**0**	**2**	1	4	1	**6**	1	2	0	**3**	**9**	**11**
11:30	11:45	1	0	0	**1**	0	1	0	**1**	**2**	2	6	1	**9**	0	4	0	**4**	**13**	**15**
11:45	12:00	1	0	1	**2**	0	0	0	**0**	**2**	1	3	1	**5**	0	9	0	**9**	**14**	**16**
12:15	12:30	1	0	0	**1**	0	0	0	**0**	**1**	0	7	1	**8**	0	3	0	**3**	**11**	**12**
12:30	12:45	0	0	0	**0**	0	0	0	**0**	**0**	0	7	2	**9**	0	9	0	**9**	**18**	**18**
12:45	13:00	4	0	0	**4**	0	0	0	**0**	**4**	0	6	2	**8**	1	6	0	**7**	**15**	**19**
13:00	13:15	0	0	0	**0**	0	0	0	**0**	**0**	0	8	2	**10**	1	4	1	**6**	**16**	**16**
13:15	13:30	2	0	1	**3**	0	0	0	**0**	**3**	0	8	1	**9**	1	10	1	**12**	**21**	**24**
15:00	15:15	1	0	0	**1**	0	0	0	**0**	**1**	0	5	0	**5**	0	7	0	**7**	**12**	**13**
15:15	15:30	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	5	0	**5**	**11**	**11**
15:30	15:45	1	0	0	**1**	0	0	0	**0**	**1**	0	5	0	**5**	0	4	0	**4**	**9**	**10**
15:45	16:00	1	0	0	**1**	0	0	0	**0**	**1**	0	3	0	**3**	0	7	0	**7**	**10**	**11**
16:00	16:15	2	0	0	**2**	0	0	0	**0**	**2**	0	5	1	**6**	0	2	0	**2**	**8**	**10**
16:15	16:30	1	0	0	**1**	0	0	1	**1**	**2**	1	4	1	**6**	0	4	1	**5**	**11**	**13**
16:30	16:45	2	0	0	**2**	0	1	0	**1**	**3**	0	4	0	**4**	0	4	0	**4**	**8**	**11**
16:45	17:00	0	0	0	**0**	0	0	0	**0**	**0**	0	4	0	**4**	1	3	0	**4**	**8**	**8**
17:00	17:15	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	0	5	0	**5**	**10**	**10**
17:15	17:30	2	0	0	**2**	0	0	0	**0**	**2**	0	0	0	**0**	0	1	0	**1**	**1**	**3**
17:30	17:45	0	0	0	**0**	0	0	0	**0**	**0**	0	4	0	**4**	0	4	0	**4**	**8**	**8**
12:00	12:15	0	0	0	**0**	2	0	0	**2**	**2**	0	6	0	**6**	0	6	1	**7**	**13**	**15**
Total:	None	31	0	6	**37**	3	2	6	**11**	**48**	11	173	13	**197**	7	156	8	**171**	**368**	**416**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Thursday, February 23, 2023 **WO No:** 40865

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

Full Study 15 Minute U-Turn Total

LANTHIER DR/PRESTWICK DR **INNES RD**

Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	1	0	1
07:15	07:30	0	0	1	0	1
07:30	07:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
07:45	08:00	0	0	1	0	1
08:00	08:15	0	0	2	0	2
08:15	08:30	0	0	3	0	3
08:30	08:45	0	0	1	0	1
08:45	09:00	0	0	5	1	6
09:00	09:15	0	0	3	0	3
09:15	09:30	0	0	4	2	6
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	4	1	5
11:30	11:45	0	0	5	0	5
11:45	12:00	0	0	5	0	5
12:15	12:30	0	0	3	1	4
12:30	12:45	0	0	0	0	0
12:45	13:00	0	0	2	0	2
13:00	13:15	0	0	6	1	7
13:15	13:30	0	0	1	0	1
15:00	15:15	0	0	2	0	2
15:15	15:30	0	0	4	0	4
15:30	15:45	0	0	2	0	2
15:45	16:00	0	0	6	0	6
16:00	16:15	0	0	5	2	7
16:15	16:30	0	0	1	0	1
16:30	16:45	0	0	3	0	3
16:45	17:00	0	0	2	0	2
17:00	17:15	0	0	2	1	3
17:15	17:30	0	0	0	1	1
17:30	17:45	0	0	1	0	1
12:00	12:15	0	0	1	1	2
Total		0	0	76	11	87

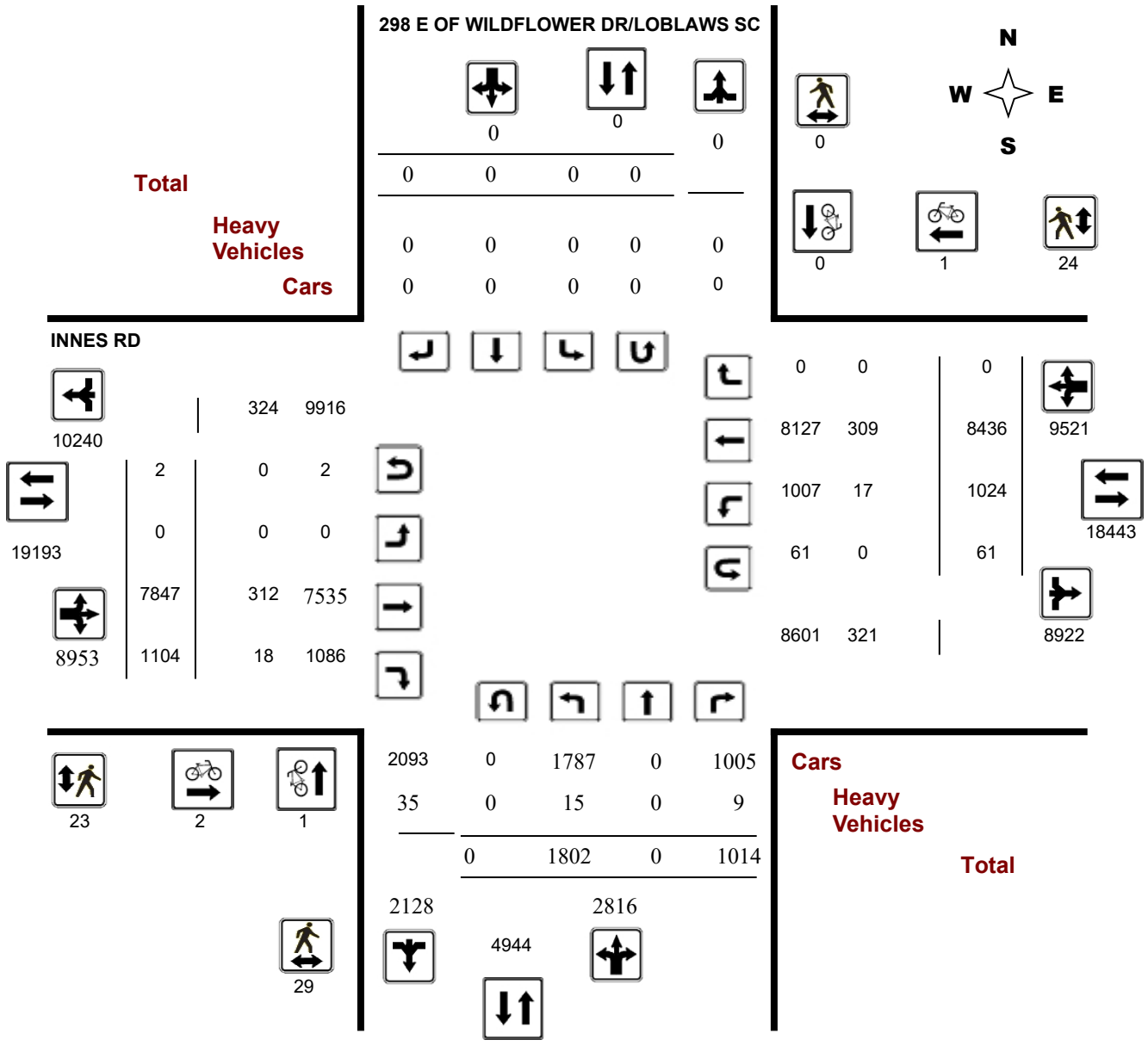
Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Thursday, February 20, 2020
Start Time: 07:00
WO No: 39518
Device: Miovision

Full Study Diagram



5474759 - FEB 20, 2020 - 8HRS - LORETTA

Transportation Services - Traffic Services

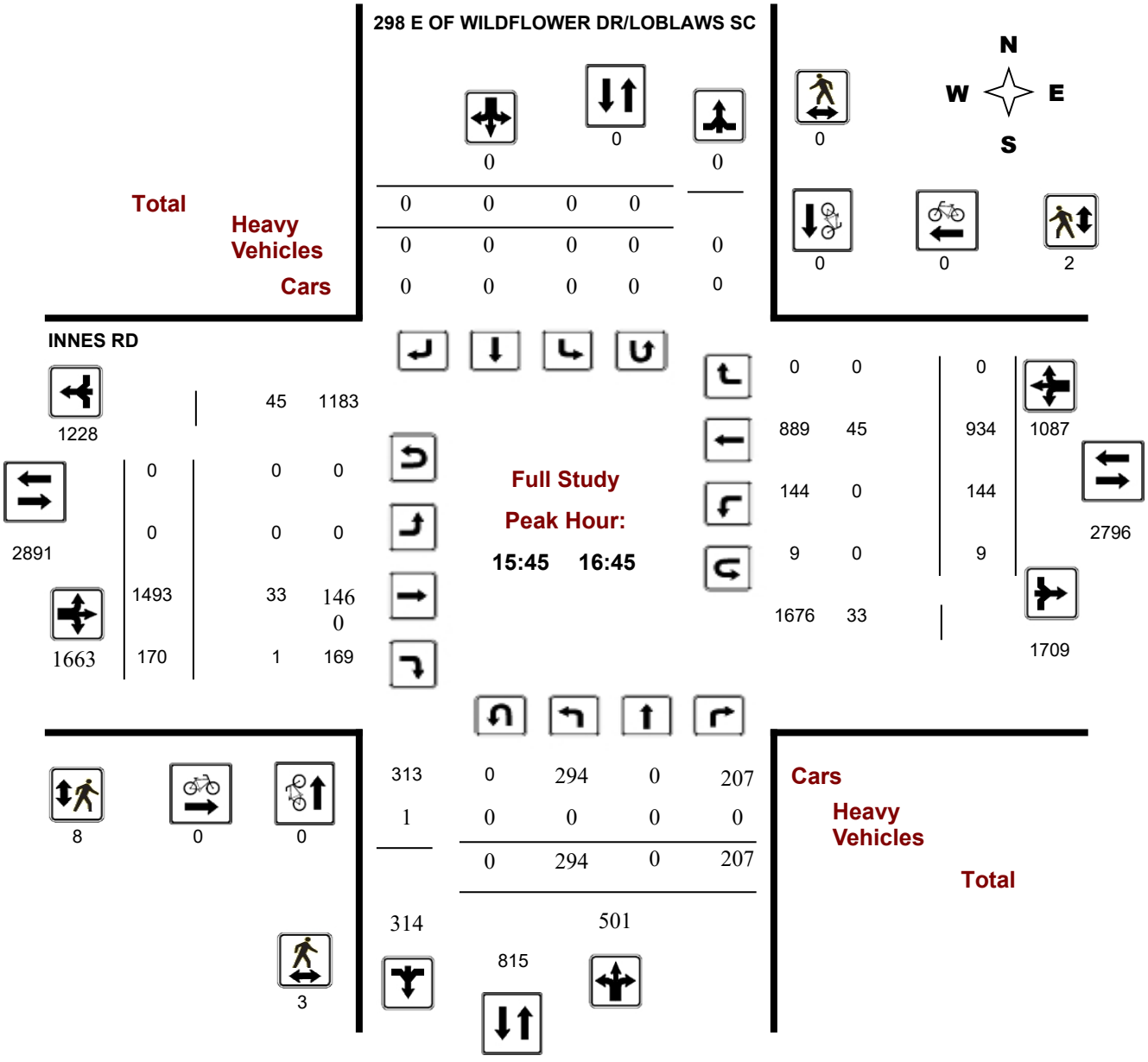
Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Thursday, February 20, 2020 **WO No:** 39518

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

Full Study Peak Hour Diagram



5474759 - FEB 20, 2020 - 8HRS - LORETTA

Transportation Services - Traffic Services

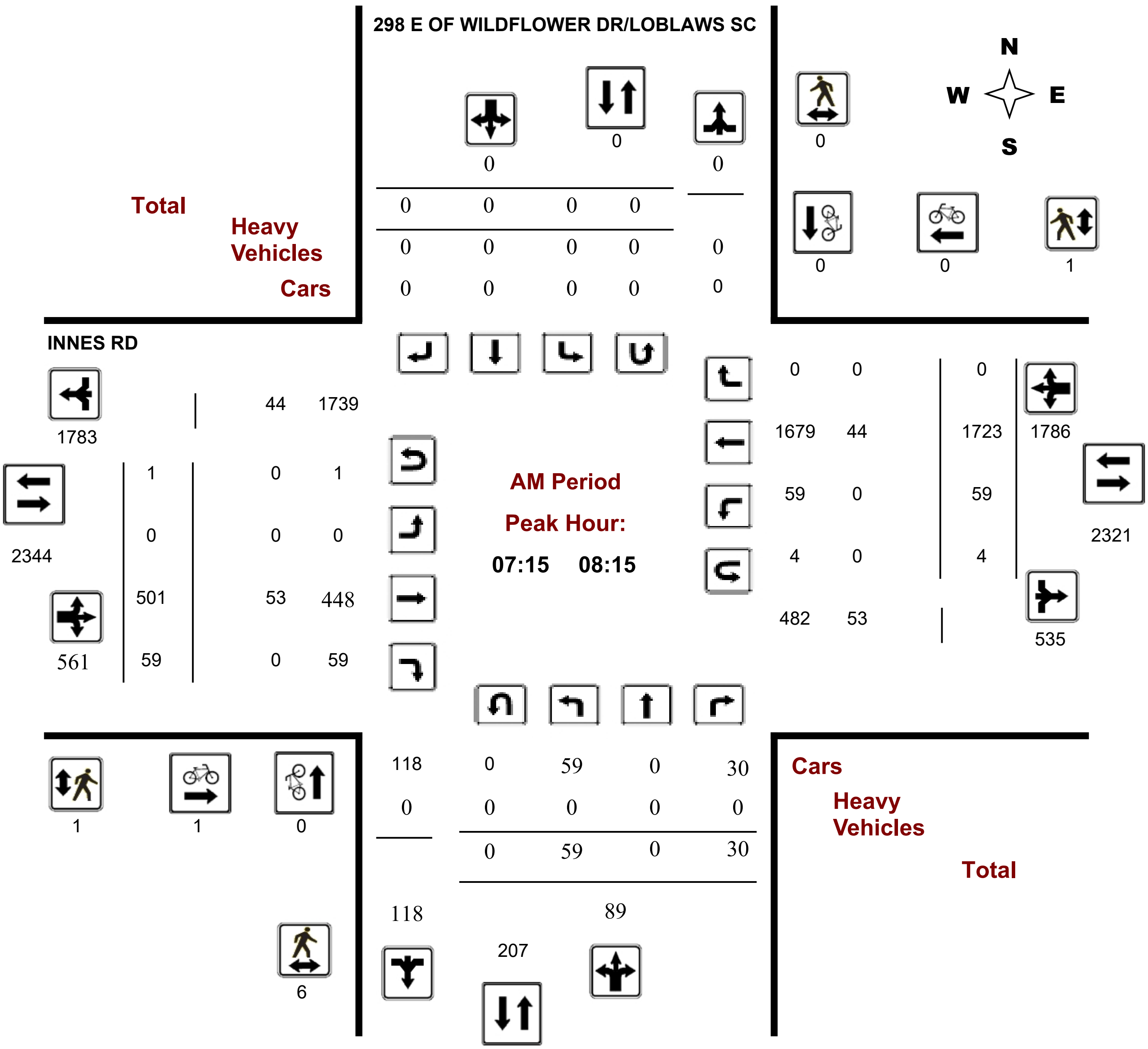
Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Thursday, February 20, 2020 **WO No:** 39518

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

AM Period Peak Hour Diagram



5474759 - FEB 20, 2020 - 8HRS - LORETTA

Transportation Services - Traffic Services

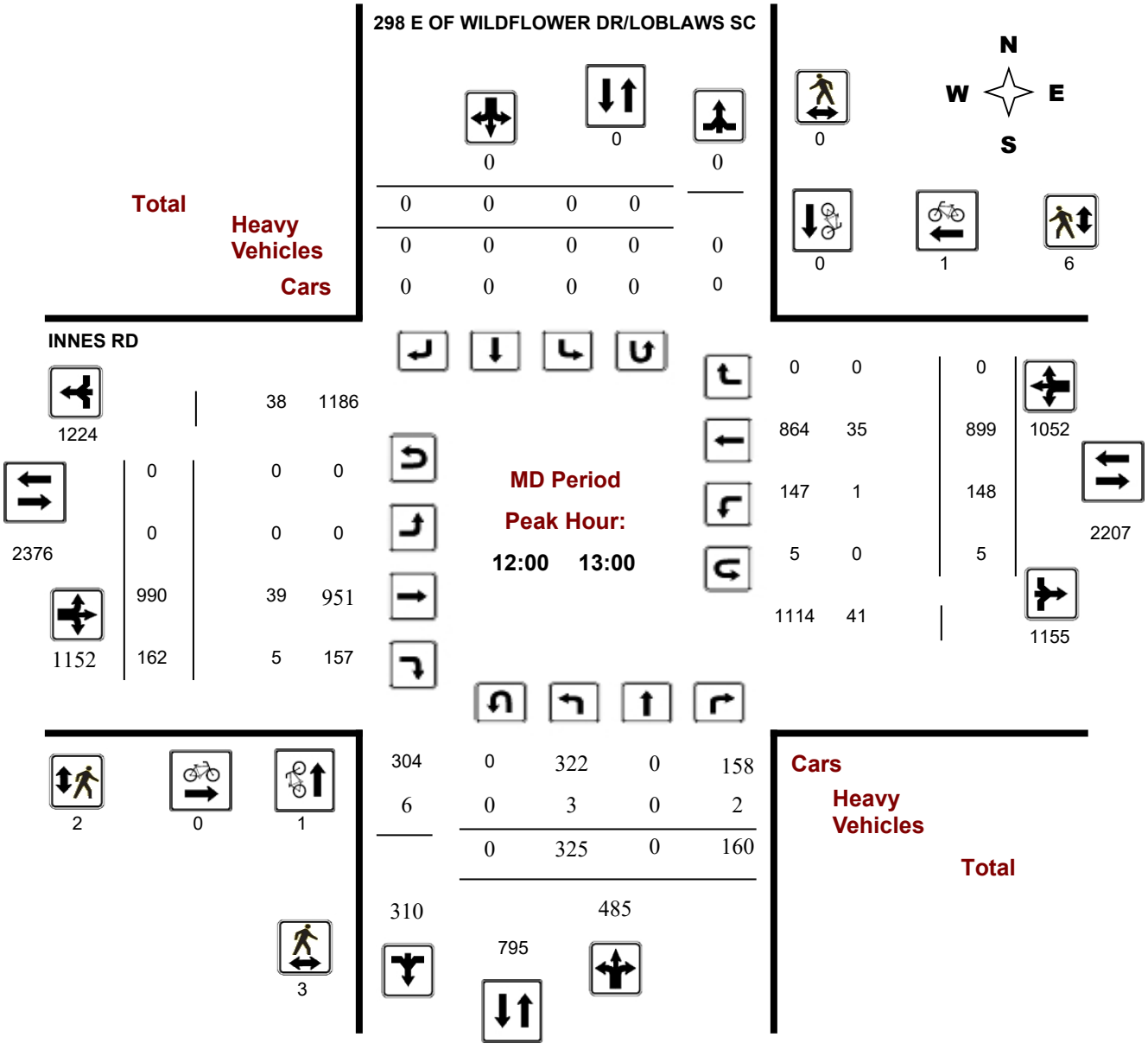
Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Thursday, February 20, 2020 **WO No:** 39518

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

MD Period Peak Hour Diagram



5474759 - FEB 20, 2020 - 8HRS - LORETTA

Transportation Services - Traffic Services

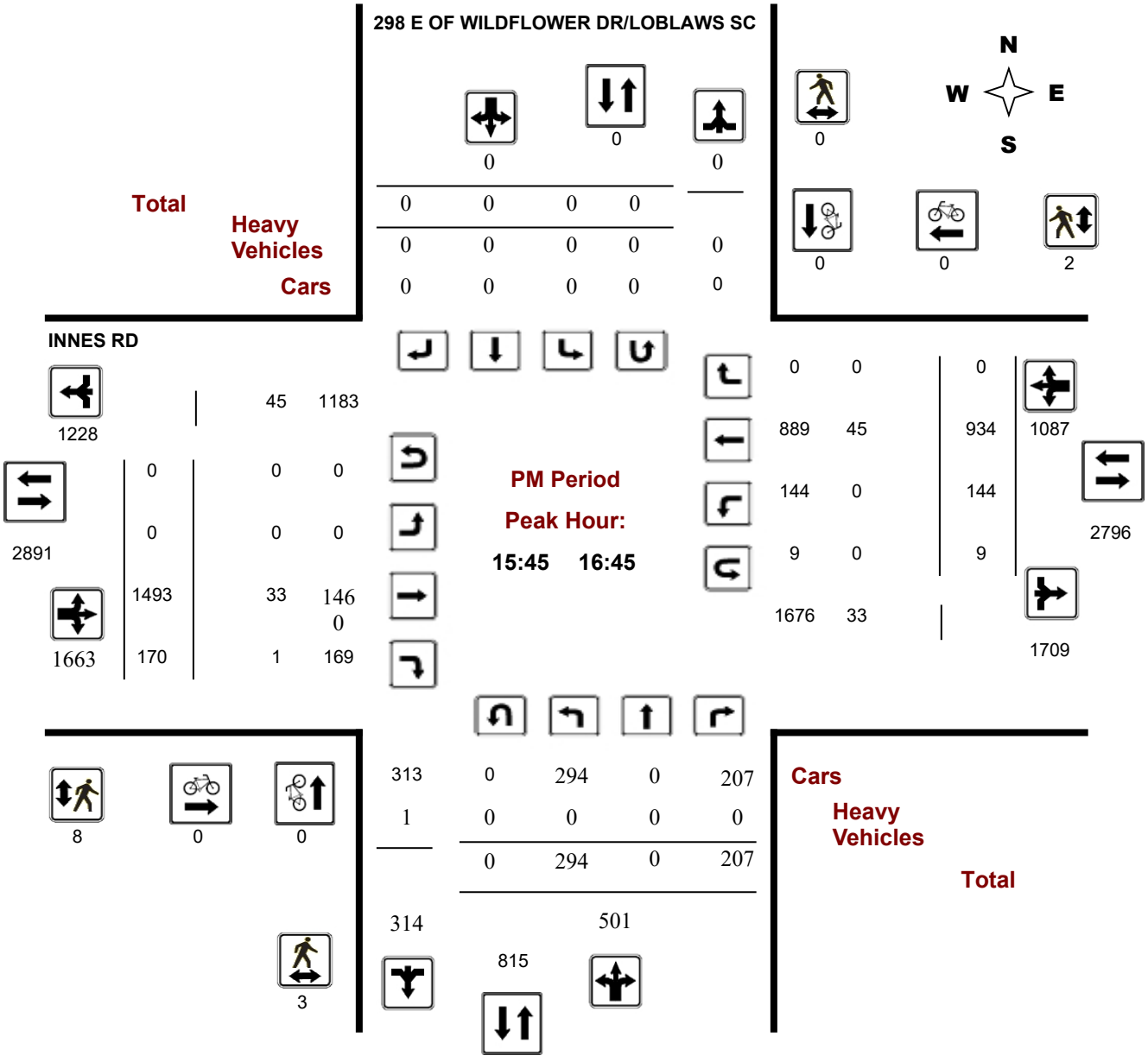
Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Thursday, February 20, 2020 **WO No:** 39518

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

PM Period Peak Hour Diagram



5474759 - FEB 20, 2020 - 8HRS - LORETTA

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Thursday, February 20, 2020 **WO No:** 39518

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

Full Study Summary (8 HR Standard)

Survey Date: Thursday, February 20, 2020

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 2 Westbound: 61

AADT Factor

.90

	298 E OF WILDFLOWER DR/LOBLAWS SC									INNES RD									
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	54	0	23	**77**	0	0	0	**0**	**77**	0	465	53	**518**	52	1731	0	**1783**	**2301**	**2378**
08:00 09:00	63	0	29	**92**	0	0	0	**0**	**92**	0	572	67	**639**	67	1301	0	**1368**	**2007**	**2099**
09:00 10:00	156	0	65	**221**	0	0	0	**0**	**221**	0	639	124	**763**	125	902	0	**1027**	**1790**	**2011**
11:30 12:30	318	0	170	**488**	0	0	0	**0**	**488**	0	902	168	**1070**	174	940	0	**1114**	**2184**	**2672**
12:30 13:30	282	0	168	**450**	0	0	0	**0**	**450**	0	999	164	**1163**	136	854	0	**990**	**2153**	**2603**
15:00 16:00	304	0	211	**515**	0	0	0	**0**	**515**	0	1325	161	**1486**	144	931	0	**1075**	**2561**	**3076**
16:00 17:00	304	0	187	**491**	0	0	0	**0**	**491**	0	1497	168	**1665**	149	911	0	**1060**	**2725**	**3216**
17:00 18:00	321	0	161	**482**	0	0	0	**0**	**482**	0	1448	199	**1647**	177	866	0	**1043**	**2690**	**3172**
Sub Total	1802	0	1014	**2816**	0	0	0	**0**	**2816**	0	7847	1104	**8951**	1024	8436	0	**9460**	**18411**	**21227**
U Turns				**0**				**0**	**0**				**2**				**61**	**63**	**63**
Total	1802	0	1014	**2816**	0	0	0	**0**	**2816**	0	7847	1104	**8953**	1024	8436	0	**9521**	**18474**	**21290**
EQ 12Hr	2505	0	1409	**3914**	0	0	0	**0**	**3914**	0	10907	1535	**12445**	1423	11726	0	**13234**	**25679**	**29593**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	2254	0	1268	**3523**	0	0	0	**0**	**3523**	0	9816	1382	**11200**	1281	10553	0	**11911**	**23111**	**26634**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**.90**					
AVG 24Hr	2953	0	1661	**4615**	0	0	0	**0**	**4615**	0	12859	1810	**14672**	1678	13824	0	**15603**	**30275**	**34891**
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.														**1.31**					

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Thursday, February 20, 2020 **WO No:** 39518

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

Full Study 15 Minute Increments

298 E OF WILDFLOWER DR/LOBLAWS SC — **INNES RD**

Time Period		Northbound				Southbound					Eastbound				Westbound					
		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	10	0	1	11	0	0	0	0	11	0	92	10	102	6	394	0	400	502	513
07:15	07:30	12	0	5	17	0	0	0	0	17	0	110	5	116	7	461	0	469	585	602
07:30	07:45	13	0	6	19	0	0	0	0	19	0	124	20	144	15	425	0	442	586	605
17:45	18:00	65	0	49	114	0	0	0	0	114	0	374	61	435	48	201	0	250	685	799
07:45	08:00	19	0	11	30	0	0	0	0	30	0	139	18	157	24	451	0	476	633	663
08:00	08:15	15	0	8	23	0	0	0	0	23	0	128	16	144	13	386	0	399	543	566
08:15	08:30	16	0	7	23	0	0	0	0	23	0	121	21	142	17	337	0	355	497	520
08:30	08:45	14	0	6	20	0	0	0	0	20	0	143	15	158	12	297	0	310	468	488
08:45	09:00	18	0	8	26	0	0	0	0	26	0	180	15	195	25	281	0	307	502	528
09:00	09:15	32	0	5	37	0	0	0	0	37	0	128	28	156	23	257	0	280	436	473
09:15	09:30	30	0	17	47	0	0	0	0	47	0	176	21	197	35	244	0	280	477	524
09:30	09:45	47	0	15	62	0	0	0	0	62	0	155	37	192	27	189	0	218	410	472
09:45	10:00	47	0	28	75	0	0	0	0	75	0	180	38	218	40	212	0	257	475	550
11:30	11:45	70	0	35	105	0	0	0	0	105	0	232	44	276	37	244	0	285	561	666
11:45	12:00	65	0	49	114	0	0	0	0	114	0	214	39	253	58	237	0	298	551	665
12:00	12:15	91	0	43	134	0	0	0	0	134	0	228	45	273	26	234	0	264	537	671
12:15	12:30	92	0	43	135	0	0	0	0	135	0	228	40	268	53	225	0	278	546	681
12:30	12:45	58	0	35	93	0	0	0	0	93	0	269	34	303	43	222	0	266	569	662
12:45	13:00	84	0	39	123	0	0	0	0	123	0	265	43	308	26	218	0	244	552	675
13:00	13:15	74	0	42	116	0	0	0	0	116	0	241	40	281	37	224	0	266	547	663
13:15	13:30	66	0	52	118	0	0	0	0	118	0	224	47	271	30	190	0	223	494	612
15:00	15:15	80	0	49	129	0	0	0	0	129	0	306	29	336	34	220	0	260	596	725
15:15	15:30	82	0	53	135	0	0	0	0	135	0	340	38	378	36	227	0	264	642	777
15:30	15:45	78	0	54	132	0	0	0	0	132	0	316	49	365	34	226	0	260	625	757
15:45	16:00	64	0	55	119	0	0	0	0	119	0	363	45	408	40	258	0	298	706	825
16:00	16:15	64	0	44	108	0	0	0	0	108	0	365	28	393	36	228	0	267	660	768
16:15	16:30	85	0	52	137	0	0	0	0	137	0	396	46	442	35	216	0	255	697	834
16:30	16:45	81	0	56	137	0	0	0	0	137	0	369	51	420	33	232	0	267	687	824
16:45	17:00	74	0	35	109	0	0	0	0	109	0	367	43	410	45	235	0	281	691	800
17:00	17:15	79	0	35	114	0	0	0	0	114	0	386	35	421	36	208	0	245	666	780
17:15	17:30	78	0	39	117	0	0	0	0	117	0	367	49	416	46	235	0	286	702	819
17:30	17:45	99	0	38	137	0	0	0	0	137	0	321	54	375	47	222	0	271	646	783
Total:		1802	0	1014	2816	0	0	0	0	2816	0	7847	1104	8953	1024	8436	0	9521	18474	21,290

Note: U-Turns are included in Totals.

5474759 - FEB 20, 2020 - 8HRS - LORETTA

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Thursday, February 20, 2020 **WO No:** 39518

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

Full Study Cyclist Volume

Time Period		298 E OF WILDFLOWER DR/LOBLAWS SC			INNES RD			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0
08:00	08:15	0	0	0	1	0	1	1
08:15	08:30	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	1	0	1	0	1	1	2
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	1	0	1	1
Total		1	0	**1**	2	1	3	4

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Thursday, February 20, 2020 **WO No:** 39518

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

Full Study Pedestrian Volume

	298 E OF WILDFLOWER DR/LOBLAWS SC			INNES RD			
Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	0	**0**	0	0	**0**	**0**
07:15 07:30	1	0	**1**	0	0	**0**	**1**
07:30 07:45	0	0	**0**	0	0	**0**	**0**
17:45 18:00	1	0	**1**	0	0	**0**	**1**
07:45 08:00	4	0	**4**	0	1	**1**	**5**
08:00 08:15	1	0	**1**	1	0	**1**	**2**
08:15 08:30	2	0	**2**	1	1	**2**	**4**
08:30 08:45	2	0	**2**	1	0	**1**	**3**
08:45 09:00	1	0	**1**	0	0	**0**	**1**
09:00 09:15	0	0	**0**	0	1	**1**	**1**
09:15 09:30	1	0	**1**	2	1	**3**	**4**
09:30 09:45	1	0	**1**	0	1	**1**	**2**
09:45 10:00	0	0	**0**	0	0	**0**	**0**
11:30 11:45	1	0	**1**	0	0	**0**	**1**
11:45 12:00	0	0	**0**	0	2	**2**	**2**
12:00 12:15	1	0	**1**	0	3	**3**	**4**
12:15 12:30	1	0	**1**	1	1	**2**	**3**
12:30 12:45	0	0	**0**	0	0	**0**	**0**
12:45 13:00	1	0	**1**	1	2	**3**	**4**
13:00 13:15	1	0	**1**	1	0	**1**	**2**
13:15 13:30	1	0	**1**	0	0	**0**	**1**
15:00 15:15	0	0	**0**	0	0	**0**	**0**
15:15 15:30	2	0	**2**	0	1	**1**	**3**
15:30 15:45	1	0	**1**	0	4	**4**	**5**
15:45 16:00	1	0	**1**	3	1	**4**	**5**
16:00 16:15	2	0	**2**	3	1	**4**	**6**
16:15 16:30	0	0	**0**	1	0	**1**	**1**
16:30 16:45	0	0	**0**	1	0	**1**	**1**
16:45 17:00	1	0	**1**	4	0	**4**	**5**
17:00 17:15	0	0	**0**	1	3	**4**	**4**
17:15 17:30	0	0	**0**	1	1	**2**	**2**
17:30 17:45	2	0	**2**	1	0	**1**	**3**
Total	29	0	**29**	23	24	**47**	**76**

5474759 - FEB 20, 2020 - 8HRS - LORETTA

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Thursday, February 20, 2020 **WO No:** 39518

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

Full Study Heavy Vehicles

		298 E OF WILDFLOWER DR/LOBLAWS SC									INNES RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	0	0	0	**0**	0	0	0	**0**	**0**	0	10	0	**10**	0	9	0	**9**	**19**	**19**
07:15	07:30	0	0	0	**0**	0	0	0	**0**	**0**	0	15	0	**15**	0	10	0	**10**	**25**	**25**
07:30	07:45	0	0	0	**0**	0	0	0	**0**	**0**	0	20	0	**20**	0	9	0	**9**	**29**	**29**
17:45	18:00	0	0	0	**0**	0	0	0	**0**	**0**	0	4	0	**4**	0	5	0	**5**	**9**	**9**
07:45	08:00	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	0	13	0	**13**	**18**	**18**
08:00	08:15	0	0	0	**0**	0	0	0	**0**	**0**	0	13	0	**13**	0	12	0	**12**	**25**	**25**
08:15	08:30	0	0	0	**0**	0	0	0	**0**	**0**	0	10	3	**13**	0	17	0	**17**	**30**	**30**
08:30	08:45	1	0	0	**1**	0	0	0	**0**	**1**	0	9	0	**9**	1	13	0	**14**	**23**	**24**
08:45	09:00	0	0	2	**2**	0	0	0	**0**	**2**	0	12	0	**12**	0	14	0	**14**	**26**	**28**
09:00	09:15	0	0	0	**0**	0	0	0	**0**	**0**	0	10	1	**11**	0	15	0	**15**	**26**	**26**
09:15	09:30	0	0	1	**1**	0	0	0	**0**	**1**	0	14	0	**14**	1	11	0	**12**	**26**	**27**
09:30	09:45	1	0	0	**1**	0	0	0	**0**	**1**	0	16	2	**18**	3	5	0	**8**	**26**	**27**
09:45	10:00	3	0	0	**3**	0	0	0	**0**	**3**	0	7	2	**9**	2	10	0	**12**	**21**	**24**
11:30	11:45	1	0	0	**1**	0	0	0	**0**	**1**	0	11	1	**12**	1	12	0	**13**	**25**	**26**
11:45	12:00	0	0	1	**1**	0	0	0	**0**	**1**	0	8	1	**9**	0	10	0	**10**	**19**	**20**
12:00	12:15	2	0	0	**2**	0	0	0	**0**	**2**	0	11	2	**13**	1	8	0	**9**	**22**	**24**
12:15	12:30	0	0	1	**1**	0	0	0	**0**	**1**	0	3	2	**5**	0	7	0	**7**	**12**	**13**
12:30	12:45	1	0	0	**1**	0	0	0	**0**	**1**	0	15	0	**15**	0	12	0	**12**	**27**	**28**
12:45	13:00	0	0	1	**1**	0	0	0	**0**	**1**	0	10	1	**11**	0	8	0	**8**	**19**	**20**
13:00	13:15	0	0	1	**1**	0	0	0	**0**	**1**	0	12	0	**12**	2	11	0	**13**	**25**	**26**
13:15	13:30	2	0	0	**2**	0	0	0	**0**	**2**	0	12	0	**12**	1	5	0	**6**	**18**	**20**
15:00	15:15	0	0	0	**0**	0	0	0	**0**	**0**	0	12	1	**13**	0	10	0	**10**	**23**	**23**
15:15	15:30	2	0	0	**2**	0	0	0	**0**	**2**	0	10	1	**11**	1	11	0	**12**	**23**	**25**
15:30	15:45	0	0	1	**1**	0	0	0	**0**	**1**	0	6	0	**6**	0	10	0	**10**	**16**	**17**
15:45	16:00	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	18	0	**18**	**24**	**24**
16:00	16:15	0	0	0	**0**	0	0	0	**0**	**0**	0	13	0	**13**	0	10	0	**10**	**23**	**23**
16:15	16:30	0	0	0	**0**	0	0	0	**0**	**0**	0	7	1	**8**	0	9	0	**9**	**17**	**17**
16:30	16:45	0	0	0	**0**	0	0	0	**0**	**0**	0	7	0	**7**	0	8	0	**8**	**15**	**15**
16:45	17:00	0	0	0	**0**	0	0	0	**0**	**0**	0	7	0	**7**	2	4	0	**6**	**13**	**13**
17:00	17:15	1	0	0	**1**	0	0	0	**0**	**1**	0	6	0	**6**	0	5	0	**5**	**11**	**12**
17:15	17:30	1	0	0	**1**	0	0	0	**0**	**1**	0	5	0	**5**	1	3	0	**4**	**9**	**10**
17:30	17:45	0	0	1	**1**	0	0	0	**0**	**1**	0	6	0	**6**	1	5	0	**6**	**12**	**13**
Total:	None	15	0	9	**24**	0	0	0	**0**	**24**	0	312	18	**330**	17	309	0	**326**	**656**	**680**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ 298 E OF WILDFLOWER DR/LOBLAWS SC

Survey Date: Thursday, February 20, 2020 **WO No:** 39518

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

Full Study 15 Minute U-Turn Total

Time Period		298 E OF WILDFLOWER DR/LOBLAWS SC		INNES RD		
		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	1	1	2
07:30	07:45	0	0	0	2	2
17:45	18:00	0	0	0	1	1
07:45	08:00	0	0	0	1	1
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	1	1
08:30	08:45	0	0	0	1	1
08:45	09:00	0	0	0	1	1
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	1	1
09:30	09:45	0	0	0	2	2
09:45	10:00	0	0	0	5	5
11:30	11:45	0	0	0	4	4
11:45	12:00	0	0	0	3	3
12:00	12:15	0	0	0	4	4
12:15	12:30	0	0	0	0	0
12:30	12:45	0	0	0	1	1
12:45	13:00	0	0	0	0	0
13:00	13:15	0	0	0	5	5
13:15	13:30	0	0	0	3	3
15:00	15:15	0	0	1	6	7
15:15	15:30	0	0	0	1	1
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	0	0	3	3
16:15	16:30	0	0	0	4	4
16:30	16:45	0	0	0	2	2
16:45	17:00	0	0	0	1	1
17:00	17:15	0	0	0	1	1
17:15	17:30	0	0	0	5	5
17:30	17:45	0	0	0	2	2
Total		0	0	2	61	63

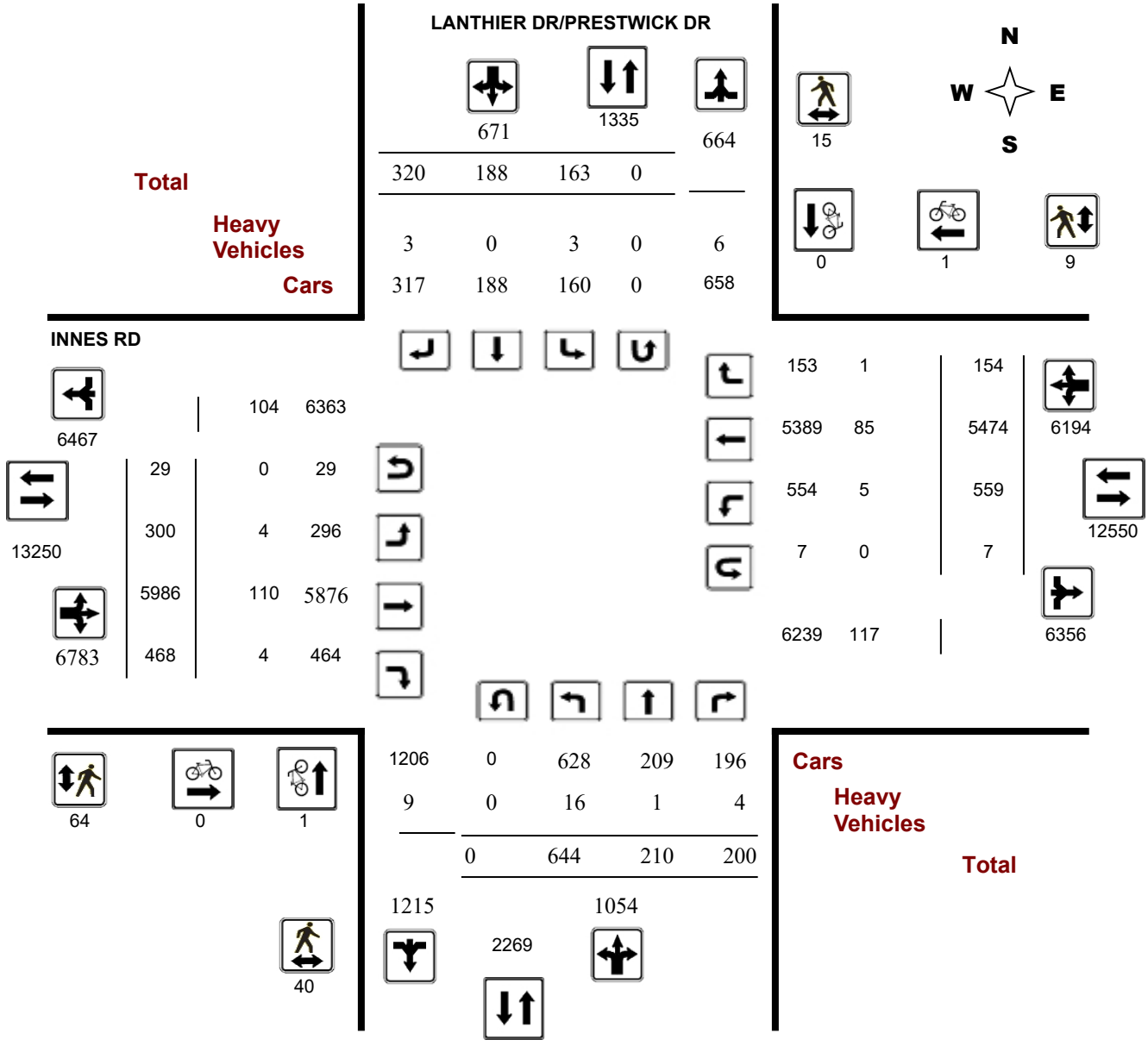
Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Saturday, March 04, 2023
Start Time: 07:00
WO No: 40835
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

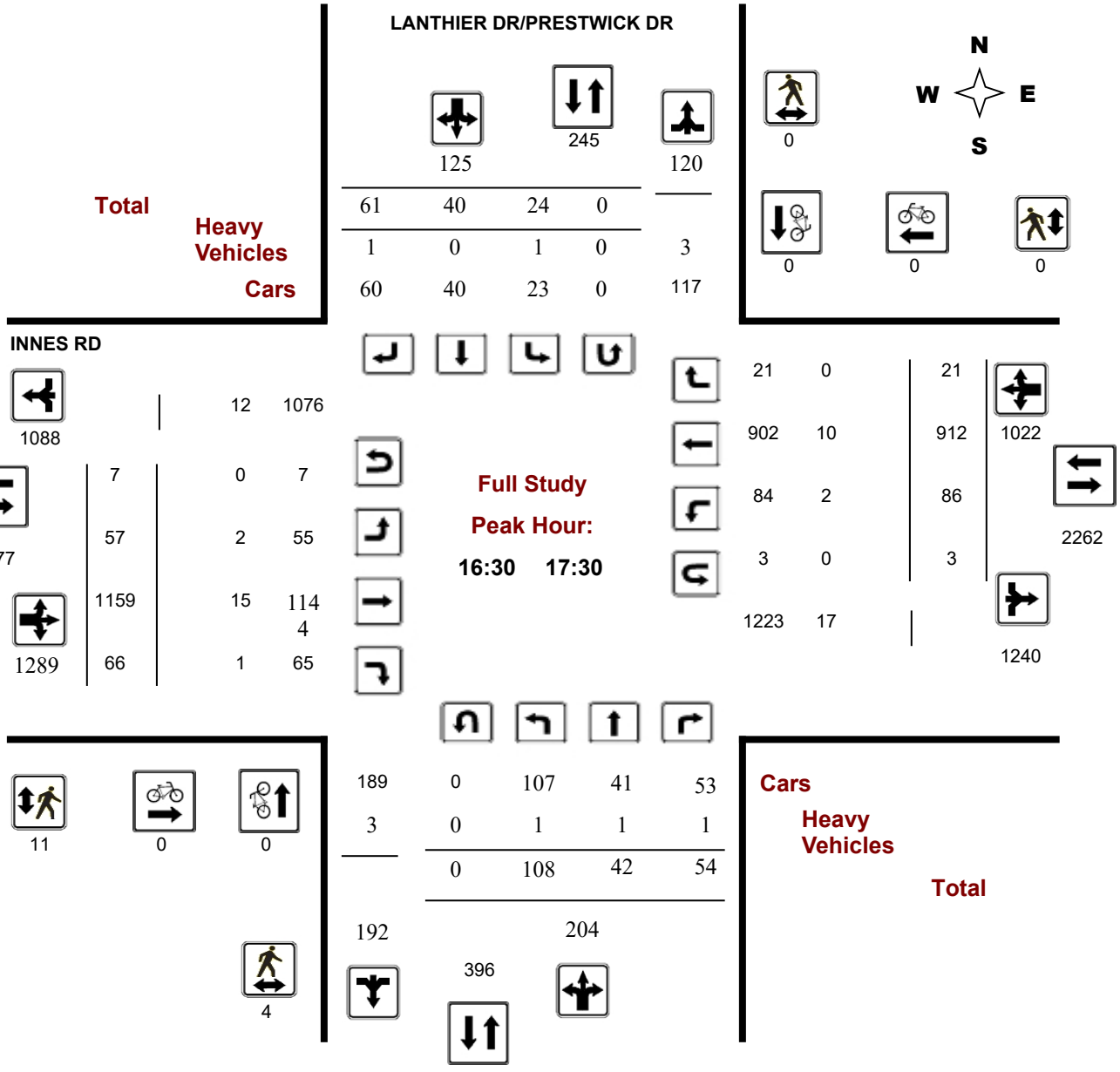
Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Saturday, March 04, 2023 **WO No:** 40835

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

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

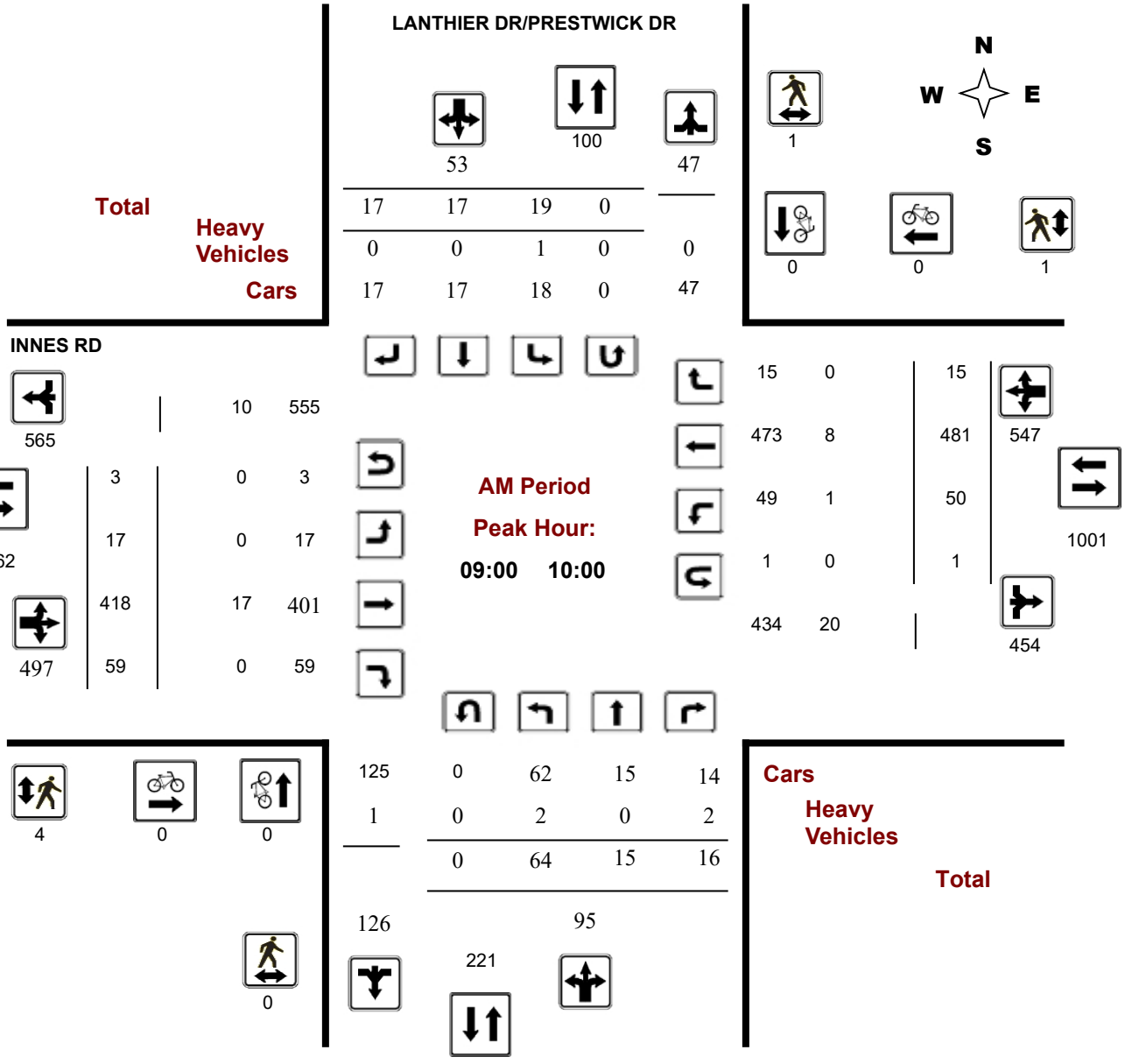
Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Saturday, March 04, 2023 **WO No:** 40835

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

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

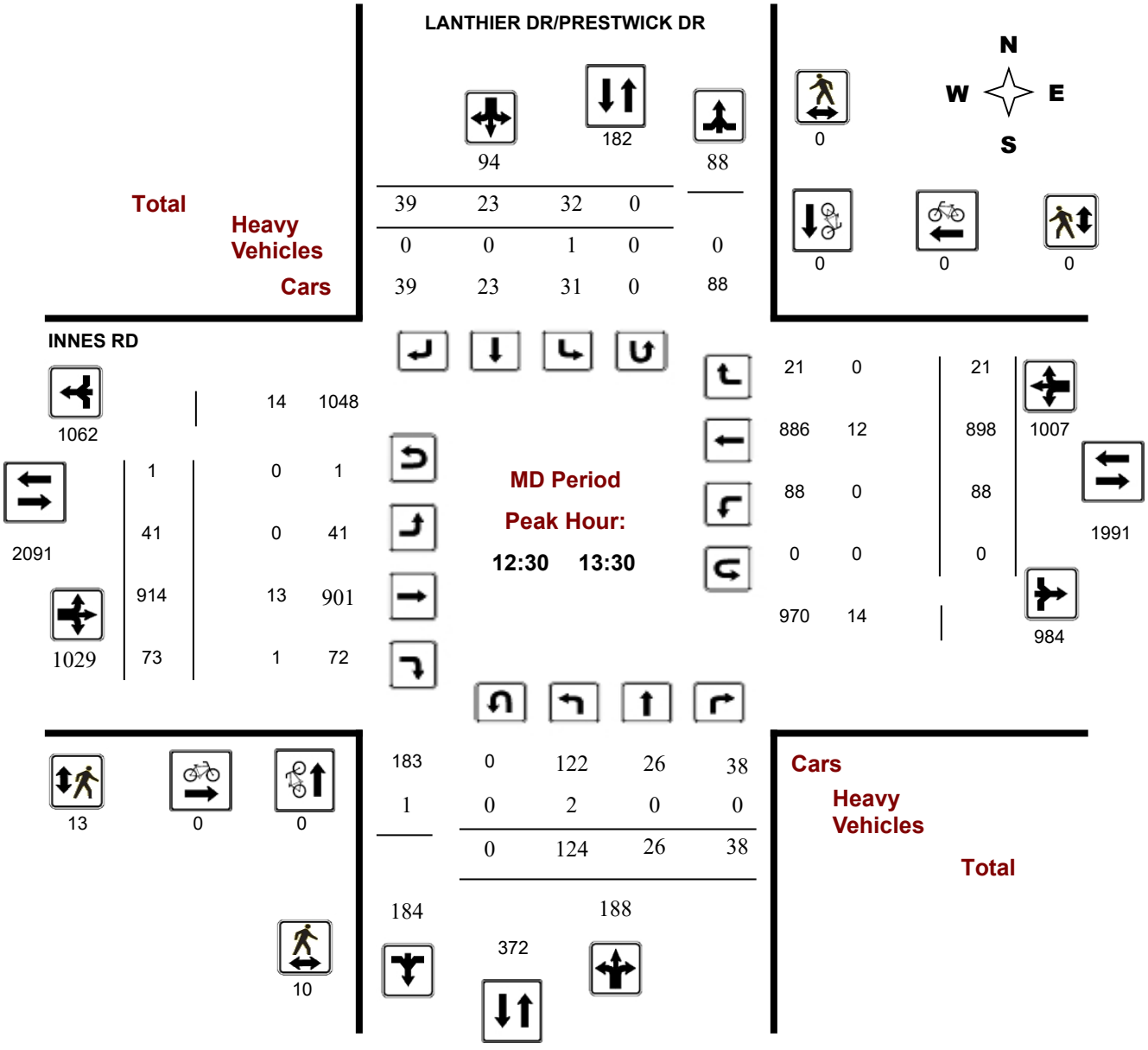
Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Saturday, March 04, 2023 **WO No:** 40835

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

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

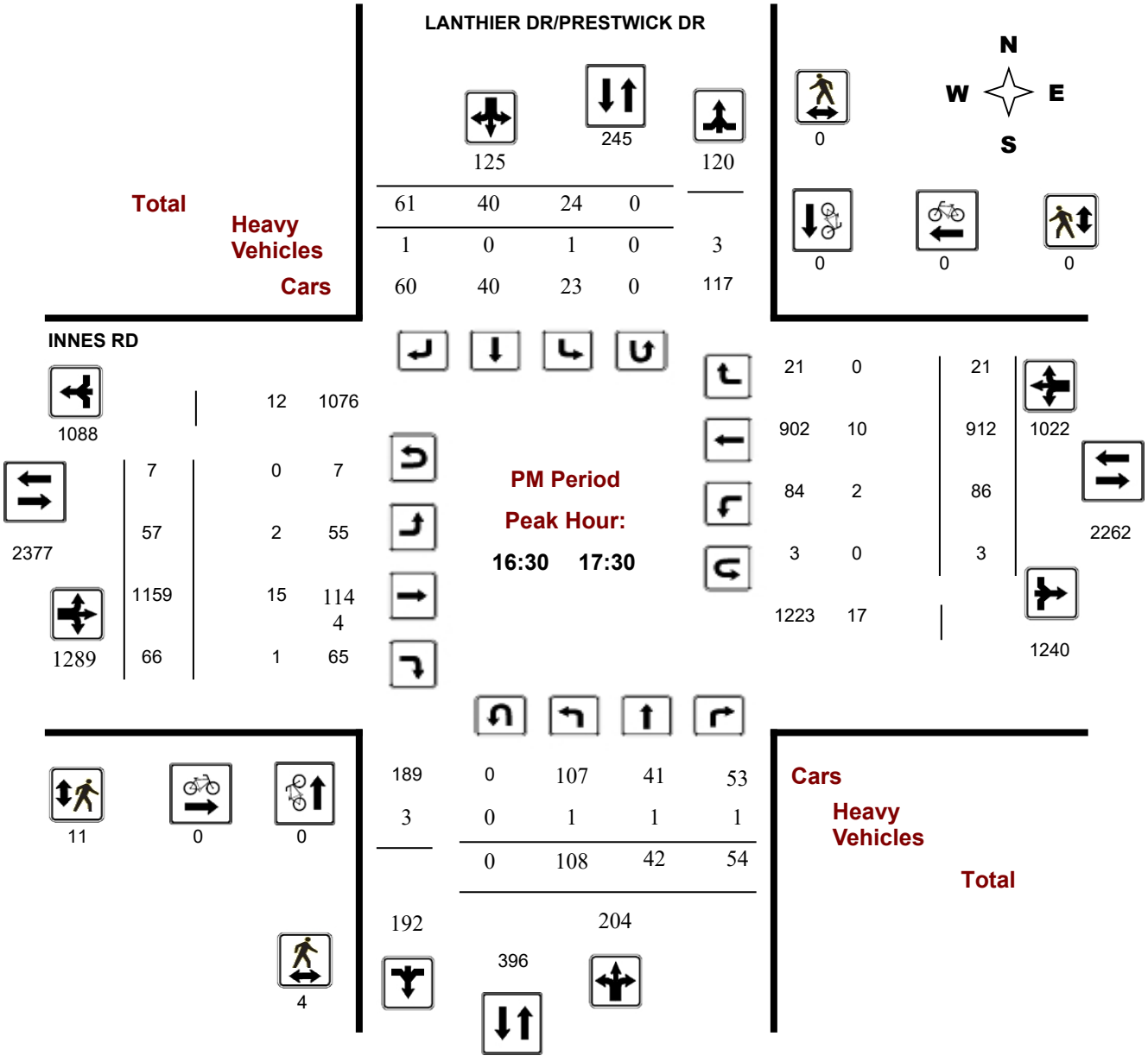
Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Saturday, March 04, 2023 **WO No:** 40835

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

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Saturday, March 04, 2023 **WO No:** 40835

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

Full Study Summary (8 HR Standard)

Survey Date: Saturday, March 04, 2023

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 29 Westbound: 7

AADT Factor

1.10

	LANTHIER DR/PRESTWICK DR									INNES RD									
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	**NB TOT**	LT	ST	RT	**SB TOT**	**STR TOT**	LT	ST	RT	**EB TOT**	LT	ST	RT	**WB TOT**	**STR TOT**	**Grand Total**
07:00 08:00	12	5	5	**22**	10	14	27	**51**	**73**	9	187	18	**214**	26	229	10	**265**	**479**	**552**
08:00 09:00	25	8	7	**40**	11	12	23	**46**	**86**	18	295	60	**373**	40	409	14	**463**	**836**	**922**
09:00 10:00	64	15	16	**95**	19	17	17	**53**	**148**	17	418	59	**494**	50	481	15	**546**	**1040**	**1188**
11:30 12:30	110	40	26	**176**	16	22	46	**84**	**260**	45	790	70	**905**	90	776	25	**891**	**1796**	**2056**
12:30 13:30	124	26	38	**188**	32	23	39	**94**	**282**	41	914	73	**1028**	88	898	21	**1007**	**2035**	**2317**
15:00 16:00	118	37	34	**189**	25	32	56	**113**	**302**	56	1094	63	**1213**	84	913	21	**1018**	**2231**	**2533**
16:00 17:00	109	38	39	**186**	24	38	59	**121**	**307**	58	1102	67	**1227**	86	909	23	**1018**	**2245**	**2552**
17:00 18:00	82	41	35	**158**	26	30	53	**109**	**267**	56	1186	58	**1300**	95	859	25	**979**	**2279**	**2546**
Sub Total	644	210	200	**1054**	163	188	320	**671**	**1725**	300	5986	468	**6754**	559	5474	154	**6187**	**12941**	**14666**
U Turns				**0**				**0**	**0**				**29**				**7**	**36**	**36**
Total	644	210	200	**1054**	163	188	320	**671**	**1725**	300	5986	468	**6783**	559	5474	154	**6194**	**12977**	**14702**
EQ 12Hr	895	292	278	**1465**	227	261	445	**933**	**2398**	417	8321	651	**9428**	777	7609	214	**8610**	**18038**	**20436**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	985	321	306	**1612**	250	377	641	**1026**	**2638**	459	9153	716	**10371**	855	8370	235	**9471**	**19842**	**22480**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.10**					
AVG 24Hr	1290	421	401	**2112**	328	494	840	**1344**	**3456**	601	11990	938	**13586**	1120	10965	308	**12407**	**25993**	**29449**
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.														**1.31**					

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Saturday, March 04, 2023 **WO No:** 40835

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

Full Study 15 Minute Increments

		LANTHIER DR/PRESTWICK DR									INNES RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	2	0	0	2	2	1	6	9	11	0	36	3	39	7	45	5	57	96	107
07:15	07:30	2	2	2	6	4	2	3	9	15	2	37	3	42	7	42	3	52	94	109
07:30	07:45	2	2	1	5	3	6	6	15	20	2	56	3	61	6	66	0	72	133	153
11:30	11:45	21	13	9	43	2	5	11	18	61	6	189	17	212	25	201	4	230	442	503
17:45	18:00	24	10	3	37	9	10	15	34	71	14	304	16	334	24	215	8	247	581	652
07:45	08:00	6	1	2	9	1	5	12	18	27	5	58	9	73	6	76	2	84	157	184
08:00	08:15	4	3	2	9	2	1	6	9	18	5	50	18	73	13	97	5	115	188	206
08:15	08:30	6	0	0	6	5	4	6	15	21	6	76	14	96	8	89	3	100	196	217
08:30	08:45	6	4	4	14	1	3	3	7	21	3	76	10	89	12	110	4	126	215	236
08:45	09:00	9	1	1	11	3	4	8	15	26	4	93	18	117	7	113	2	122	239	265
09:00	09:15	12	2	5	19	4	5	4	13	32	1	93	15	110	17	115	3	135	245	277
09:15	09:30	28	3	2	33	3	3	7	13	46	7	103	12	123	8	86	2	96	219	265
09:30	09:45	8	3	2	13	4	4	2	10	23	3	105	20	128	10	123	4	138	266	289
09:45	10:00	16	7	7	30	8	5	4	17	47	6	117	12	136	15	157	6	178	314	361
11:45	12:00	30	9	7	46	6	6	14	26	72	8	206	15	230	24	199	6	229	459	531
12:00	12:15	29	7	4	40	2	9	12	23	63	13	192	22	229	18	208	9	235	464	527
12:15	12:30	30	11	6	47	6	2	9	17	64	18	203	16	238	23	168	6	197	435	499
12:30	12:45	22	4	9	35	12	5	8	25	60	14	212	17	243	17	202	5	224	467	527
12:45	13:00	34	11	5	50	5	6	4	15	65	11	218	26	255	30	234	5	269	524	589
13:15	13:30	30	7	13	50	7	7	14	28	78	11	246	17	274	25	210	2	237	511	589
15:00	15:15	30	7	14	51	6	9	14	29	80	10	251	18	280	25	215	9	249	529	609
15:15	15:30	37	9	6	52	5	9	11	25	77	12	299	12	326	15	245	3	263	589	666
15:30	15:45	21	16	7	44	10	7	11	28	72	17	265	18	301	29	229	5	263	564	636
15:45	16:00	30	5	7	42	4	7	20	31	73	17	279	15	312	15	224	4	244	556	629
16:00	16:15	26	8	9	43	5	8	13	26	69	17	259	12	288	25	223	7	257	545	614
16:15	16:30	17	10	3	30	6	5	15	26	56	14	295	19	330	17	217	5	239	569	625
16:30	16:45	33	8	20	61	8	13	14	35	96	10	270	17	299	27	230	7	265	564	660
16:45	17:00	33	12	7	52	5	12	17	34	86	17	278	19	316	17	239	4	260	576	662
17:00	17:15	25	13	14	52	6	6	14	26	78	14	294	14	322	16	215	8	239	561	639
17:15	17:30	17	9	13	39	5	9	16	30	69	16	317	16	352	26	228	2	258	610	679
17:30	17:45	16	9	5	30	6	5	8	19	49	12	271	12	298	29	201	7	237	535	584
13:00	13:15	38	4	11	53	8	5	13	26	79	5	238	13	257	16	252	9	277	534	613
Total:		644	210	200	1054	163	188	320	671	1725	300	5986	468	6783	559	5474	154	6194	12977	14,702

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Saturday, March 04, 2023 **WO No:** 40835

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

Full Study Cyclist Volume

Time Period		LANTHIER DR/PRESTWICK DR			INNES RD			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0
07:45	08:00	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0
09:00	09:15	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	0	0	0	0	0	0	0
12:30	12:45	0	0	0	0	0	0	0
12:45	13:00	0	0	0	0	0	0	0
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	0	0	0	0	0	0
15:15	15:30	1	0	1	0	1	1	2
15:30	15:45	0	0	0	0	0	0	0
15:45	16:00	0	0	0	0	0	0	0
16:00	16:15	0	0	0	0	0	0	0
16:15	16:30	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0
17:00	17:15	0	0	0	0	0	0	0
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
13:00	13:15	0	0	0	0	0	0	0
Total		1	0	**1**	0	1	1	2

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Saturday, March 04, 2023 **WO No:** 40835

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

Full Study Pedestrian Volume

LANTHIER DR/PRESTWICK DR **INNES RD**

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	1	**1**	1	0	**1**	**2**
07:15 07:30	0	0	**0**	0	0	**0**	**0**
07:30 07:45	0	0	**0**	0	0	**0**	**0**
11:30 11:45	0	2	**2**	5	1	**6**	**8**
17:45 18:00	2	0	**2**	1	0	**1**	**3**
07:45 08:00	1	0	**1**	0	0	**0**	**1**
08:00 08:15	0	0	**0**	2	0	**2**	**2**
08:15 08:30	0	0	**0**	3	0	**3**	**3**
08:30 08:45	0	0	**0**	0	0	**0**	**0**
08:45 09:00	3	0	**3**	0	0	**0**	**3**
09:00 09:15	0	0	**0**	0	0	**0**	**0**
09:15 09:30	0	0	**0**	0	1	**1**	**1**
09:30 09:45	0	0	**0**	0	0	**0**	**0**
09:45 10:00	0	1	**1**	4	0	**4**	**5**
11:45 12:00	0	1	**1**	3	0	**3**	**4**
12:00 12:15	2	2	**4**	1	2	**3**	**7**
12:15 12:30	3	2	**5**	3	1	**4**	**9**
12:30 12:45	1	0	**1**	2	0	**2**	**3**
12:45 13:00	4	0	**4**	2	0	**2**	**6**
13:15 13:30	2	0	**2**	4	0	**4**	**6**
15:00 15:15	1	3	**4**	2	3	**5**	**9**
15:15 15:30	1	0	**1**	2	0	**2**	**3**
15:30 15:45	2	0	**2**	3	0	**3**	**5**
15:45 16:00	4	1	**5**	2	0	**2**	**7**
16:00 16:15	4	0	**4**	2	0	**2**	**6**
16:15 16:30	2	1	**3**	2	0	**2**	**5**
16:30 16:45	0	0	**0**	3	0	**3**	**3**
16:45 17:00	4	0	**4**	3	0	**3**	**7**
17:00 17:15	0	0	**0**	5	0	**5**	**5**
17:15 17:30	0	0	**0**	0	0	**0**	**0**
17:30 17:45	1	1	**2**	4	1	**5**	**7**
13:00 13:15	3	0	**3**	5	0	**5**	**8**
Total	40	15	**55**	64	9	**73**	**128**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Saturday, March 04, 2023 **WO No:** 40835

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

Full Study Heavy Vehicles

		LANTHIER DR/PRESTWICK DR									INNES RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	2	0	**2**	**3**	**3**
07:15	07:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	0	0	**0**	**2**	**2**
07:30	07:45	1	0	0	**1**	0	0	0	**0**	**1**	0	5	0	**5**	0	3	0	**3**	**8**	**9**
11:30	11:45	0	0	0	**0**	0	0	0	**0**	**0**	0	6	1	**7**	0	2	0	**2**	**9**	**9**
17:45	18:00	1	0	0	**1**	0	0	0	**0**	**1**	0	3	0	**3**	0	0	0	**0**	**3**	**4**
07:45	08:00	1	0	0	**1**	0	0	0	**0**	**1**	0	3	0	**3**	0	0	0	**0**	**3**	**4**
08:00	08:15	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	2	0	**2**	**5**	**5**
08:15	08:30	0	0	0	**0**	0	0	0	**0**	**0**	1	6	0	**7**	0	2	0	**2**	**9**	**9**
08:30	08:45	1	0	0	**1**	0	0	0	**0**	**1**	0	5	0	**5**	0	0	0	**0**	**5**	**6**
08:45	09:00	1	0	0	**1**	0	0	1	**1**	**2**	0	4	0	**4**	0	4	0	**4**	**8**	**10**
09:00	09:15	0	0	2	**2**	0	0	0	**0**	**2**	0	6	0	**6**	0	1	0	**1**	**7**	**9**
09:15	09:30	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	1	1	0	**2**	**7**	**7**
09:30	09:45	0	0	0	**0**	0	0	0	**0**	**0**	0	4	0	**4**	0	4	0	**4**	**8**	**8**
09:45	10:00	2	0	0	**2**	1	0	0	**1**	**3**	0	2	0	**2**	0	2	0	**2**	**4**	**7**
11:45	12:00	2	0	0	**2**	0	0	0	**0**	**2**	0	5	0	**5**	0	4	0	**4**	**9**	**11**
12:00	12:15	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	3	0	**3**	**6**	**6**
12:15	12:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	1	2	0	**3**	**5**	**5**
12:30	12:45	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	4	0	**4**	**6**	**6**
12:45	13:00	2	0	0	**2**	0	0	0	**0**	**2**	0	2	1	**3**	0	3	0	**3**	**6**	**8**
13:15	13:30	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	2	0	**2**	**5**	**5**
15:00	15:15	1	0	0	**1**	0	0	0	**0**	**1**	0	3	1	**4**	1	7	0	**8**	**12**	**13**
15:15	15:30	0	0	1	**1**	0	0	0	**0**	**1**	0	2	0	**2**	0	5	0	**5**	**7**	**8**
15:30	15:45	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	5	1	**6**	**9**	**9**
15:45	16:00	2	0	0	**2**	0	0	1	**1**	**3**	0	5	0	**5**	0	5	0	**5**	**10**	**13**
16:00	16:15	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	2	0	**2**	**2**	**2**
16:15	16:30	1	0	0	**1**	0	0	0	**0**	**1**	1	2	0	**3**	0	4	0	**4**	**7**	**8**
16:30	16:45	0	0	1	**1**	1	0	0	**1**	**2**	1	1	1	**3**	1	4	0	**5**	**8**	**10**
16:45	17:00	1	1	0	**2**	0	0	1	**1**	**3**	0	5	0	**5**	1	1	0	**2**	**7**	**10**
17:00	17:15	0	0	0	**0**	0	0	0	**0**	**0**	1	7	0	**8**	0	2	0	**2**	**10**	**10**
17:15	17:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	3	0	**3**	**5**	**5**
17:30	17:45	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	3	0	**3**	**5**	**5**
13:00	13:15	0	0	0	**0**	1	0	0	**1**	**1**	0	6	0	**6**	0	3	0	**3**	**9**	**10**
Total:	None	16	1	4	**21**	3	0	3	**6**	**27**	4	110	4	**118**	5	85	1	**91**	**209**	**236**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

INNES RD @ LANTHIER DR/PRESTWICK DR

Survey Date: Saturday, March 04, 2023 **WO No:** 40835

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

Full Study 15 Minute U-Turn Total

LANTHIER DR/PRESTWICK DR **INNES RD**

Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
11:30	11:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
07:45	08:00	0	0	1	0	1
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	2	0	2
09:00	09:15	0	0	1	0	1
09:15	09:30	0	0	1	0	1
09:30	09:45	0	0	0	1	1
09:45	10:00	0	0	1	0	1
11:45	12:00	0	0	1	0	1
12:00	12:15	0	0	2	0	2
12:15	12:30	0	0	1	0	1
12:30	12:45	0	0	0	0	0
12:45	13:00	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	1	0	1
15:15	15:30	0	0	3	0	3
15:30	15:45	0	0	1	0	1
15:45	16:00	0	0	1	1	2
16:00	16:15	0	0	0	2	2
16:15	16:30	0	0	2	0	2
16:30	16:45	0	0	2	1	3
16:45	17:00	0	0	2	0	2
17:00	17:15	0	0	0	0	0
17:15	17:30	0	0	3	2	5
17:30	17:45	0	0	3	0	3
13:00	13:15	0	0	1	0	1
Total		0	0	29	7	36

Appendix D

Detailed Synchro Report

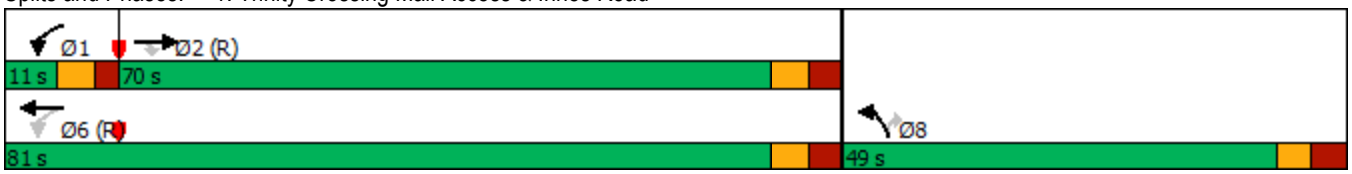
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1554	177	150	986	306	215
Future Volume (vph)	1554	177	150	986	306	215
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		40.0	105.0		40.0	0.0
Storage Lanes		1	1		2	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Ped Bike Factor		0.97			0.98	0.99
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3316	1513	1691	3221	3281	1513
Flt Permitted			0.054		0.950	
Satd. Flow (perm)	3316	1474	96	3221	3215	1490
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		78				87
Link Speed (k/h)	60			60	50	
Link Distance (m)	307.7			254.1	263.7	
Travel Time (s)	18.5			15.2	19.0	
Confl. Peds. (#/hr)		3	3		8	2
Confl. Bikes (#/hr)						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1727	197	167	1096	340	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1727	197	167	1096	340	239
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	7.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	39.9	39.9	11.0	16.9	33.0	33.0
Total Split (s)	70.0	70.0	11.0	81.0	49.0	49.0
Total Split (%)	53.8%	53.8%	8.5%	62.3%	37.7%	37.7%
Maximum Green (s)	63.1	63.1	5.0	74.1	42.0	42.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3
All-Red Time (s)	3.2	3.2	2.3	3.2	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.0	6.9	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	26.0			19.0	19.0
Pedestrian Calls (#/hr)	10	10			10	10
Act Effct Green (s)	68.5	68.5	96.2	95.3	20.8	20.8
Actuated g/C Ratio	0.53	0.53	0.74	0.73	0.16	0.16
v/c Ratio	0.99	0.24	0.51	0.46	0.65	0.77
Control Delay	49.7	11.0	39.8	6.7	56.3	48.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.7	11.0	39.8	6.7	56.3	48.5
LOS	D	B	D	A	E	D
Approach Delay	45.8			11.1	53.1	
Approach LOS	D			B	D	
Queue Length 50th (m)	192.8	13.2	27.0	38.6	39.6	35.6
Queue Length 95th (m)	#276.8	29.6	50.1	56.5	49.0	57.4
Internal Link Dist (m)	283.7			230.1	239.7	
Turn Bay Length (m)		40.0	105.0		40.0	
Base Capacity (vph)	1746	813	326	2359	1060	540
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	0.99	0.24	0.51	0.46	0.32	0.44

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 35.2		Intersection LOS: D	
Intersection Capacity Utilization 80.7%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 1: Trinity Crossing Mall Access & Innes Road

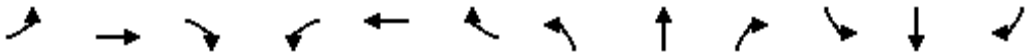


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1717	52	0	1136	0	108
Future Volume (vph)	1717	52	0	1136	0	108
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		50.0	0.0		0.0	0.0
Storage Lanes		1	0		0	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	3316	1513	0	3283	0	1540
Flt Permitted						
Satd. Flow (perm)	3316	1513	0	3283	0	1540
Link Speed (k/h)	60			60	30	
Link Distance (m)	254.1			115.0	88.5	
Travel Time (s)	15.2			6.9	10.6	
Confl. Peds. (#/hr)		11	1		2	1
Confl. Bikes (#/hr)		6				1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1908	58	0	1262	0	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1908	58	0	1262	0	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.1%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	1654	108	81	967	40	108	42	31	26	40	61
Future Volume (vph)	63	1654	108	81	967	40	108	42	31	26	40	61
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	55.0		55.0	100.0		0.0	55.0		0.0	35.0		0.0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97		1.00		0.99	0.99		1.00	0.99	
Frt			0.850		0.994			0.937			0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1658	3349	1498	1674	3291	0	1658	1658	0	1691	1570	0
Flt Permitted	0.237			0.052			0.685			0.704		
Satd. Flow (perm)	413	3349	1449	92	3291	0	1187	1658	0	1250	1570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107		6			26			55	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		115.0			450.7			296.9			122.5	
Travel Time (s)		6.9			27.0			26.7			11.0	
Confl. Peds. (#/hr)	4		6	6		4	6		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	1%	2%	3%	2%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	70	1838	120	90	1074	44	120	47	34	29	44	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	1838	120	90	1118	0	120	81	0	29	112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (m)		
Grade (%)		
Storage Length (m)		
Storage Lanes		
Taper Length (m)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(m)		
Link Offset(m)		
Crosswalk Width(m)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (k/h)		
Number of Detectors		
Detector Template		
Leading Detector (m)		
Trailing Detector (m)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0	36.0	10.9	36.0		35.9	35.9		35.9	35.9	
Total Split (s)	77.0	77.0	77.0	12.0	89.0		36.0	36.0		36.0	36.0	
Total Split (%)	59.2%	59.2%	59.2%	9.2%	68.5%		27.7%	27.7%		27.7%	27.7%	
Maximum Green (s)	71.0	71.0	71.0	6.1	83.0		29.1	29.1		29.1	29.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.3	2.3	2.3	2.2	2.3		3.9	3.9		3.9	3.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.9	6.0		6.9	6.9		6.9	6.9	
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		Max	Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0		10.0		2.0	2.0		2.0	2.0	
Flash Dont Walk (s)	20.0	20.0	20.0		20.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	10	10	10		10		10	10		10	10	
Act Effct Green (s)	71.0	71.0	71.0	83.1	83.0		34.1	34.1		34.1	34.1	
Actuated g/C Ratio	0.55	0.55	0.55	0.64	0.64		0.26	0.26		0.26	0.26	
v/c Ratio	0.31	1.00	0.14	0.68	0.53		0.39	0.18		0.09	0.25	
Control Delay	8.9	27.2	0.4	43.4	13.9		43.8	26.7		37.3	21.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.9	27.2	0.4	43.4	13.9		43.8	26.7		37.3	21.4	
LOS	A	C	A	D	B		D	C		D	C	
Approach Delay		25.0			16.1			36.9			24.7	
Approach LOS		C			B			D			C	
Queue Length 50th (m)	2.5	~105.4	0.0	7.6	70.7		23.3	10.0		5.2	10.3	
Queue Length 95th (m)	m3.7	m#243.7	m0.0	#29.8	85.9		40.5	22.1		12.6	24.8	
Internal Link Dist (m)		91.0			426.7			272.9			98.5	
Turn Bay Length (m)	55.0		55.0	100.0			55.0			35.0		
Base Capacity (vph)	225	1829	839	133	2103		311	454		327	452	
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	0.31	1.00	0.14	0.68	0.53		0.39	0.18		0.09	0.25	

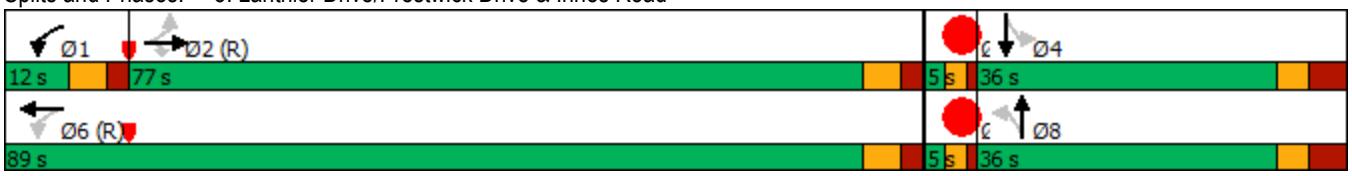
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 54 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization 92.8%		ICU Level of Service F	
Analysis Period (min) 15			

Lane Group	Ø3	Ø7
Minimum Initial (s)	2.0	2.0
Minimum Split (s)	5.0	5.0
Total Split (s)	5.0	5.0
Total Split (%)	4%	4%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

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

Splits and Phases: 3: Lanthier Drive/Prestwick Drive & Innes Road



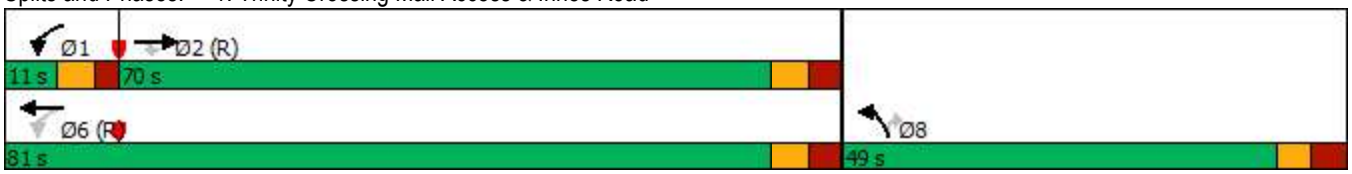
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1182	220	248	1173	536	299
Future Volume (vph)	1182	220	248	1173	536	299
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		40.0	105.0		40.0	0.0
Storage Lanes		1	1		2	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Ped Bike Factor		0.97			0.98	0.99
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3316	1513	1691	3221	3281	1513
Flt Permitted			0.120		0.950	
Satd. Flow (perm)	3316	1474	214	3221	3215	1490
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		128				118
Link Speed (k/h)	60			60	50	
Link Distance (m)	307.7			254.1	263.7	
Travel Time (s)	18.5			15.2	19.0	
Confl. Peds. (#/hr)		3	3		8	2
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1182	220	248	1173	536	299
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1182	220	248	1173	536	299
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	7.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	39.9	39.9	11.0	16.9	33.0	33.0
Total Split (s)	70.0	70.0	11.0	81.0	49.0	49.0
Total Split (%)	53.8%	53.8%	8.5%	62.3%	37.7%	37.7%
Maximum Green (s)	63.1	63.1	5.0	74.1	42.0	42.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3
All-Red Time (s)	3.2	3.2	2.3	3.2	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.0	6.9	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	26.0			19.0	19.0
Pedestrian Calls (#/hr)	10	10			10	10
Act Effct Green (s)	63.1	63.1	89.5	88.6	27.5	27.5
Actuated g/C Ratio	0.49	0.49	0.69	0.68	0.21	0.21
v/c Ratio	0.73	0.28	0.67	0.53	0.77	0.73
Control Delay	30.2	9.1	42.1	9.4	55.8	38.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	9.1	42.1	9.4	55.8	38.9
LOS	C	A	D	A	E	D
Approach Delay	26.9			15.1	49.8	
Approach LOS	C			B	D	
Queue Length 50th (m)	114.4	11.7	39.0	51.4	61.8	40.7
Queue Length 95th (m)	138.8	25.9	#76.5	65.1	73.8	65.9
Internal Link Dist (m)	283.7			230.1	239.7	
Turn Bay Length (m)		40.0	105.0		40.0	
Base Capacity (vph)	1609	781	368	2194	1060	561
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	0.73	0.28	0.67	0.53	0.51	0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 27.5		Intersection LOS: C	
Intersection Capacity Utilization 82.1%		ICU Level of Service E	
Analysis Period (min) 15			

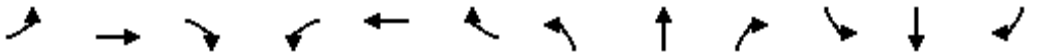
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Trinity Crossing Mall Access & Innes Road



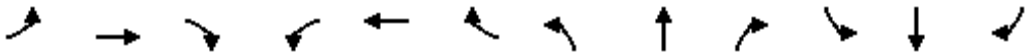
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1414	67	0	1421	0	140
Future Volume (vph)	1414	67	0	1421	0	140
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		50.0	0.0		0.0	0.0
Storage Lanes		1	0		0	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	3316	1513	0	3283	0	1540
Flt Permitted						
Satd. Flow (perm)	3316	1513	0	3283	0	1540
Link Speed (k/h)	60			60	30	
Link Distance (m)	254.1			115.0	88.5	
Travel Time (s)	15.2			6.9	10.6	
Confl. Peds. (#/hr)		11	1		2	1
Confl. Bikes (#/hr)		6				1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1414	67	0	1421	0	140
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1414	67	0	1421	0	140
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	1429	67	87	1250	21	109	42	55	24	40	62
Future Volume (vph)	58	1429	67	87	1250	21	109	42	55	24	40	62
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	55.0		55.0	100.0		0.0	55.0		0.0	35.0		0.0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97		1.00		0.99	0.99		1.00	0.99	
Frt			0.850		0.998			0.915			0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1658	3349	1498	1674	3307	0	1658	1615	0	1691	1570	0
Flt Permitted	0.188			0.084			0.691			0.694		
Satd. Flow (perm)	328	3349	1449	148	3307	0	1197	1615	0	1232	1570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107		2			47			55	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		115.0			450.7			296.9			122.5	
Travel Time (s)		6.9			27.0			26.7			11.0	
Confl. Peds. (#/hr)	4		6	6		4	6		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	1%	2%	3%	2%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	58	1429	67	87	1250	21	109	42	55	24	40	62
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	1429	67	87	1271	0	109	97	0	24	102	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (m)		
Grade (%)		
Storage Length (m)		
Storage Lanes		
Taper Length (m)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(m)		
Link Offset(m)		
Crosswalk Width(m)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (k/h)		
Number of Detectors		
Detector Template		
Leading Detector (m)		
Trailing Detector (m)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0	36.0	10.9	36.0		35.9	35.9		35.9	35.9	
Total Split (s)	77.0	77.0	77.0	12.0	89.0		36.0	36.0		36.0	36.0	
Total Split (%)	59.2%	59.2%	59.2%	9.2%	68.5%		27.7%	27.7%		27.7%	27.7%	
Maximum Green (s)	71.0	71.0	71.0	6.1	83.0		29.1	29.1		29.1	29.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.3	2.3	2.3	2.2	2.3		3.9	3.9		3.9	3.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.9	6.0		6.9	6.9		6.9	6.9	
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		Max	Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0		10.0		2.0	2.0		2.0	2.0	
Flash Dont Walk (s)	20.0	20.0	20.0		20.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	10	10	10		10		10	10		10	10	
Act Effct Green (s)	71.0	71.0	71.0	83.1	83.0		34.1	34.1		34.1	34.1	
Actuated g/C Ratio	0.55	0.55	0.55	0.64	0.64		0.26	0.26		0.26	0.26	
v/c Ratio	0.32	0.78	0.08	0.52	0.60		0.35	0.21		0.07	0.23	
Control Delay	12.3	11.9	0.1	20.6	15.3		42.8	21.6		37.0	19.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.3	11.9	0.1	20.6	15.3		42.8	21.6		37.0	19.9	
LOS	B	B	A	C	B		D	C		D	B	
Approach Delay		11.4			15.6			32.8			23.2	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	3.0	41.1	0.0	7.3	86.4		21.0	9.0		4.3	8.5	
Queue Length 95th (m)	m4.9	48.0	m0.0	13.7	104.6		36.8	22.2		10.9	21.8	
Internal Link Dist (m)		91.0			426.7			272.9			98.5	
Turn Bay Length (m)	55.0		55.0	100.0			55.0			35.0		
Base Capacity (vph)	179	1829	839	166	2112		313	458		323	452	
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	0.32	0.78	0.08	0.52	0.60		0.35	0.21		0.07	0.23	

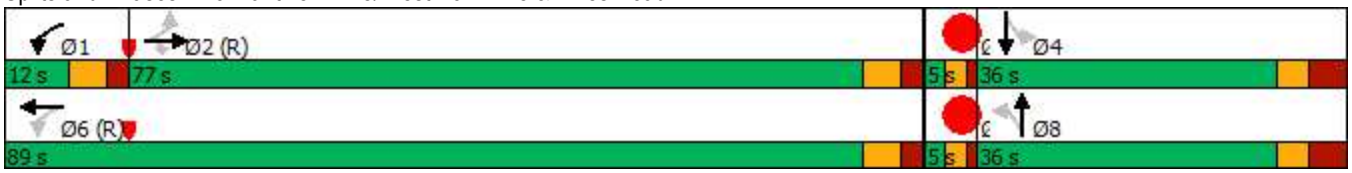
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 54 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 15.0		Intersection LOS: B	
Intersection Capacity Utilization 86.6%		ICU Level of Service E	
Analysis Period (min) 15			

Lane Group	Ø3	Ø7
Minimum Initial (s)	2.0	2.0
Minimum Split (s)	5.0	5.0
Total Split (s)	5.0	5.0
Total Split (%)	4%	4%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

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

Splits and Phases: 3: Lanthier Drive/Prestwick Drive & Innes Road



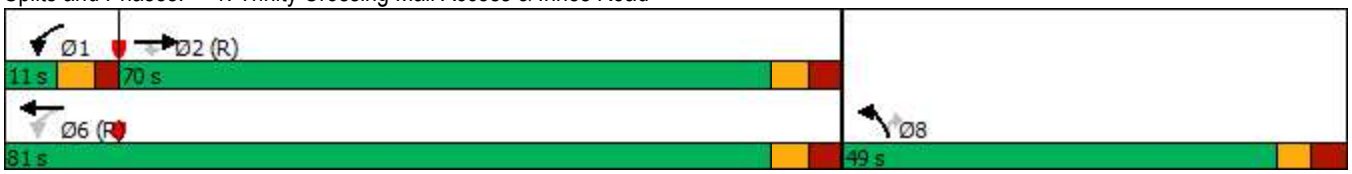
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1570	179	152	996	309	217
Future Volume (vph)	1570	179	152	996	309	217
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		40.0	105.0		40.0	0.0
Storage Lanes		1	1		2	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Ped Bike Factor		0.97			0.98	0.99
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3316	1513	1691	3221	3281	1513
Flt Permitted			0.052		0.950	
Satd. Flow (perm)	3316	1474	93	3221	3215	1490
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		78				90
Link Speed (k/h)	60			60	50	
Link Distance (m)	307.7			254.1	263.7	
Travel Time (s)	18.5			15.2	19.0	
Confl. Peds. (#/hr)		3	3		8	2
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1619	185	157	1027	319	224
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1619	185	157	1027	319	224
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	7.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.9	39.9	11.0	12.0	33.0	33.0
Total Split (s)	70.0	70.0	11.0	81.0	49.0	49.0
Total Split (%)	53.8%	53.8%	8.5%	62.3%	37.7%	37.7%
Maximum Green (s)	63.1	63.1	5.0	74.1	42.0	42.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3
All-Red Time (s)	3.2	3.2	2.3	3.2	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.0	6.9	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	26.0			19.0	19.0
Pedestrian Calls (#/hr)	10	10			10	10
Act Effct Green (s)	71.0	71.0	97.6	96.7	19.4	19.4
Actuated g/C Ratio	0.55	0.55	0.75	0.74	0.15	0.15
v/c Ratio	0.89	0.22	0.51	0.43	0.65	0.75
Control Delay	34.2	9.9	38.7	6.0	57.8	46.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	9.9	38.7	6.0	57.8	46.3
LOS	C	A	D	A	E	D
Approach Delay	31.7			10.4	53.1	
Approach LOS	C			B	D	
Queue Length 50th (m)	160.3	11.1	24.7	33.5	37.5	31.3
Queue Length 95th (m)	#249.0	27.2	46.1	48.0	47.2	53.1
Internal Link Dist (m)	283.7			230.1	239.7	
Turn Bay Length (m)		40.0	105.0		40.0	
Base Capacity (vph)	1812	840	310	2395	1060	542
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	0.89	0.22	0.51	0.43	0.30	0.41

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 27.9		Intersection LOS: C	
Intersection Capacity Utilization 81.4%		ICU Level of Service D	
Analysis Period (min) 15			

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

Splits and Phases: 1: Trinity Crossing Mall Access & Innes Road

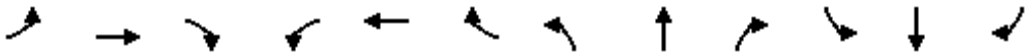


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1734	53	0	1147	0	109
Future Volume (vph)	1734	53	0	1147	0	109
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		50.0	0.0		0.0	0.0
Storage Lanes		1	0		0	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	3316	1513	0	3283	0	1540
Flt Permitted						
Satd. Flow (perm)	3316	1513	0	3283	0	1540
Link Speed (k/h)	60			60	30	
Link Distance (m)	254.1			115.0	88.5	
Travel Time (s)	15.2			6.9	10.6	
Confl. Peds. (#/hr)		11	1		2	1
Confl. Bikes (#/hr)		6				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1788	55	0	1182	0	112
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1788	55	0	1182	0	112
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.7%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	1671	109	82	977	40	109	42	31	26	40	62
Future Volume (vph)	64	1671	109	82	977	40	109	42	31	26	40	62
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	55.0		55.0	100.0		0.0	55.0		0.0	35.0		0.0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97		1.00		0.99	0.99		1.00	0.99	
Frt			0.850		0.994			0.936			0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1658	3349	1498	1674	3291	0	1658	1656	0	1691	1570	0
Flt Permitted	0.266			0.052			0.690			0.708		
Satd. Flow (perm)	463	3349	1449	92	3291	0	1196	1656	0	1257	1570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107		6			27			55	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		115.0			450.7			296.9			122.5	
Travel Time (s)		6.9			27.0			26.7			11.0	
Confl. Peds. (#/hr)	4		6	6		4	6		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	1%	2%	3%	2%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	65	1705	111	84	997	41	111	43	32	27	41	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	1705	111	84	1038	0	111	75	0	27	104	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (m)		
Grade (%)		
Storage Length (m)		
Storage Lanes		
Taper Length (m)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(m)		
Link Offset(m)		
Crosswalk Width(m)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (k/h)		
Number of Detectors		
Detector Template		
Leading Detector (m)		
Trailing Detector (m)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0	36.0	10.9	36.0		35.9	35.9		35.9	35.9	
Total Split (s)	77.0	77.0	77.0	12.0	89.0		36.0	36.0		36.0	36.0	
Total Split (%)	59.2%	59.2%	59.2%	9.2%	68.5%		27.7%	27.7%		27.7%	27.7%	
Maximum Green (s)	71.0	71.0	71.0	6.1	83.0		29.1	29.1		29.1	29.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.3	2.3	2.3	2.2	2.3		3.9	3.9		3.9	3.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.9	6.0		6.9	6.9		6.9	6.9	
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		Max	Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0		10.0		2.0	2.0		2.0	2.0	
Flash Dont Walk (s)	20.0	20.0	20.0		20.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	10	10	10		10		10	10		10	10	
Act Effct Green (s)	71.0	71.0	71.0	83.1	83.0		34.1	34.1		34.1	34.1	
Actuated g/C Ratio	0.55	0.55	0.55	0.64	0.64		0.26	0.26		0.26	0.26	
v/c Ratio	0.26	0.93	0.13	0.63	0.49		0.35	0.17		0.08	0.23	
Control Delay	8.2	17.1	0.4	38.6	13.3		43.0	25.5		37.2	20.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.2	17.1	0.4	38.6	13.3		43.0	25.5		37.2	20.3	
LOS	A	B	A	D	B		D	C		D	C	
Approach Delay		15.8			15.2			35.9			23.8	
Approach LOS		B			B			D			C	
Queue Length 50th (m)	2.3	139.1	0.0	7.0	63.3		21.4	8.7		4.8	8.8	
Queue Length 95th (m)	m3.7	#49.0	m0.0	#25.8	77.3		37.5	20.2		12.0	22.5	
Internal Link Dist (m)		91.0			426.7			272.9			98.5	
Turn Bay Length (m)	55.0		55.0	100.0			55.0			35.0		
Base Capacity (vph)	252	1829	839	133	2103		313	454		329	452	
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	0.26	0.93	0.13	0.63	0.49		0.35	0.17		0.08	0.23	

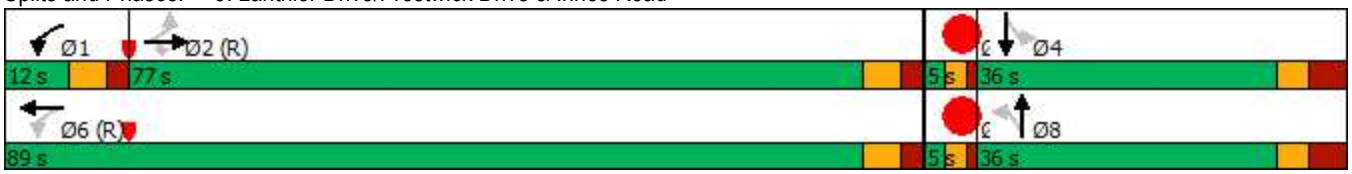
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 54 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 93.4%		ICU Level of Service F	
Analysis Period (min) 15			

Lane Group	Ø3	Ø7
Minimum Initial (s)	2.0	2.0
Minimum Split (s)	5.0	5.0
Total Split (s)	5.0	5.0
Total Split (%)	4%	4%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

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

Splits and Phases: 3: Lanthier Drive/Prestwick Drive & Innes Road



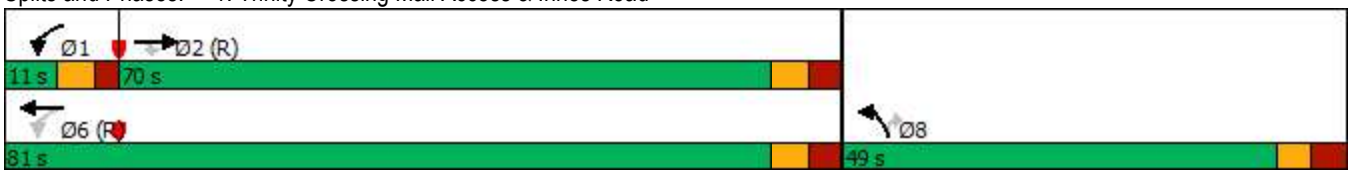
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1650	188	159	1047	325	228
Future Volume (vph)	1650	188	159	1047	325	228
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		40.0	105.0		40.0	0.0
Storage Lanes		1	1		2	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Ped Bike Factor		0.97			0.98	0.99
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3316	1513	1691	3221	3281	1513
Flt Permitted			0.053		0.950	
Satd. Flow (perm)	3316	1474	94	3221	3215	1490
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		78				88
Link Speed (k/h)	60			60	50	
Link Distance (m)	307.7			254.1	263.7	
Travel Time (s)	18.5			15.2	19.0	
Confl. Peds. (#/hr)		3	3		8	2
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1701	194	164	1079	335	235
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1701	194	164	1079	335	235
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	7.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	39.9	39.9	11.0	16.9	33.0	33.0
Total Split (s)	70.0	70.0	11.0	81.0	49.0	49.0
Total Split (%)	53.8%	53.8%	8.5%	62.3%	37.7%	37.7%
Maximum Green (s)	63.1	63.1	5.0	74.1	42.0	42.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3
All-Red Time (s)	3.2	3.2	2.3	3.2	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.0	6.9	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	26.0			19.0	19.0
Pedestrian Calls (#/hr)	10	10			10	10
Act Effct Green (s)	69.3	69.3	96.6	95.7	20.4	20.4
Actuated g/C Ratio	0.53	0.53	0.74	0.74	0.16	0.16
v/c Ratio	0.96	0.24	0.51	0.46	0.65	0.76
Control Delay	43.8	10.7	39.4	6.5	56.8	48.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.8	10.7	39.4	6.5	56.8	48.0
LOS	D	B	D	A	E	D
Approach Delay	40.4			10.8	53.2	
Approach LOS	D			B	D	
Queue Length 50th (m)	183.7	12.6	26.4	37.2	39.2	34.4
Queue Length 95th (m)	#270.2	29.1	49.2	54.7	48.6	56.1
Internal Link Dist (m)	283.7			230.1	239.7	
Turn Bay Length (m)		40.0	105.0		40.0	
Base Capacity (vph)	1766	821	320	2370	1060	540
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	0.96	0.24	0.51	0.46	0.32	0.44

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 32.5		Intersection LOS: C	
Intersection Capacity Utilization 84.6%		ICU Level of Service E	
Analysis Period (min) 15			

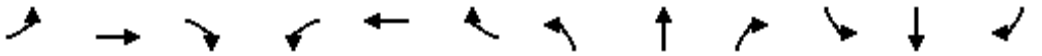
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Trinity Crossing Mall Access & Innes Road



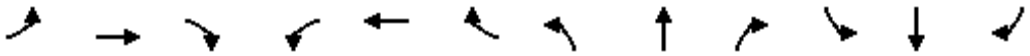
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1823	55	0	1206	0	115
Future Volume (vph)	1823	55	0	1206	0	115
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		50.0	0.0		0.0	0.0
Storage Lanes		1	0		0	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	3316	1513	0	3283	0	1540
Flt Permitted						
Satd. Flow (perm)	3316	1513	0	3283	0	1540
Link Speed (k/h)	60			60	30	
Link Distance (m)	254.1			115.0	88.5	
Travel Time (s)	15.2			6.9	10.6	
Confl. Peds. (#/hr)		11	1		2	1
Confl. Bikes (#/hr)		6				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1879	57	0	1243	0	119
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1879	57	0	1243	0	119
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	1756	115	86	1026	42	115	45	33	28	42	65
Future Volume (vph)	67	1756	115	86	1026	42	115	45	33	28	42	65
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	55.0		55.0	100.0		0.0	55.0		0.0	35.0		0.0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97		1.00		0.99	0.99		1.00	0.99	
Frt			0.850		0.994			0.936			0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1658	3349	1498	1674	3291	0	1658	1656	0	1691	1570	0
Flt Permitted	0.247			0.052			0.687			0.705		
Satd. Flow (perm)	430	3349	1449	92	3291	0	1191	1656	0	1252	1570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107		6			26			55	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		115.0			450.7			296.9			122.5	
Travel Time (s)		6.9			27.0			26.7			11.0	
Confl. Peds. (#/hr)	4		6	6		4	6		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	1%	2%	3%	2%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	68	1792	117	88	1047	43	117	46	34	29	43	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	1792	117	88	1090	0	117	80	0	29	109	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (m)		
Grade (%)		
Storage Length (m)		
Storage Lanes		
Taper Length (m)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(m)		
Link Offset(m)		
Crosswalk Width(m)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (k/h)		
Number of Detectors		
Detector Template		
Leading Detector (m)		
Trailing Detector (m)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0	36.0	10.9	36.0		35.9	35.9		35.9	35.9	
Total Split (s)	77.0	77.0	77.0	12.0	89.0		36.0	36.0		36.0	36.0	
Total Split (%)	59.2%	59.2%	59.2%	9.2%	68.5%		27.7%	27.7%		27.7%	27.7%	
Maximum Green (s)	71.0	71.0	71.0	6.1	83.0		29.1	29.1		29.1	29.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.3	2.3	2.3	2.2	2.3		3.9	3.9		3.9	3.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.9	6.0		6.9	6.9		6.9	6.9	
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		Max	Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0		10.0		2.0	2.0		2.0	2.0	
Flash Dont Walk (s)	20.0	20.0	20.0		20.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	10	10	10		10		10	10		10	10	
Act Effct Green (s)	71.0	71.0	71.0	83.1	83.0		34.1	34.1		34.1	34.1	
Actuated g/C Ratio	0.55	0.55	0.55	0.64	0.64		0.26	0.26		0.26	0.26	
v/c Ratio	0.29	0.98	0.14	0.66	0.52		0.38	0.18		0.09	0.24	
Control Delay	8.7	22.2	0.4	41.7	13.7		43.5	26.6		37.3	21.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.7	22.2	0.4	41.7	13.7		43.5	26.6		37.3	21.0	
LOS	A	C	A	D	B		D	C		D	C	
Approach Delay		20.5			15.8			36.6			24.4	
Approach LOS		C			B			D			C	
Queue Length 50th (m)	2.4	97.6	0.0	7.4	68.0		22.7	9.8		5.2	9.8	
Queue Length 95th (m)	m3.6	m#53.2	m0.0	#28.3	82.8		39.6	21.7		12.6	23.7	
Internal Link Dist (m)		91.0			426.7			272.9			98.5	
Turn Bay Length (m)	55.0		55.0	100.0			55.0			35.0		
Base Capacity (vph)	234	1829	839	133	2103		312	453		328	452	
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	0.29	0.98	0.14	0.66	0.52		0.38	0.18		0.09	0.24	

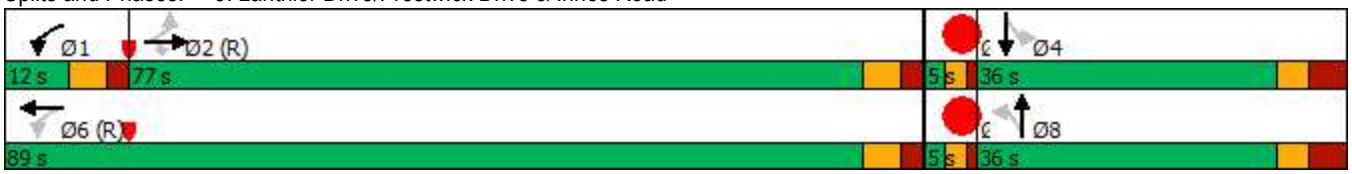
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 54 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 96.1%		ICU Level of Service F	
Analysis Period (min) 15			

Lane Group	Ø3	Ø7
Minimum Initial (s)	2.0	2.0
Minimum Split (s)	5.0	5.0
Total Split (s)	5.0	5.0
Total Split (%)	4%	4%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

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

Splits and Phases: 3: Lanthier Drive/Prestwick Drive & Innes Road



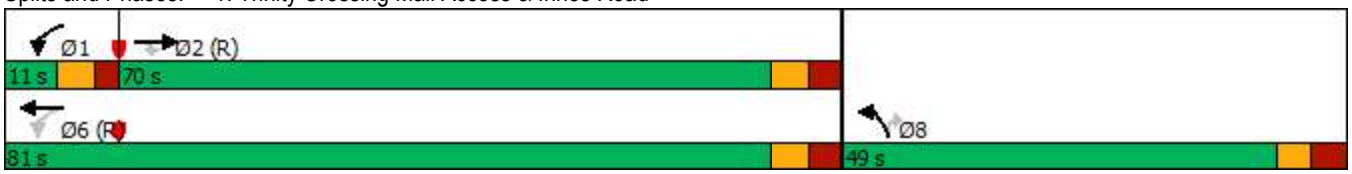
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1194	222	250	1185	541	302
Future Volume (vph)	1194	222	250	1185	541	302
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		40.0	105.0		40.0	0.0
Storage Lanes		1	1		2	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Ped Bike Factor		0.97			0.98	0.99
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3316	1513	1691	3221	3281	1513
Flt Permitted			0.107		0.950	
Satd. Flow (perm)	3316	1474	190	3221	3215	1490
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		128				113
Link Speed (k/h)	60			60	50	
Link Distance (m)	307.7			254.1	263.7	
Travel Time (s)	18.5			15.2	19.0	
Confl. Peds. (#/hr)		3	3		8	2
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1231	229	258	1222	558	311
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1231	229	258	1222	558	311
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	7.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.9	39.9	11.0	12.0	33.0	33.0
Total Split (s)	70.0	70.0	11.0	81.0	49.0	49.0
Total Split (%)	53.8%	53.8%	8.5%	62.3%	37.7%	37.7%
Maximum Green (s)	63.1	63.1	5.0	74.1	42.0	42.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3
All-Red Time (s)	3.2	3.2	2.3	3.2	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.0	6.9	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	26.0			19.0	19.0
Pedestrian Calls (#/hr)	10	10			10	10
Act Effct Green (s)	63.1	63.1	88.3	87.4	28.7	28.7
Actuated g/C Ratio	0.49	0.49	0.68	0.67	0.22	0.22
v/c Ratio	0.77	0.29	0.76	0.56	0.77	0.75
Control Delay	31.3	9.5	50.1	10.1	54.8	40.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.3	9.5	50.1	10.1	54.8	40.5
LOS	C	A	D	B	D	D
Approach Delay	27.9			17.1	49.7	
Approach LOS	C			B	D	
Queue Length 50th (m)	122.0	12.9	44.9	55.9	64.3	44.8
Queue Length 95th (m)	147.8	27.9	#94.0	68.3	75.8	70.1
Internal Link Dist (m)	283.7			230.1	239.7	
Turn Bay Length (m)		40.0	105.0		40.0	
Base Capacity (vph)	1609	781	340	2165	1060	557
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	0.77	0.29	0.76	0.56	0.53	0.56

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 28.7		Intersection LOS: C	
Intersection Capacity Utilization 82.7%		ICU Level of Service E	
Analysis Period (min) 15			

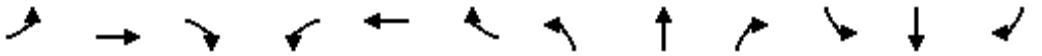
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Trinity Crossing Mall Access & Innes Road



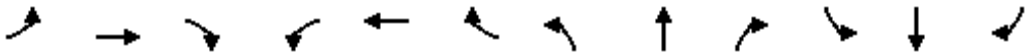
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1428	68	0	1435	0	141
Future Volume (vph)	1428	68	0	1435	0	141
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		50.0	0.0		0.0	0.0
Storage Lanes		1	0		0	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	3316	1513	0	3283	0	1540
Flt Permitted						
Satd. Flow (perm)	3316	1513	0	3283	0	1540
Link Speed (k/h)	60			60	30	
Link Distance (m)	254.1			115.0	88.5	
Travel Time (s)	15.2			6.9	10.6	
Confl. Peds. (#/hr)		11	1		2	1
Confl. Bikes (#/hr)		6				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1472	70	0	1479	0	145
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1472	70	0	1479	0	145
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	1443	68	88	1263	21	110	42	56	24	40	63
Future Volume (vph)	59	1443	68	88	1263	21	110	42	56	24	40	63
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	55.0		55.0	100.0		0.0	55.0		0.0	35.0		0.0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97		1.00		0.99	0.99		1.00	0.99	
Frt			0.850		0.998			0.914			0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1658	3349	1498	1674	3307	0	1658	1613	0	1691	1570	0
Flt Permitted	0.177			0.075			0.689			0.692		
Satd. Flow (perm)	309	3349	1449	132	3307	0	1194	1613	0	1229	1570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107		2			47			56	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		115.0			450.7			296.9			122.5	
Travel Time (s)		6.9			27.0			26.7			11.0	
Confl. Peds. (#/hr)	4		6	6		4	6		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	1%	2%	3%	2%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	60	1472	69	90	1289	21	112	43	57	24	41	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	1472	69	90	1310	0	112	100	0	24	105	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (m)		
Grade (%)		
Storage Length (m)		
Storage Lanes		
Taper Length (m)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(m)		
Link Offset(m)		
Crosswalk Width(m)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (k/h)		
Number of Detectors		
Detector Template		
Leading Detector (m)		
Trailing Detector (m)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0	36.0	10.9	36.0		35.9	35.9		35.9	35.9	
Total Split (s)	77.0	77.0	77.0	12.0	89.0		36.0	36.0		36.0	36.0	
Total Split (%)	59.2%	59.2%	59.2%	9.2%	68.5%		27.7%	27.7%		27.7%	27.7%	
Maximum Green (s)	71.0	71.0	71.0	6.1	83.0		29.1	29.1		29.1	29.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.3	2.3	2.3	2.2	2.3		3.9	3.9		3.9	3.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.9	6.0		6.9	6.9		6.9	6.9	
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		Max	Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0		10.0		2.0	2.0		2.0	2.0	
Flash Dont Walk (s)	20.0	20.0	20.0		20.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	10	10	10		10		10	10		10	10	
Act Effct Green (s)	71.0	71.0	71.0	83.1	83.0		34.1	34.1		34.1	34.1	
Actuated g/C Ratio	0.55	0.55	0.55	0.64	0.64		0.26	0.26		0.26	0.26	
v/c Ratio	0.36	0.80	0.08	0.58	0.62		0.36	0.22		0.07	0.23	
Control Delay	13.0	12.4	0.1	26.3	15.7		43.0	22.0		37.0	20.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.0	12.4	0.1	26.3	15.7		43.0	22.0		37.0	20.1	
LOS	B	B	A	C	B		D	C		D	C	
Approach Delay		11.9			16.3			33.1			23.3	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	3.2	43.0	0.0	7.6	90.8		21.6	9.6		4.3	8.9	
Queue Length 95th (m)	m4.9	49.8	m0.0	17.4	109.7		38.0	23.0		10.9	22.7	
Internal Link Dist (m)		91.0			426.7			272.9			98.5	
Turn Bay Length (m)	55.0		55.0	100.0			55.0			35.0		
Base Capacity (vph)	168	1829	839	156	2112		313	457		322	453	
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	0.36	0.80	0.08	0.58	0.62		0.36	0.22		0.07	0.23	

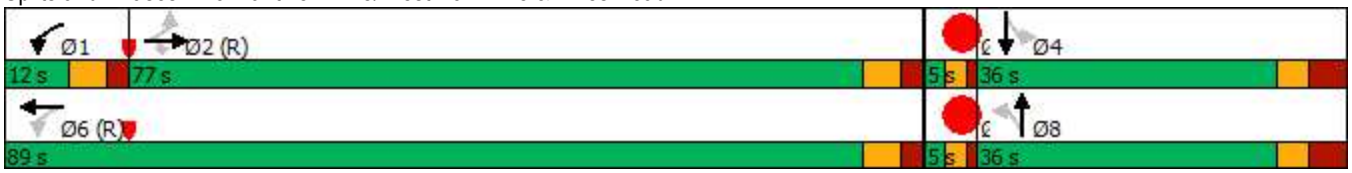
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 54 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 87.1%		ICU Level of Service E	
Analysis Period (min) 15			

Lane Group	Ø3	Ø7
Minimum Initial (s)	2.0	2.0
Minimum Split (s)	5.0	5.0
Total Split (s)	5.0	5.0
Total Split (%)	4%	4%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

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

Splits and Phases: 3: Lanthier Drive/Prestwick Drive & Innes Road



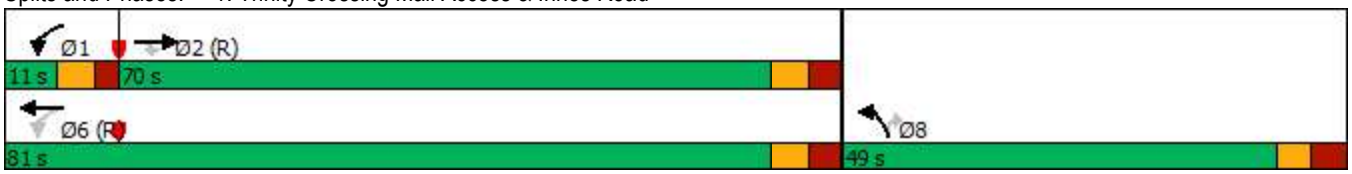
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1255	234	263	1245	569	317
Future Volume (vph)	1255	234	263	1245	569	317
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		40.0	105.0		40.0	0.0
Storage Lanes		1	1		2	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Ped Bike Factor		0.97			0.98	0.99
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3316	1513	1691	3221	3281	1513
Flt Permitted			0.090		0.950	
Satd. Flow (perm)	3316	1474	160	3221	3215	1490
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		128				107
Link Speed (k/h)	60			60	50	
Link Distance (m)	307.7			254.1	263.7	
Travel Time (s)	18.5			15.2	19.0	
Confl. Peds. (#/hr)		3	3		8	2
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1294	241	271	1284	587	327
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1294	241	271	1284	587	327
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	7.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	39.9	39.9	11.0	16.9	33.0	33.0
Total Split (s)	70.0	70.0	11.0	81.0	49.0	49.0
Total Split (%)	53.8%	53.8%	8.5%	62.3%	37.7%	37.7%
Maximum Green (s)	63.1	63.1	5.0	74.1	42.0	42.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3
All-Red Time (s)	3.2	3.2	2.3	3.2	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.0	6.9	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	26.0			19.0	19.0
Pedestrian Calls (#/hr)	10	10			10	10
Act Effct Green (s)	63.1	63.1	86.9	86.0	30.1	30.1
Actuated g/C Ratio	0.49	0.49	0.67	0.66	0.23	0.23
v/c Ratio	0.80	0.31	0.89	0.60	0.77	0.77
Control Delay	33.1	10.2	66.8	11.2	53.6	42.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	10.2	66.8	11.2	53.6	42.5
LOS	C	B	E	B	D	D
Approach Delay	29.5			20.9	49.6	
Approach LOS	C			C	D	
Queue Length 50th (m)	132.3	14.5	51.8	61.4	67.6	50.1
Queue Length 95th (m)	159.6	30.3	#116.7	75.4	78.3	75.3
Internal Link Dist (m)	283.7			230.1	239.7	
Turn Bay Length (m)		40.0	105.0		40.0	
Base Capacity (vph)	1609	781	305	2129	1060	553
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	0.80	0.31	0.89	0.60	0.55	0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 30.8		Intersection LOS: C	
Intersection Capacity Utilization 86.0%		ICU Level of Service E	
Analysis Period (min) 15			

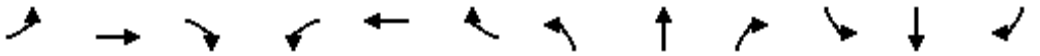
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Trinity Crossing Mall Access & Innes Road



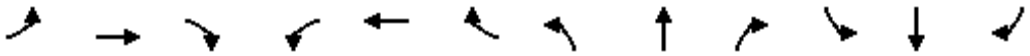
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1501	71	0	1508	0	149
Future Volume (vph)	1501	71	0	1508	0	149
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		50.0	0.0		0.0	0.0
Storage Lanes		1	0		0	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	3316	1513	0	3283	0	1540
Flt Permitted						
Satd. Flow (perm)	3316	1513	0	3283	0	1540
Link Speed (k/h)	60			60	30	
Link Distance (m)	254.1			115.0	88.5	
Travel Time (s)	15.2			6.9	10.6	
Confl. Peds. (#/hr)		11	1		2	1
Confl. Bikes (#/hr)		6				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1547	73	0	1555	0	154
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1547	73	0	1555	0	154
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.4%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	1517	71	92	1327	22	116	45	58	25	42	66
Future Volume (vph)	62	1517	71	92	1327	22	116	45	58	25	42	66
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	55.0		55.0	100.0		0.0	55.0		0.0	35.0		0.0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97		1.00		0.99	0.99		1.00	0.99	
Frt			0.850		0.998			0.916			0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1658	3349	1498	1674	3307	0	1658	1617	0	1691	1570	0
Flt Permitted	0.159			0.061			0.686			0.689		
Satd. Flow (perm)	277	3349	1449	108	3307	0	1189	1617	0	1224	1570	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107		2			46			56	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		115.0			450.7			296.9			122.5	
Travel Time (s)		6.9			27.0			26.7			11.0	
Confl. Peds. (#/hr)	4		6	6		4	6		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	1%	2%	3%	2%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	63	1548	72	94	1354	22	118	46	59	26	43	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	1548	72	94	1376	0	118	105	0	26	110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (m)		
Grade (%)		
Storage Length (m)		
Storage Lanes		
Taper Length (m)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(m)		
Link Offset(m)		
Crosswalk Width(m)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (k/h)		
Number of Detectors		
Detector Template		
Leading Detector (m)		
Trailing Detector (m)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0	36.0	10.9	36.0		35.9	35.9		35.9	35.9	
Total Split (s)	77.0	77.0	77.0	12.0	89.0		36.0	36.0		36.0	36.0	
Total Split (%)	59.2%	59.2%	59.2%	9.2%	68.5%		27.7%	27.7%		27.7%	27.7%	
Maximum Green (s)	71.0	71.0	71.0	6.1	83.0		29.1	29.1		29.1	29.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.3	2.3	2.3	2.2	2.3		3.9	3.9		3.9	3.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.9	6.0		6.9	6.9		6.9	6.9	
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		Max	Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0		10.0		2.0	2.0		2.0	2.0	
Flash Dont Walk (s)	20.0	20.0	20.0		20.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	10	10	10		10		10	10		10	10	
Act Effct Green (s)	71.0	71.0	71.0	83.1	83.0		34.1	34.1		34.1	34.1	
Actuated g/C Ratio	0.55	0.55	0.55	0.64	0.64		0.26	0.26		0.26	0.26	
v/c Ratio	0.42	0.85	0.09	0.66	0.65		0.38	0.23		0.08	0.24	
Control Delay	14.8	13.6	0.1	37.9	16.4		43.6	23.0		37.2	20.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	14.8	13.6	0.1	37.9	16.4		43.6	23.0		37.2	20.9	
LOS	B	B	A	D	B		D	C		D	C	
Approach Delay		13.1			17.8			33.9			24.0	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	3.5	46.1	0.0	7.9	98.8		22.9	10.7		4.7	9.8	
Queue Length 95th (m)	m5.1	53.0	m0.0	#27.5	118.8		39.8	24.7		11.6	24.0	
Internal Link Dist (m)		91.0			426.7			272.9			98.5	
Turn Bay Length (m)	55.0		55.0	100.0			55.0			35.0		
Base Capacity (vph)	151	1829	839	142	2112		311	458		321	453	
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	0.42	0.85	0.09	0.66	0.65		0.38	0.23		0.08	0.24	

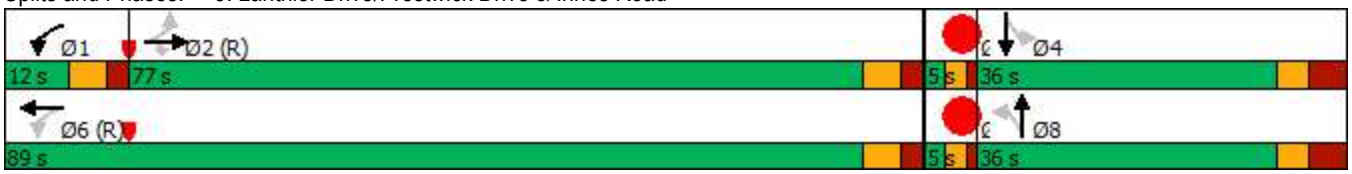
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 54 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 16.8		Intersection LOS: B	
Intersection Capacity Utilization 89.5%		ICU Level of Service E	
Analysis Period (min) 15			

Lane Group	Ø3	Ø7
Minimum Initial (s)	2.0	2.0
Minimum Split (s)	5.0	5.0
Total Split (s)	5.0	5.0
Total Split (%)	4%	4%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

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

Splits and Phases: 3: Lanthier Drive/Prestwick Drive & Innes Road



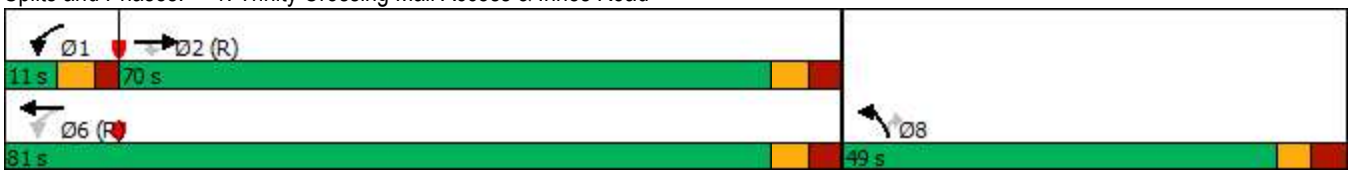
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1587	188	160	996	332	225
Future Volume (vph)	1587	188	160	996	332	225
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		40.0	105.0		40.0	0.0
Storage Lanes		1	1		2	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Ped Bike Factor		0.97			0.98	0.99
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3316	1513	1691	3221	3281	1513
Flt Permitted			0.053		0.950	
Satd. Flow (perm)	3316	1474	94	3221	3215	1490
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		81				91
Link Speed (k/h)	60			60	50	
Link Distance (m)	307.7			254.1	263.7	
Travel Time (s)	18.5			15.2	19.0	
Confl. Peds. (#/hr)		3	3		8	2
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1587	188	160	996	332	225
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1587	188	160	996	332	225
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	7.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.9	39.9	11.0	12.0	33.0	33.0
Total Split (s)	70.0	70.0	11.0	81.0	49.0	49.0
Total Split (%)	53.8%	53.8%	8.5%	62.3%	37.7%	37.7%
Maximum Green (s)	63.1	63.1	5.0	74.1	42.0	42.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3
All-Red Time (s)	3.2	3.2	2.3	3.2	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.0	6.9	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	26.0			19.0	19.0
Pedestrian Calls (#/hr)	10	10			10	10
Act Effct Green (s)	70.3	70.3	97.3	96.4	19.7	19.7
Actuated g/C Ratio	0.54	0.54	0.75	0.74	0.15	0.15
v/c Ratio	0.89	0.23	0.50	0.42	0.67	0.74
Control Delay	34.0	9.9	39.0	6.0	58.2	45.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.0	9.9	39.0	6.0	58.2	45.4
LOS	C	A	D	A	E	D
Approach Delay	31.4			10.6	53.0	
Approach LOS	C			B	D	
Queue Length 50th (m)	157.1	11.3	25.5	32.5	39.0	31.1
Queue Length 95th (m)	#241.0	27.2	46.7	45.8	49.0	53.1
Internal Link Dist (m)	283.7			230.1	239.7	
Turn Bay Length (m)		40.0	105.0		40.0	
Base Capacity (vph)	1792	834	317	2387	1060	542
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	0.89	0.23	0.50	0.42	0.31	0.42

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 28.0		Intersection LOS: C	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			

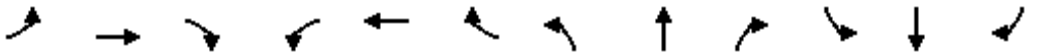
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Trinity Crossing Mall Access & Innes Road



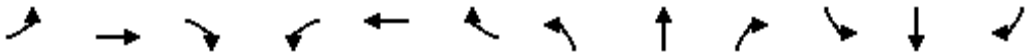
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1742	70	0	1155	0	136
Future Volume (vph)	1742	70	0	1155	0	136
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		50.0	0.0		0.0	0.0
Storage Lanes		1	0		0	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	3316	1513	0	3283	0	1540
Flt Permitted						
Satd. Flow (perm)	3316	1513	0	3283	0	1540
Link Speed (k/h)	60			60	30	
Link Distance (m)	254.1			115.0	88.5	
Travel Time (s)	15.2			6.9	10.6	
Confl. Peds. (#/hr)		11	1		2	1
Confl. Bikes (#/hr)		6				1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1742	70	0	1155	0	136
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1742	70	0	1155	0	136
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	1696	116	112	981	40	109	46	39	26	44	66
Future Volume (vph)	67	1696	116	112	981	40	109	46	39	26	44	66
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	55.0		55.0	100.0		0.0	55.0		0.0	35.0		0.0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97		1.00		0.99	0.99		1.00	0.99	
Frt			0.850		0.994			0.931			0.910	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1658	3349	1498	1674	3291	0	1658	1646	0	1691	1572	0
Flt Permitted	0.273			0.052			0.686			0.702		
Satd. Flow (perm)	475	3349	1449	92	3291	0	1189	1646	0	1247	1572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107		6			30			54	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		115.0			450.7			296.9			122.5	
Travel Time (s)		6.9			27.0			26.7			11.0	
Confl. Peds. (#/hr)	4		6	6		4	6		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	1%	2%	3%	2%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	67	1696	116	112	981	40	109	46	39	26	44	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	1696	116	112	1021	0	109	85	0	26	110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (m)		
Grade (%)		
Storage Length (m)		
Storage Lanes		
Taper Length (m)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(m)		
Link Offset(m)		
Crosswalk Width(m)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (k/h)		
Number of Detectors		
Detector Template		
Leading Detector (m)		
Trailing Detector (m)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0	36.0	10.9	36.0		35.9	35.9		35.9	35.9	
Total Split (s)	77.0	77.0	77.0	12.0	89.0		36.0	36.0		36.0	36.0	
Total Split (%)	59.2%	59.2%	59.2%	9.2%	68.5%		27.7%	27.7%		27.7%	27.7%	
Maximum Green (s)	71.0	71.0	71.0	6.1	83.0		29.1	29.1		29.1	29.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.3	2.3	2.3	2.2	2.3		3.9	3.9		3.9	3.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.9	6.0		6.9	6.9		6.9	6.9	
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		Max	Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0		10.0		2.0	2.0		2.0	2.0	
Flash Dont Walk (s)	20.0	20.0	20.0		20.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	10	10	10		10		10	10		10	10	
Act Effct Green (s)	71.0	71.0	71.0	83.1	83.0		34.1	34.1		34.1	34.1	
Actuated g/C Ratio	0.55	0.55	0.55	0.64	0.64		0.26	0.26		0.26	0.26	
v/c Ratio	0.26	0.93	0.14	0.84	0.49		0.35	0.19		0.08	0.24	
Control Delay	8.4	17.0	0.4	68.5	13.2		42.8	25.7		37.1	21.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.4	17.0	0.4	68.5	13.2		42.8	25.7		37.1	21.5	
LOS	A	B	A	E	B		D	C		D	C	
Approach Delay		15.7			18.7			35.3			24.5	
Approach LOS		B			B			D			C	
Queue Length 50th (m)	2.5	127.8	0.0	12.8	61.7		21.0	9.9		4.7	10.2	
Queue Length 95th (m)	m3.9	#49.8	m0.0	#44.2	75.5		36.8	22.5		11.6	24.4	
Internal Link Dist (m)		91.0			426.7			272.9			98.5	
Turn Bay Length (m)	55.0		55.0	100.0			55.0			35.0		
Base Capacity (vph)	259	1829	839	133	2103		311	453		327	452	
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	0.26	0.93	0.14	0.84	0.49		0.35	0.19		0.08	0.24	

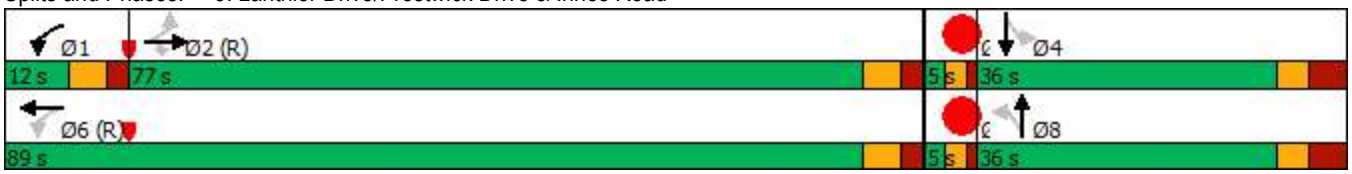
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 54 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 18.2		Intersection LOS: B	
Intersection Capacity Utilization 95.9%		ICU Level of Service F	
Analysis Period (min) 15			

Lane Group	Ø3	Ø7
Minimum Initial (s)	2.0	2.0
Minimum Split (s)	5.0	5.0
Total Split (s)	5.0	5.0
Total Split (%)	4%	4%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

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

Splits and Phases: 3: Lanthier Drive/Prestwick Drive & Innes Road



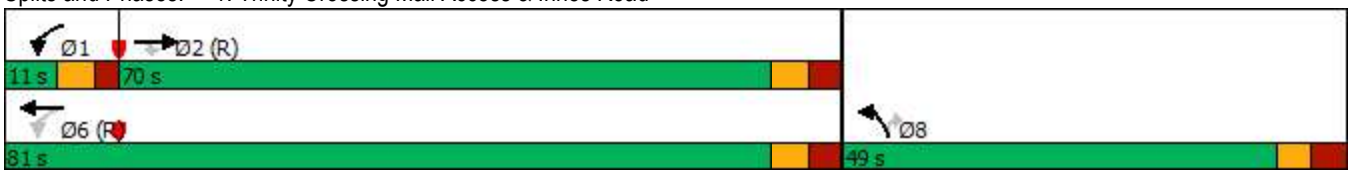
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1667	197	167	1047	348	236
Future Volume (vph)	1667	197	167	1047	348	236
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		40.0	105.0		40.0	0.0
Storage Lanes		1	1		2	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Ped Bike Factor		0.97			0.98	0.99
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3316	1513	1691	3221	3281	1513
Flt Permitted			0.055		0.950	
Satd. Flow (perm)	3316	1474	98	3221	3215	1490
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		81				88
Link Speed (k/h)	60			60	50	
Link Distance (m)	307.7			254.1	263.7	
Travel Time (s)	18.5			15.2	19.0	
Confl. Peds. (#/hr)		3	3		8	2
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1719	203	172	1079	359	243
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1719	203	172	1079	359	243
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	7.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	39.9	39.9	11.0	16.9	33.0	33.0
Total Split (s)	70.0	70.0	11.0	81.0	49.0	49.0
Total Split (%)	53.8%	53.8%	8.5%	62.3%	37.7%	37.7%
Maximum Green (s)	63.1	63.1	5.0	74.1	42.0	42.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3
All-Red Time (s)	3.2	3.2	2.3	3.2	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.0	6.9	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	26.0			19.0	19.0
Pedestrian Calls (#/hr)	10	10			10	10
Act Effct Green (s)	67.3	67.3	95.7	94.8	21.3	21.3
Actuated g/C Ratio	0.52	0.52	0.74	0.73	0.16	0.16
v/c Ratio	1.00	0.25	0.51	0.46	0.67	0.77
Control Delay	53.4	11.2	39.9	6.8	56.7	48.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	11.2	39.9	6.8	56.7	48.2
LOS	D	B	D	A	E	D
Approach Delay	48.9			11.3	53.3	
Approach LOS	D			B	D	
Queue Length 50th (m)	194.3	13.8	28.0	38.0	42.1	36.3
Queue Length 95th (m)	#274.8	30.2	51.6	56.4	51.5	58.1
Internal Link Dist (m)	283.7			230.1	239.7	
Turn Bay Length (m)		40.0	105.0		40.0	
Base Capacity (vph)	1717	802	335	2349	1060	540
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	1.00	0.25	0.51	0.46	0.34	0.45

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 37.2		Intersection LOS: D	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

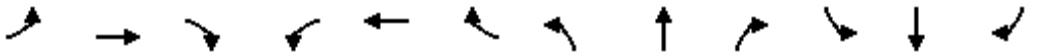
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Trinity Crossing Mall Access & Innes Road



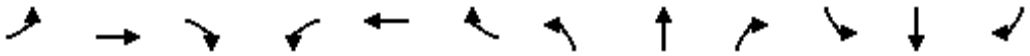
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1831	72	0	1214	0	142
Future Volume (vph)	1831	72	0	1214	0	142
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		50.0	0.0		0.0	0.0
Storage Lanes		1	0		0	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	3316	1513	0	3283	0	1540
Flt Permitted						
Satd. Flow (perm)	3316	1513	0	3283	0	1540
Link Speed (k/h)	60			60	30	
Link Distance (m)	254.1			115.0	88.5	
Travel Time (s)	15.2			6.9	10.6	
Confl. Peds. (#/hr)		11	1		2	1
Confl. Bikes (#/hr)		6				1
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1888	74	0	1252	0	146
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1888	74	0	1252	0	146
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	1781	122	116	1030	42	115	49	41	28	46	69
Future Volume (vph)	70	1781	122	116	1030	42	115	49	41	28	46	69
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	55.0		55.0	100.0		0.0	55.0		0.0	35.0		0.0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97		1.00		0.99	0.99		1.00	0.99	
Frt			0.850		0.994			0.932			0.910	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1658	3349	1498	1674	3291	0	1658	1648	0	1691	1572	0
Flt Permitted	0.246			0.052			0.682			0.697		
Satd. Flow (perm)	429	3349	1449	92	3291	0	1182	1648	0	1238	1572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107		6			30			53	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		115.0			450.7			296.9			122.5	
Travel Time (s)		6.9			27.0			26.7			11.0	
Confl. Peds. (#/hr)	4		6	6		4	6		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	1%	2%	3%	2%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	71	1817	124	118	1051	43	117	50	42	29	47	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	1817	124	118	1094	0	117	92	0	29	117	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (m)		
Grade (%)		
Storage Length (m)		
Storage Lanes		
Taper Length (m)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(m)		
Link Offset(m)		
Crosswalk Width(m)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (k/h)		
Number of Detectors		
Detector Template		
Leading Detector (m)		
Trailing Detector (m)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0	36.0	10.9	36.0		35.9	35.9		35.9	35.9	
Total Split (s)	77.0	77.0	77.0	12.0	89.0		36.0	36.0		36.0	36.0	
Total Split (%)	59.2%	59.2%	59.2%	9.2%	68.5%		27.7%	27.7%		27.7%	27.7%	
Maximum Green (s)	71.0	71.0	71.0	6.1	83.0		29.1	29.1		29.1	29.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.3	2.3	2.3	2.2	2.3		3.9	3.9		3.9	3.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.9	6.0		6.9	6.9		6.9	6.9	
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		Max	Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0		10.0		2.0	2.0		2.0	2.0	
Flash Dont Walk (s)	20.0	20.0	20.0		20.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	10	10	10		10		10	10		10	10	
Act Effct Green (s)	71.0	71.0	71.0	83.1	83.0		34.1	34.1		34.1	34.1	
Actuated g/C Ratio	0.55	0.55	0.55	0.64	0.64		0.26	0.26		0.26	0.26	
v/c Ratio	0.30	0.99	0.15	0.89	0.52		0.38	0.20		0.09	0.26	
Control Delay	8.9	24.3	0.5	77.5	13.7		43.6	26.5		37.3	22.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.9	24.3	0.5	77.5	13.7		43.6	26.5		37.3	22.7	
LOS	A	C	A	E	B		D	C		D	C	
Approach Delay		22.3			19.9			36.1			25.6	
Approach LOS		C			B			D			C	
Queue Length 50th (m)	2.7	58.5	0.1	14.3	68.4		22.7	11.3		5.2	11.7	
Queue Length 95th (m)	m3.8	m#49.1	m0.0	#47.7	83.2		39.6	24.4		12.6	26.6	
Internal Link Dist (m)		91.0			426.7			272.9			98.5	
Turn Bay Length (m)	55.0		55.0	100.0			55.0			35.0		
Base Capacity (vph)	234	1829	839	133	2103		310	454		324	451	
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	0.30	0.99	0.15	0.89	0.52		0.38	0.20		0.09	0.26	

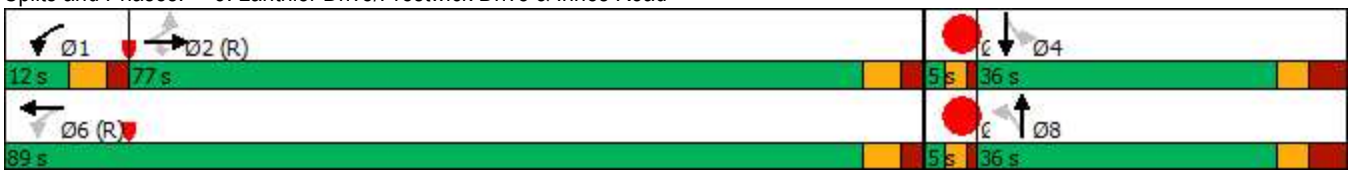
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 54 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 22.4		Intersection LOS: C	
Intersection Capacity Utilization 98.6%		ICU Level of Service F	
Analysis Period (min) 15			

Lane Group	Ø3	Ø7
Minimum Initial (s)	2.0	2.0
Minimum Split (s)	5.0	5.0
Total Split (s)	5.0	5.0
Total Split (%)	4%	4%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

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

Splits and Phases: 3: Lanthier Drive/Prestwick Drive & Innes Road



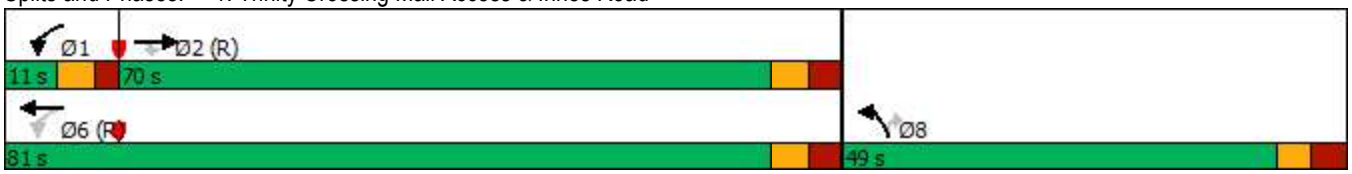
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1222	236	264	1185	581	315
Future Volume (vph)	1222	236	264	1185	581	315
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		40.0	105.0		40.0	0.0
Storage Lanes		1	1		2	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Ped Bike Factor		0.97			0.98	0.99
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3316	1513	1691	3221	3281	1513
Flt Permitted			0.109		0.950	
Satd. Flow (perm)	3316	1474	194	3221	3215	1490
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		133				113
Link Speed (k/h)	60			60	50	
Link Distance (m)	307.7			254.1	263.7	
Travel Time (s)	18.5			15.2	19.0	
Confl. Peds. (#/hr)		3	3		8	2
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1222	236	264	1185	581	315
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1222	236	264	1185	581	315
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	7.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0	10.0	5.0	5.0	5.0	5.0
Minimum Split (s)	39.9	39.9	11.0	12.0	33.0	33.0
Total Split (s)	70.0	70.0	11.0	81.0	49.0	49.0
Total Split (%)	53.8%	53.8%	8.5%	62.3%	37.7%	37.7%
Maximum Green (s)	63.1	63.1	5.0	74.1	42.0	42.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3
All-Red Time (s)	3.2	3.2	2.3	3.2	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.0	6.9	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	26.0			19.0	19.0
Pedestrian Calls (#/hr)	10	10			10	10
Act Effct Green (s)	63.1	63.1	87.5	86.6	29.5	29.5
Actuated g/C Ratio	0.49	0.49	0.67	0.67	0.23	0.23
v/c Ratio	0.76	0.30	0.80	0.55	0.78	0.74
Control Delay	31.1	9.5	53.4	10.2	54.7	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	9.5	53.4	10.2	54.7	39.9
LOS	C	A	D	B	D	D
Approach Delay	27.6			18.1	49.5	
Approach LOS	C			B	D	
Queue Length 50th (m)	120.6	13.1	46.7	55.5	66.9	45.4
Queue Length 95th (m)	146.0	28.5	#98.6	66.6	79.0	71.0
Internal Link Dist (m)	283.7			230.1	239.7	
Turn Bay Length (m)		40.0	105.0		40.0	
Base Capacity (vph)	1609	783	332	2146	1060	557
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	0.76	0.30	0.80	0.55	0.55	0.57

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 29.1		Intersection LOS: C	
Intersection Capacity Utilization 85.4%		ICU Level of Service E	
Analysis Period (min) 15			

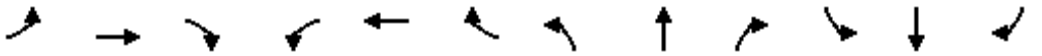
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Trinity Crossing Mall Access & Innes Road



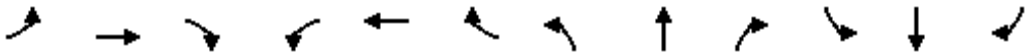
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1441	96	0	1449	0	188
Future Volume (vph)	1441	96	0	1449	0	188
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		50.0	0.0		0.0	0.0
Storage Lanes		1	0		0	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	3316	1513	0	3283	0	1540
Flt Permitted						
Satd. Flow (perm)	3316	1513	0	3283	0	1540
Link Speed (k/h)	60			60	30	
Link Distance (m)	254.1			115.0	88.5	
Travel Time (s)	15.2			6.9	10.6	
Confl. Peds. (#/hr)		11	1		2	1
Confl. Bikes (#/hr)		6				1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1441	96	0	1449	0	188
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1441	96	0	1449	0	188
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	1486	80	137	1270	21	110	49	69	24	47	70
Future Volume (vph)	64	1486	80	137	1270	21	110	49	69	24	47	70
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	55.0		55.0	100.0		0.0	55.0		0.0	35.0		0.0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97		1.00		0.99	0.99		1.00	0.99	
Frt			0.850		0.998			0.912			0.910	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1658	3349	1498	1674	3307	0	1658	1609	0	1691	1572	0
Flt Permitted	0.183			0.072			0.682			0.681		
Satd. Flow (perm)	319	3349	1449	127	3307	0	1182	1609	0	1209	1572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107		2			50			53	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		115.0			450.7			296.9			122.5	
Travel Time (s)		6.9			27.0			26.7			11.0	
Confl. Peds. (#/hr)	4		6	6		4	6		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	1%	2%	3%	2%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	64	1486	80	137	1270	21	110	49	69	24	47	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	1486	80	137	1291	0	110	118	0	24	117	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (m)		
Grade (%)		
Storage Length (m)		
Storage Lanes		
Taper Length (m)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(m)		
Link Offset(m)		
Crosswalk Width(m)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (k/h)		
Number of Detectors		
Detector Template		
Leading Detector (m)		
Trailing Detector (m)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0	36.0	10.9	36.0		35.9	35.9		35.9	35.9	
Total Split (s)	77.0	77.0	77.0	12.0	89.0		36.0	36.0		36.0	36.0	
Total Split (%)	59.2%	59.2%	59.2%	9.2%	68.5%		27.7%	27.7%		27.7%	27.7%	
Maximum Green (s)	71.0	71.0	71.0	6.1	83.0		29.1	29.1		29.1	29.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.3	2.3	2.3	2.2	2.3		3.9	3.9		3.9	3.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.9	6.0		6.9	6.9		6.9	6.9	
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		Max	Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0		10.0		2.0	2.0		2.0	2.0	
Flash Dont Walk (s)	20.0	20.0	20.0		20.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	10	10	10		10		10	10		10	10	
Act Effct Green (s)	71.0	71.0	71.0	83.1	83.0		34.1	34.1		34.1	34.1	
Actuated g/C Ratio	0.55	0.55	0.55	0.64	0.64		0.26	0.26		0.26	0.26	
v/c Ratio	0.37	0.81	0.10	0.90	0.61		0.35	0.26		0.08	0.26	
Control Delay	13.5	13.3	0.2	69.1	15.5		43.0	23.5		37.1	22.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	13.5	13.3	0.2	69.1	15.5		43.0	23.5		37.1	22.7	
LOS	B	B	A	E	B		D	C		D	C	
Approach Delay		12.7			20.6			32.9			25.1	
Approach LOS		B			C			C			C	
Queue Length 50th (m)	3.5	45.6	0.0	13.5	88.7		21.2	12.4		4.3	11.7	
Queue Length 95th (m)	m5.5	53.0	m0.0	#34.8	107.1		37.4	27.3		10.9	26.6	
Internal Link Dist (m)		91.0			426.7			272.9			98.5	
Turn Bay Length (m)	55.0		55.0	100.0			55.0			35.0		
Base Capacity (vph)	174	1829	839	153	2112		310	458		317	451	
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	0.37	0.81	0.10	0.90	0.61		0.35	0.26		0.08	0.26	

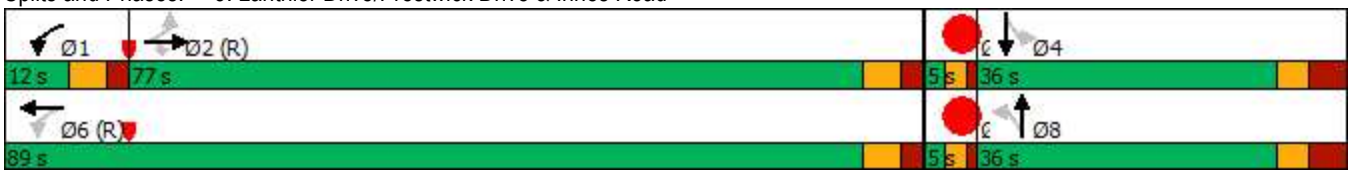
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 54 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 17.8		Intersection LOS: B	
Intersection Capacity Utilization 91.2%		ICU Level of Service F	
Analysis Period (min) 15			

Lane Group	Ø3	Ø7
Minimum Initial (s)	2.0	2.0
Minimum Split (s)	5.0	5.0
Total Split (s)	5.0	5.0
Total Split (%)	4%	4%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

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

Splits and Phases: 3: Lanthier Drive/Prestwick Drive & Innes Road



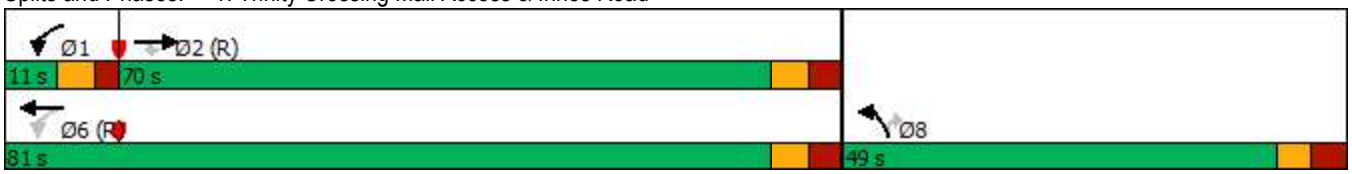
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1283	248	277	1245	609	330
Future Volume (vph)	1283	248	277	1245	609	330
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		40.0	105.0		40.0	0.0
Storage Lanes		1	1		2	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Ped Bike Factor		0.97			0.98	0.99
Frt		0.850				0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	3316	1513	1691	3221	3281	1513
Flt Permitted			0.093		0.950	
Satd. Flow (perm)	3316	1474	166	3221	3215	1490
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		133				108
Link Speed (k/h)	60			60	50	
Link Distance (m)	307.7			254.1	263.7	
Travel Time (s)	18.5			15.2	19.0	
Confl. Peds. (#/hr)		3	3		8	2
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	5%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1283	248	277	1245	609	330
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1283	248	277	1245	609	330
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	7.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Number of Detectors	2	1	1	2	1	1
Detector Template	Thru	Right	Left	Thru	Left	Right
Leading Detector (m)	30.5	6.1	6.1	30.5	6.1	6.1
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0	10.0	5.0	10.0	5.0	5.0
Minimum Split (s)	39.9	39.9	11.0	16.9	33.0	33.0
Total Split (s)	70.0	70.0	11.0	81.0	49.0	49.0
Total Split (%)	53.8%	53.8%	8.5%	62.3%	37.7%	37.7%
Maximum Green (s)	63.1	63.1	5.0	74.1	42.0	42.0
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3
All-Red Time (s)	3.2	3.2	2.3	3.2	3.7	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.0	6.9	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None
Walk Time (s)	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	26.0	26.0			19.0	19.0
Pedestrian Calls (#/hr)	10	10			10	10
Act Effct Green (s)	63.1	63.1	86.2	85.3	30.8	30.8
Actuated g/C Ratio	0.49	0.49	0.66	0.66	0.24	0.24
v/c Ratio	0.80	0.32	0.93	0.59	0.78	0.76
Control Delay	32.8	10.1	73.0	11.1	53.6	41.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.8	10.1	73.0	11.1	53.6	41.6
LOS	C	B	E	B	D	D
Approach Delay	29.1			22.4	49.4	
Approach LOS	C			C	D	
Queue Length 50th (m)	130.5	14.8	53.5	60.2	70.0	50.2
Queue Length 95th (m)	157.5	31.0	#118.7	71.8	81.5	75.5
Internal Link Dist (m)	283.7			230.1	239.7	
Turn Bay Length (m)		40.0	105.0		40.0	
Base Capacity (vph)	1609	783	299	2112	1060	554
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	0.80	0.32	0.93	0.59	0.57	0.60

Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 44 (34%), Referenced to phase 2:EBT and 6:WBTL, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 31.3		Intersection LOS: C	
Intersection Capacity Utilization 88.8%		ICU Level of Service E	
Analysis Period (min) 15			

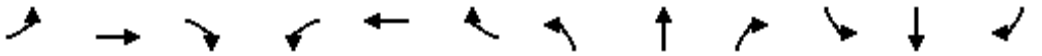
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Trinity Crossing Mall Access & Innes Road



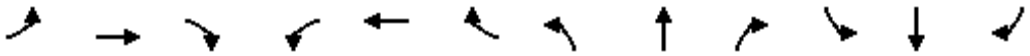
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1514	99	0	1522	0	196
Future Volume (vph)	1514	99	0	1522	0	196
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%			0%	0%	
Storage Length (m)		50.0	0.0		0.0	0.0
Storage Lanes		1	0		0	1
Taper Length (m)			7.6		7.6	
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Ped Bike Factor						
Frt		0.850				0.865
Flt Protected						
Satd. Flow (prot)	3316	1513	0	3283	0	1540
Flt Permitted						
Satd. Flow (perm)	3316	1513	0	3283	0	1540
Link Speed (k/h)	60			60	30	
Link Distance (m)	254.1			115.0	88.5	
Travel Time (s)	15.2			6.9	10.6	
Confl. Peds. (#/hr)		11	1		2	1
Confl. Bikes (#/hr)		6				1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	0%	0%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	1514	99	0	1522	0	196
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1514	99	0	1522	0	196
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.9			4.9	4.9	
Two way Left Turn Lane						
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)		14	24		24	14
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.8%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	1560	83	141	1334	22	116	52	71	25	49	73
Future Volume (vph)	67	1560	83	141	1334	22	116	52	71	25	49	73
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	55.0		55.0	100.0		0.0	55.0		0.0	35.0		0.0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (m)	7.6			7.6			7.6			7.6		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00		0.97		1.00		0.99	0.99		1.00	0.99	
Frt			0.850		0.998			0.913			0.910	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1658	3349	1498	1674	3307	0	1658	1611	0	1691	1572	0
Flt Permitted	0.164			0.058			0.677			0.675		
Satd. Flow (perm)	286	3349	1449	102	3307	0	1173	1611	0	1199	1572	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			107		2			49			53	
Link Speed (k/h)		60			60			40			40	
Link Distance (m)		115.0			450.7			296.9			122.5	
Travel Time (s)		6.9			27.0			26.7			11.0	
Confl. Peds. (#/hr)	4		6	6		4	6		2	2		4
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	1%	1%	1%	2%	3%	2%	0%	0%	0%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	67	1560	83	141	1334	22	116	52	71	25	49	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	1560	83	141	1356	0	116	123	0	25	122	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.9			4.9			4.9			4.9	
Two way Left Turn Lane												
Headway Factor	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Turning Speed (k/h)	24		14	24		14	24		14	24		14
Number of Detectors	1	2	1	1	2		1	2		1	2	
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	6.1	30.5	6.1	6.1	30.5		6.1	30.5		6.1	30.5	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8			4		
Detector Phase	2	2	2	1	6		8	8		4	4	
Switch Phase												

Lane Group	Ø3	Ø7
Lane Configurations		
Traffic Volume (vph)		
Future Volume (vph)		
Ideal Flow (vphpl)		
Lane Width (m)		
Grade (%)		
Storage Length (m)		
Storage Lanes		
Taper Length (m)		
Lane Util. Factor		
Ped Bike Factor		
Frt		
Flt Protected		
Satd. Flow (prot)		
Flt Permitted		
Satd. Flow (perm)		
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (k/h)		
Link Distance (m)		
Travel Time (s)		
Confl. Peds. (#/hr)		
Confl. Bikes (#/hr)		
Peak Hour Factor		
Growth Factor		
Heavy Vehicles (%)		
Bus Blockages (#/hr)		
Parking (#/hr)		
Mid-Block Traffic (%)		
Adj. Flow (vph)		
Shared Lane Traffic (%)		
Lane Group Flow (vph)		
Enter Blocked Intersection		
Lane Alignment		
Median Width(m)		
Link Offset(m)		
Crosswalk Width(m)		
Two way Left Turn Lane		
Headway Factor		
Turning Speed (k/h)		
Number of Detectors		
Detector Template		
Leading Detector (m)		
Trailing Detector (m)		
Turn Type		
Protected Phases	3	7
Permitted Phases		
Detector Phase		
Switch Phase		



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	10.0	10.0	10.0	5.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	36.0	36.0	36.0	10.9	36.0		35.9	35.9		35.9	35.9	
Total Split (s)	77.0	77.0	77.0	12.0	89.0		36.0	36.0		36.0	36.0	
Total Split (%)	59.2%	59.2%	59.2%	9.2%	68.5%		27.7%	27.7%		27.7%	27.7%	
Maximum Green (s)	71.0	71.0	71.0	6.1	83.0		29.1	29.1		29.1	29.1	
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.3	2.3	2.3	2.2	2.3		3.9	3.9		3.9	3.9	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	5.9	6.0		6.9	6.9		6.9	6.9	
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max	C-Max	None	C-Max		Max	Max		Max	Max	
Walk Time (s)	10.0	10.0	10.0		10.0		2.0	2.0		2.0	2.0	
Flash Dont Walk (s)	20.0	20.0	20.0		20.0		27.0	27.0		27.0	27.0	
Pedestrian Calls (#/hr)	10	10	10		10		10	10		10	10	
Act Effct Green (s)	71.0	71.0	71.0	83.1	83.0		34.1	34.1		34.1	34.1	
Actuated g/C Ratio	0.55	0.55	0.55	0.64	0.64		0.26	0.26		0.26	0.26	
v/c Ratio	0.43	0.85	0.10	1.02	0.64		0.38	0.27		0.08	0.27	
Control Delay	15.4	14.6	0.2	108.5	16.1		43.6	24.4		37.2	23.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.4	14.6	0.2	108.5	16.1		43.6	24.4		37.2	23.3	
LOS	B	B	A	F	B		D	C		D	C	
Approach Delay		13.9			24.8			33.7			25.7	
Approach LOS		B			C			C			C	
Queue Length 50th (m)	3.8	48.7	0.0	~19.2	96.4		22.5	13.6		4.5	12.6	
Queue Length 95th (m)	m5.7	55.7	m0.0	#59.2	116.2		39.2	28.9		11.2	27.9	
Internal Link Dist (m)		91.0			426.7			272.9			98.5	
Turn Bay Length (m)	55.0		55.0	100.0			55.0			35.0		
Base Capacity (vph)	156	1829	839	138	2112		307	458		314	451	
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	0.43	0.85	0.10	1.02	0.64		0.38	0.27		0.08	0.27	

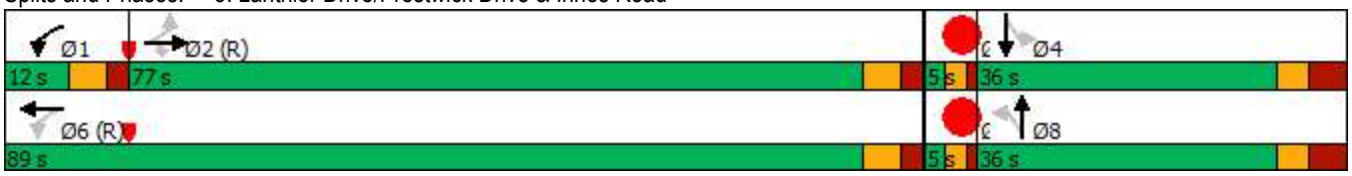
Intersection Summary			
Area Type:	Other		
Cycle Length: 130			
Actuated Cycle Length: 130			
Offset: 54 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay: 20.3		Intersection LOS: C	
Intersection Capacity Utilization 107.7%		ICU Level of Service G	
Analysis Period (min) 15			

Lane Group	Ø3	Ø7
Minimum Initial (s)	2.0	2.0
Minimum Split (s)	5.0	5.0
Total Split (s)	5.0	5.0
Total Split (%)	4%	4%
Maximum Green (s)	2.0	2.0
Yellow Time (s)	2.0	2.0
All-Red Time (s)	1.0	1.0
Lost Time Adjust (s)		
Total Lost Time (s)		
Lead/Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	3.0	3.0
Minimum Gap (s)	3.0	3.0
Time Before Reduce (s)	0.0	0.0
Time To Reduce (s)	0.0	0.0
Recall Mode	None	None
Walk Time (s)		
Flash Dont Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)		
Actuated g/C Ratio		
v/c Ratio		
Control Delay		
Queue Delay		
Total Delay		
LOS		
Approach Delay		
Approach LOS		
Queue Length 50th (m)		
Queue Length 95th (m)		
Internal Link Dist (m)		
Turn Bay Length (m)		
Base Capacity (vph)		
Starvation Cap Reductn		
Spillback Cap Reductn		
Storage Cap Reductn		
Reduced v/c Ratio		

Intersection Summary

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

Splits and Phases: 3: Lanthier Drive/Prestwick Drive & Innes Road



Appendix E

City of Ottawa Collision Data

Intersection	All_Motoriz	Percent_Tr	Pedestrian	Bicycles_N
LAFONTAINE AVE @ MCARTHUR AVE	15299	0.0294	1083	48
LAPERRIERE AVE @ LARKIN ST	8972	0.0477	141	14
LARMOURS RD @ SARSFIELD RD	346	0.128	1	0
LARRY ROBINSON RD @ MARVELVILLE RD	1466	0.1056	0	2
LASER ST @ GURDWARA RD	4379	0.0416	28	0
LAURIER AVE @ 135M E OF ELGIN ST	23149	0.0329	6456	2276
LAURIER AVE @ 89 E OF WALLER ST	9724	0.0886	4282	55
LAURIER AVE @ NELSON ST	9436	0.0297	5015	40
LAURIER AVE @ NICHOLAS ST	43880	0.1306	3527	1259
LAURIER AVE @ NICHOLAS ST	42432	0.1237	2250	49
LAURIER AVE @ PERCY ST	3881	0.0202	1679	1251
LAURIER AVE @ QUEEN ELIZABETH DRWY/LAURIER AVE	25163	0.0352	36	773
LAURIER AVE @ RANGE RD	9804	0.0274	414	22
LAURIER AVE @ SWEETLAND AVE	8354	0.0286	1535	25
LAVERENDRYE DR @ QUINCY AVE	1019	0.082	59	95
LAVERENDRYE DR @ QUINCY AVE	1137	0.0965	89	39
LAWSON AVE @ FRANCES ST	1404	0.0402	156	7
LEBRETON ST @ ORANGEVILLE ST	2879	0.0152	49	42
LEEDS AVE @ SHEFFIELD RD	10802	0.1943	30	7
LEGGET DR @ TERRY FOX DR	13578	0.0213	140	4
LEITRIM RD @ ALBION RD	29313	0.0534	53	26
LIMEBANK RD @ SPRATT RD	23615	0.0374	231	2
LEITRIM RD S @ RAMSAYVILLE RD	9549	0.0315	0	3
LENESTER AVE @ MAITLAND AVE	24226	0.0175	33	21
LIMEBANK RD/RIVERSIDE DR @ RIVER RD	30832	0.0204	2	4
LISGAR ST @ METCALFE ST	14491	0.0258	5255	31
LLOYDALEX CRES @ ECHO POND WAY	742	0.0574	10	0
LOGAN FARM DR @ OSGOODE MAIN ST	3538	0.0352	33	0
LOLA ST @ KING GEORGE ST	4221	0.0245	218	41
LOLA ST @ QUEEN MARY ST	7546	0.0316	443	35
LONG ISLAND RD @ LENA AVE/CINDY HILL CRES W	2175	0.0309	26	12
LORRY GREENBERG DR @ 450 W OF CONROY RD/ROBERT	3117	0.066	156	2
LORRY GREENBERG DR @ 45M S OF MARGRAVE AVE	5288	0.039	220	31
LUNDY'S LANE @ PERTH ST	15158	0.0589	23	1
LYNCH ST @ BRADDISH ST	30	0	0	1
LYNHAR RD @ EATON ST	1403	0.0386	42	7
LYON ST @ MACLAREN ST	10640	0.0149	1001	117
LYON ST @ NEPEAN ST	13299	0.0167	1820	133
LYON ST @ SLATER ST	22020	0.0925	5740	46
LYON ST @ SLATER ST	29277	0.0332	7727	166
LYON ST @ WELLINGTON ST	25670	0.0678	3011	730
LYON ST @ WELLINGTON ST	27918	0.0697	3678	981
LYON ST @ WELLINGTON ST	29700	0.0659	3442	933

LYON ST @ WELLINGTON ST	26595	0.0688	2993	652
MACFARLANE AVE @ SHERWOOD DR	2957	0.0135	303	53
MACHARDY RD @ GALETTA SIDE RD	2366	0.0464	0	0
MACKAY ST @ SUSSEX DR	18741	0.0048	70	62
MACKENZIE AVE @ RIDEAU ST	31745	0.0976	3840	54
CLEROUX CRES W @ INNES RD	8447	0.0423	141	1
MACKENZIE KING BR/WALLER ST @ NICHOLAS ST/WALL	22575	0.2348	8895	42
MACLAREN ST @ O'CONNOR ST	14068	0.0268	2142	166
MADELEINE MEILLEUR PRIV @ VANIER PKWY	31586	0.0151	125	7
MAGLADRY RD @ ROCKDALE RD	1382	0.0545	0	0
MALAKOFF RD @ PIERCE RD	992	0.1518	0	0
MALAKOFF RD @ POLLOCK RD	732	0.1054	0	0
MALCOLM PL @ NORICE ST	987	0.0349	37	26
MANOTICK MAIN ST/RIDEAU VALLEY DR E @ CENTURY	5939	0.0276	7	9
MANOTICK STATION RD @ MITCH OWENS RD	11592	0.0756	0	0
MARCH RD @ DIAMONDVIEW RD	6579	0.0498	0	0
MARCH RD @ HUNTMAR DR	7020	0.0488	0	0
MARCH VALLEY RD @ RIDDELL DR	2239	0.0381	0	0
MARCH VALLEY RD @ TERRY FOX DR	10550	0.0243	175	1
MARGUERITE AVE @ MCARTHUR AVE	10849	0.0311	907	38
MARINA DR @ RIDEAU VALLEY DR	2577	0.035	3	0
MARIONVILLE RD @ YORKS CORNERS RD	786	0.1366	0	0
MARKETPLACE AVE @ RIOCAN AVE	10551	0.0414	512	2
MAXIME ST @ CYRVILLE RD	13203	0.0301	47	1
MAY ST @ MCARTHUR AVE	12969	0.0393	283	25
MCARTHUR AVE @ EGLISE, RUE DE L/MOORVALE ST	14087	0.0384	626	34
MCARTHUR AVE @ IRWIN MILLER ST	12621	0.0349	519	22
MCARTHUR AVE @ NORTH RIVER RD	11365	0.0349	994	95
MCARTHUR AVE @ OLMSTEAD ST	14578	0.0352	429	50
MCARTHUR AVE @ VANIER PKWY	53453	0.0203	1269	35
MCCARTHY RD @ PLANTE DR S	9989	0.0358	49	5
MCCARTHY RD @ WALKLEY RD	19723	0.0243	13	2
MCCOOEYE LANE @ 35M N OF CARP RD	2991	0.0236	17	19
MCCOOEYE LANE @ NEIL AVE	266	0.0245	20	7
MCCORDICK RD @ MCMULLEN RD	1022	0.0545	0	0
MCCORDICK RD @ ROGER STEVENS DR	4304	0.0621	0	0
MCKENNA CASEY DR @ STRANDHERD DR	29435	0.0591	3	36
MCKENNA RD @ ROGER STEVENS DR	2869	0.0571	0	0
MCLEOD ST @ QUEEN ELIZABETH DRWY	10455	0.0118	23	4
MEADOWBROOK RD @ 170 W OF TELESAT CRT @	6584	0.0224	238	0
MEADOWGLEN DR @ WINDFLOWER WAY	2909	0.0439	98	43
MEADOWLANDS DR @ VALMARIE AVE	6035	0.0378	75	11
MEADOWLANDS DR @ WITHROW AVE	16106	0.0271	28	23
MER BLEUE RD @ 210 S OF INNES RD	19733	0.0239	80	0

MER BLEUE RD @ DECOEUR DR	7586	0.0374	19	10
MERIVALE RD @ ANNA AVE/LAPERRIERE AVE	16140	0.0232	241	15
MERIVALE RD @ BASIL MACDONALD WAY/MERIVALE MAL	39634	0.0268	329	7
MERIVALE RD @ BENTLEY AVE/CAMELOT DR	33486	0.0525	115	7
MERIVALE RD @ MACFARLANE RD	19941	0.0417	17	1
MERIVALE RD @ MORISSET AVE	29315	0.0234	250	32
MERIVALE RD @ PINEGLEN CRES	15616	0.0362	31	44
MERIVALE RD @ VISCOUNT AVE	3816	0.0262	98	2
MERRIMAN AVE @ SANDRIDGE RD	1717	0.1135	26	19
METCALFE ST @ NEPEAN ST	11558	0.0353	5712	207
METCALFE ST @ NEPEAN ST	11505	0.0377	5395	200
METCALFE ST @ NEPEAN ST	13138	0.0283	5626	29
METCALFE ST @ NEPEAN ST	10423	0.041	4818	248
METCALFE ST @ NEPEAN ST	11366	0.0368	6100	198
METCALFE ST @ NEPEAN ST	12378	0.0331	7151	106
METCALFE ST @ QUEEN ST	14172	0.1004	12082	117
CLYDE AVE @ 90M N OF BASSELINE RD (PRIVATE ACCESS)	30453	0.0122	337	44
CLYDE AVE @ DOHENY ST	11400	0.0589	109	4
CLYDE AVE @ LAPERRIERE AVE	13900	0.0574	128	12
COBBLE HILL DR @ HELENE-CAMPBELL RD	7072	0.0227	73	0
CODD'S RD @ MIKINAK RD	1503	0.1276	91	7
COLDREY AVE @ LAPERRIERE AVE	9767	0.0395	53	23
COLE AVE @ DOVERCOURT AVE	4206	0.0386	522	172
COLOMBINE DRWY @ GOLDENROD DRWY	5356	0.0431	598	38
COLONEL BY DR @ COLONEL BY DR SB ON RAMP 43	10396	0.0039	17	4
COLONEL BY DR @ ECHO DR S	12990	0.0042	20	6
COLONEL BY DR @ HAWTHORNE AVE/PRETORIA BRIDGE	25398	0.0168	1742	590
COLONIAL RD @ FRANK KENNY RD	9880	0.0914	0	30
COLONIAL RD @ LAFLEUR RD	3491	0.1089	1	1
COLONIAL RD @ ROCKDALE RD	5640	0.1462	0	2
COLONIAL RD @ SARSFIELD RD	4251	0.1056	31	7
COMPASS ST @ SHINLEAF CRES/YELLOW BIRCH ST	978	0.041	56	0
CONCORD ST @ GREENFIELD AVE	10649	0.0084	308	188
CONCORD ST @ GREENFIELD AVE	11762	0.0165	473	158
CONLEY RD @ FRANKTOWN RD	5595	0.0545	0	1
CONNERY AVE @ PLEASANT PARK RD	6557	0.0282	18	36
CONOVER ST @ CRAIG HENRY DR	5224	0.0468	107	1
CONROY RD @ DAVIDSON RD N	13054	0.0476	1	0
CONROY RD @ DAVIDSON RD S	13451	0.0472	1	1
CONROY RD @ LORRY GREENBERG DR	22246	0.0369	226	26
CONROY RD @ QUEENSDALE AVE	12919	0.0468	0	0
CONROY RD @ THURSTON DR	27804	0.028	118	83
CONSTANCE LAKE RD/MURPHY SIDE RD @ DUNROBIN RD	6272	0.04	5	0
CONSUL AVE @ MORRISON DR	3029	0.0422	163	88

CONSUL AVE @ MORRISON DR	3094	0.0429	90	9
COOPER ST @ BANK ST	10030	0.0624	8966	393
COOPER ST @ KENT ST	15989	0.0259	2302	29
COPE DR @ TERRY FOX	19678	0.0501	32	28
CORKERY RD @ OLD ALMONTE RD	803	0.1327	10	0
CORTLEIGH DR @ WOODROFFE AVE	799	0.0348	88	29
COURTWOOD CRES E @ WOODWARD DR	11044	0.0372	288	108
COWELL RD @ MALAKOFF RD	613	0.1845	1	0
CRAMER DR @ MCCLELLAN RD W	1478	0.0754	85	1
CRESTHAVEN DR @ WATERBRIDGE DR	4116	0.0451	290	0
CRESTWAY DR @ LEIKIN DR	9900	0.0316	201	1
CRICHTON ST @ ELECTRIC ST	5679	0.0315	452	84
CROSSFIELD AVE @ WAVELL AVE	251	0.0435	46	2
DALMENY RD @ NIXON DR	4753	0.0642	1	0
DALMENY RD @ RIVER RD	5312	0.0521	0	0
DALY AVE @ KING EDWARD AVE	18094	0.0217	1328	21
DANBURY WAY @ PRINCE OF WALES DR	3835	0.0436	0	2
DANIEL MCCANN ST @ LEBRETON ST	2695	0.0149	183	42
DATA CENTRE RD @ HERON RD	46321	0.0436	39	22
DATA CENTRE RD @ RIVERSIDE DR	37512	0.0241	85	49
DAVIDSON RD @ HAWTHORNE RD	17484	0.1127	0	1
DEAKIN ST @ PRINCE OF WALES DR	36400	0.0232	14	55
DES EPINETTES AVE @ JEANNE D'ARC BLVD	24656	0.0321	186	3
DES EPINETTES AVE @ PRESTWICK DR	8986	0.0318	216	4
DES PERES BLANCS AVE @ MARIER AVE	5619	0.0586	180	99
DESCHAMPS AVE @ MARIER AVE	3021	0.0461	320	57
DEVINE RD @ FRANK KENNY RD	6229	0.0596	0	5
DEVINE RD @ FRONTIER RD	3726	0.0748	0	1
DEVINE RD @ SAND RD	1472	0.0891	0	0
DIAMONDVIEW RD @ DONALD B. MUNRO DR	2125	0.0578	0	0
DIAMONDVIEW RD @ MCGEE SIDE RD	397	0.1446	0	0
DILWORTH RD @ FOURTH LINE RD	4673	0.0456	2	0
DILWORTH RD @ THIRD LINE RD	696	0.0729	1	0
DIVISION ST @ ROCKDALE RD	3076	0.045	11	0
DOBSON LANE @ MCBEAN ST	1497	0.1051	32	4
DOBSON LANE @ MCBEAN ST	713	0.1264	2	1
DOMINION SPRINGS RD @ KINBURN SIDE RD	1626	0.0494	0	0
DONALD B. MUNRO DR @ GRANTS SIDE RD	632	0.0492	3	2
DONALD B. MUNRO DR/OLD CARP RD W @ MARCH RD	6542	0.0406	0	1
DONALD ST @ 110 E OF ST. LAURENT BLVD	16515	0.0254	563	14
DONNELLY DR @ HARNETT RD	1688	0.0544	0	0
DONNELLY DR @ MCCORDICK RD	5029	0.0319	0	0
DOVERCOURT AVE @ WINDERMERE AVE	3104	0.0496	282	109
DOYLE RD @ SNAKE ISLAND RD	4520	0.0725	1	0

DOZOIS RD @ GOUGH RD	2129	0.0423	1	0
DRAPER AVE N @ MORRISON DR N	4568	0.0395	280	97
DRIVEWAY (THE) @ MORNINGSIDE LANE	7939	0.0073	18	53
DUMAURIER AVE @ BARWELL AVE/GRENON AVE	2609	0.0691	175	2
DUMAURIER AVE @ RAMSEY CRES S	2058	0.0796	39	0
DUMAURIER AVE @ RICHMOND RD	16771	0.0278	241	17
DUMAURIER AVE @ SPLINTER CRES N	1704	0.0673	129	10
DUNNING RD @ MAGLADRY RD	1552	0.1447	0	0
DUNNING RD @ REGIMBALD RD	2340	0.1307	0	2
DUNROBIN RD @ KERWIN RD	6852	0.0428	0	0
DUNROBIN RD @ KILMAURS SIDE RD	1864	0.0492	0	0
DUNROBIN RD @ KINBURN SIDE RD	5636	0.0454	1	2
DUNROBIN RD @ VANCES SIDE RD	5626	0.0452	0	0
DWYER HILL RD @ DONNELLY DR	1958	0.0435	4	1
DWYER HILL RD @ FERNBANK RD	3916	0.0523	1	16
DWYER HILL RD @ GOLF CLUB WAY	4366	0.0462	0	7
DWYER HILL RD @ PURDY RD	1921	0.029	0	0
EAGLESON RD @ EMERALD MEADOWS DR	10247	0.0433	15	0
EAGLESON RD @ FLEWELLYN RD	12149	0.0452	0	1
EAGLESON RD @ HOPE SIDE RD/TERRY FOX DR	22445	0.0493	4	21
EAGLESON RD @ RUSHMORE RD	5999	0.0508	0	0
EAGLESON RD/MCCORDICK RD @ BROPHY DR	5976	0.0688	0	2
EARL ARMSTRONG RD @ FIRE STATION/235 E OF SPRATT RD	20464	0.0277	4	0
EARL ARMSTRONG RD @ LIMEBANK RD	21693	0.0403	3	0
EARL ARMSTRONG RD @ PARK N RIDE/295 E OF RIVER RD	30098	0.0296	80	1
EARL ARMSTRONG RD @ RIVER RD	43396	0.0338	30	0
EARL ARMSTRONG RD @ SPRATT RD	29934	0.0385	87	7
EASTBOURNE AVE @ ST. LAURENT BLVD	3272	0.0629	98	10
EASTMAN AVE @ MANOTICK MAIN ST	8071	0.0475	10	13
BANKFIELD RD @ MANOTICK MAIN ST/RIDEAU VALLEY	18629	0.062	0	1
BANTREE ST @ INNES RD	43058	0.0972	86	6
BANTREE ST @ INNES RD	39307	0.0863	135	37
BARNSDALE RD @ PRINCE OF WALES DR	11825	0.033	2	0
BARNSDALE RD @ RIDEAU VALLEY DR	10161	0.0427	1	2
BARNSDALE RD @ TWIN ELM RD N	2946	0.0506	0	0
BARNSDALE RD E @ CEDARVIEW RD E	4447	0.0782	0	0
BARNSDALE RD S @ TWIN ELM RD S	2865	0.0641	0	0
BARRAN ST @ FALLOWFIELD RD	18918	0.0304	3	1
BASELINE RD @ 115M E OF CLYDE AVE	31337	0.0201	105	34
BASELINE RD @ 207 E OF CLYDE AVE	35742	0.0206	848	67
BASELINE RD @ CEDARVIEW RD	27974	0.0255	18	4
BASELINE RD @ CENTREPOINTE DR E/HIGHGATE RD	41429	0.0171	368	4
BASELINE RD @ CLYDE AVE	56866	0.0192	693	108
BASELINE RD @ CORDOVA ST	36306	0.0226	111	1

BASELINE RD @ FERGUSON ST	35531	0.0227	158	3
BASELINE RD @ LEXINGTON ST	40675	0.0219	47	15
BASELINE RD @ ST. HELEN'S PL	30500	0.0249	86	15
BASELINE RD @ ZENA ST	40604	0.0252	66	10
BASSWOOD AVE @ CARLETON CATHCART ST	741	0.0487	41	20
BATHGATE DR @ DEN HAAG DR	6971	0.0442	258	55
BAXTER RD @ IRIS ST	8425	0.037	112	115
BAY ST @ GLADSTONE AVE	9852	0.0412	960	247
BAY ST @ QUEEN ST	11330	0.0301	1767	68
BAY ST @ WELLINGTON ST	46962	0.0539	1384	320
BAYSHORE DR @ RICHMOND RD	30931	0.0237	22	4
BAYSHORE DR @ WOODRIDGE CRES N	11576	0.0378	441	11
BAYSHORE DR @ WOODRIDGE CRES S	17040	0.0315	604	17
BEARBROOK RD @ NORTHPARK DR S	7663	0.0254	120	78
BEATRICE DR @ CLARIDGE DR	6503	0.0272	327	60
METCALFE ST @ SLATER ST	24003	0.0451	15715	105
RICHMOND RD @ NORTHSIDE RD E	34559	0.0228	288	57
BEAUMONT RD @ KILBORN AVE	4831	0.036	123	129
BEAUSEJOUR DR @ COUNTRY WALK DR	1994	0.0403	155	56
BEAUSEJOUR DR @ DES SAPINS GDN	1907	0.0352	117	49
BEAUSOLEIL DR @ COBOURG ST	9406	0.0591	231	45
BEAUSOLEIL DR @ MURRAY ST	2596	0.0107	416	210
BEAVER RDG @ MEADOWLANDS DR	11329	0.0323	50	8
BECKENHAM LANE @ CEDAR RD S	1128	0.0131	6	9
BEECHWOOD AVE @ CHARLEVOIX ST/MACKAY ST	21350	0.0381	1864	88
BEECHWOOD AVE @ LANGEVIN AVE	20282	0.0472	338	89
BEECHWOOD AVE @ MARIER AVE/PUTMAN AVE	16023	0.0456	904	66
BEECHWOOD AVE @ SPRINGFIELD RD	19953	0.0474	1666	96
BEECHWOOD AVE @ ST. CHARLES ST	15148	0.0454	526	64
BELCOURT BLVD @ INNES RD	33365	0.03	266	15
BELFAST RD @ TRAINYARDS	15825	0.0617	224	2
BELL ST @ CARLING AVE	24663	0.0231	365	149
BEN ST @ COTE ST	4094	0.0129	105	15
BENLEA DR W @ WOODFIELD DR W	3155	0.0457	76	36
BERRIGAN DR @ CLARIDGE DR	7928	0.026	1473	3
BERTONA ST @ CRAIG HENRY DR	4851	0.0487	139	4
BESSERER ST @ KING EDWARD AVE	15697	0.0216	2420	70
BEVERLEY AVE @ SIMS AVE	419	0.0313	70	12
BEVERLY ST @ JONATHAN PACK ST	2134	0.0222	47	47
BILBERRY DR @ QUARRY RIDGE DR	1443	0.0429	11	0
BILL LEATHEM DR @ LEIKIN DR S	8925	0.0294	143	82
BILL LEATHEM DR @ LEIKIN DR S	9768	0.039	52	0
BILLINGS BRIDGESC RAMP NB @ RIVERSIDE DR EB	20971	0.0192	11	6
BIRCH AVE @ FARNHAM CRES	1356	0.1282	54	18

BIRCHGROVE RD @ LARMOURS RD	68	0.1667	0	0
BIRCHGROVE RD @ MAGLADRY RD	336	0.1366	2	0
BLACKSTONE CRES @ SOUTHVALE CRES S	2016	0.0902	100	10
BLACKWELL ST @ LEEDS AVE	3165	0.2066	16	3
BLAIR PL @ OGILVIE RD	22246	0.0341	185	4
BLAIR RD @ MEADOWBROOK RD	29056	0.0435	149	2
BLAIR RD @ MEADOWBROOK RD	25370	0.0386	76	3
BLAIR RD @ MOWAT ST	11761	0.0294	50	21
BLAIR RD @ MOWAT ST	11150	0.0237	89	86
BLAIR RD @ OGILVIE RD	42584	0.0303	1447	34
BLAIR RD @ REGIONAL RD 174 N/OR174 IC112 RAMP61	44137	0.0518	865	3
BLAIR ST @ DRAKE AVE	2717	0.0271	35	18
BLANCHFIELD RD @ CABIN RD	868	0.0839	0	0
BLANCHFIELD RD @ SNAKE ISLAND RD	5438	0.0998	4	3
BLASDELL AVE @ ST. LAURENT BLVD	2671	0.084	92	25
BLOHM DR @ 68 N OF BRISTON PRIV/ROBERT BATEMAN	3167	0.0644	125	3
BLOHM DR @ JOHNSTON RD	3640	0.0779	167	7
BLOHM DR @ KARSH DR E	2274	0.1132	97	11
BLOHM DR @ WINNEGREEN CRT E/FOREST GLADE CRES	3421	0.0637	61	7
BLOHM DR @ WOODBURY CRES W/TED GRANT PRIV	2947	0.0573	244	15
BOOTH ST @ CARLING AVE	31445	0.0225	1189	428
BOOTH ST @ DANIEL MCCANN ST	12651	0.0144	499	285
BOOTH ST @ MIDDLE ST	15681	0.0689	557	214
BOOTH ST @ ORANGEVILLE ST	16376	0.0147	926	321
BOREALIS CRES @ DEN HAAG DR S	2100	0.0616	80	31
BOTELER ST @ DALHOUSIE ST/MACDONALDCARTIER BR	16370	0.0215	360	31
BOTTRIELL WAY N @ CHARLEMAGNE BLVD	11022	0.026	138	1
BOUNDARY RD @ CARTWRIGHT RD	5919	0.0482	0	0
BOUNDARY RD @ COOPER HILL RD	5852	0.0493	0	0
BOUNDARY RD @ MITCH OWENS RD	10235	0.0584	0	1
BOUNDARY RD @ NINTH LINE RD	10994	0.0739	1	0
BOUNDARY RD @ RUSSELL RD E	7886	0.057	10	2
BOWESVILLE RD @ RIDEAU RD	7542	0.1376	1	3
BOYER RD @ MEADOWGLEN DR	2930	0.064	80	3
BRIAN COBURN BLVD @ ESPRIT DR	12313	0.0408	158	1
BRIAN COBURN BLVD @ PORTOBELLO BLVD	10792	0.0413	174	0
BRIAN GOOD AVE @ HAWKESWOOD DR	2536	0.0484	73	3
BRIAR HILL DR @ FEATHERSTON DR	2770	0.0266	115	49
BRIDGE ST @ DICKINSON ST	19287	0.0743	51	0
BRIDGE ST @ LONG ISLAND RD	19574	0.0676	37	0
BRIDGE ST/MAPLE AVE @ MANOTICK MAIN ST	24694	0.0557	31	0
BRIDGESTONE DR @ EAGLESON RD	16098	0.0326	12	0
BRIDLEWOOD DR/BUDAPEST CRES S @ STEEPLE CHASE DR	4495	0.0186	186	8
BRIERWOOD AVE @ BYRON AVE	4732	0.0132	112	182

BRITANNIA RD @ HOWE ST	2983	0.0753	535	1356
METCALFE ST @ SOMERSET ST	16956	0.0373	4877	326
RICHMOND RD @ SEYTON DR	13066	0.0426	85	1
METEOR AVE @ MUSTANG ST	555	0.0885	8	7
MICHAEL COWPLAND DR @ TERENCE MATTHEWS CRES E	10442	0.0218	114	0
RICHMOND RD @ WINONA AVE	10968	0.0315	725	151
MICHAEL ST @ BELFAST RD	9434	0.1091	39	18
RIDEAU FOREST DR @ RIVER RD	6044	0.0404	1	0
MICHAEL ST @ PARISIEN ST W	3615	0.0798	190	11
RIDEAU TER @ SPRINGFIELD RD	4762	0.0458	707	55
MICHELE DR @ PENNY DR	2132	0.0777	87	1
RIDEAU VALLEY DR @ 36 S OF COMMODORE DR/KARS P	1256	0.0551	27	1
MILL HILL RD @ ROBERTSON RD	21072	0.026	18	8
RIDEAU VALLEY DR @ OLD WELLINGTON ST	948	0.045	28	0
MILTON RD @ NAVAN RD	9845	0.0788	0	0
RIDEAU VALLEY DR E @ ROGER STEVENS DR E	7534	0.0539	0	0
MILTON RD @ PERRAULT RD	4648	0.0666	0	0
RIDGEWOOD AVE @ RIVERSIDE DR	34877	0.0195	81	3
MILTON RD @ SMITH RD	4793	0.0745	1	0
RIDGEWOOD AVE @ SPRINGLAND DR	4172	0.0576	205	9
MILTON RD/SABOURIN RD @ RUSSELL RD	9436	0.0911	0	0
RIVER RD @ 290M N OF BALMORAL DR	11943	0.0158	0	6
MITCH OWENS RD @ STAGECOACH RD	18176	0.1001	4	1
RIVER RD @ 700 N OF EARL ARMSTRONG RD	17777	0.0201	8	1
RIVER RD @ RIDEAU RD	14684	0.0548	4	1
RIVER RD @ TEWSLEY	23615	0.0374	231	2
RIVERDALE AVE @ SUNNYSIDE AVE	9317	0.0233	441	23
RIVERDALE AVE @ WINDSOR AVE	3640	0.043	65	17
RIVERSIDE DR @ HERON RD	77595	0.0257	442	75
RIVERSIDE DR @ TREMBLAY RD/HWY417 IC117 RAMP52	66075	0.0619	31	5
RIVERSIDE DR RAMP 42A @ RIVERSIDE DR	35818	0.0224	42	8
RIVERSTONE DR @ PONDHOLLOW WAY	903	0.0726	64	3
ROCKY HILL DR @ PRINCE OF WALES DR	31762	0.0257	6	0
ROGER GUINDON AVE @ SMYTH RD	26387	0.0324	277	4
ROGER STEVENS DR @ SECOND LINE RD	7314	0.0771	0	0
ROTHWELL CIRC @ ROTHWELL DR	1084	0.0121	8	33
RUISSELLET RD @ RUSSELL RD	5070	0.0733	0	0
RUSSELL AVE @ TEMPLETON ST	1993	0.0189	466	94
RUSSELL RD @ SAUMURE RD/LANGLADE RD	6676	0.0701	6	0
RUSSELL RD @ SOUTHVALE CRES S	13152	0.1	301	2
RUSSLAND RD @ SAUMURE RD	4482	0.0427	0	1
SAI CRES @ WINNEGREEN CRT W	2692	0.073	247	16
SANFORD FLEMING AVE @ TERMINAL AVE	8176	0.1592	1025	9
SAUNDERSON DR @ GOREN AVE	5761	0.0165	140	37

SAUNDERSON DR @ HAMLET RD	4998	0.0197	156	18
SAUNDERSON DR @ SMYTH RD	21668	0.0343	227	4
SAUNDERSON DR @ WINGATE DR	4347	0.0226	148	65
SAVILLE ROW @ SHERBOURNE RD	4901	0.0368	292	78
SCOTT ST @ WINONA AVE	8453	0.0384	86	179
SECOND AVE @ BRONSON AVE	38341	0.0203	201	34
SEYTON DR @ SEYTON DR	2596	0.0915	85	4
SHEFFIELD RD @ WALKLEY RD	40553	0.1033	0	1
SHERBOURNE RD @ WINDERMERE AVE	4541	0.0173	100	53
SHERWOOD DR @ WOODSTOCK ST	1946	0.015	143	52
SHILLINGTON AVE @ SILVER ST	3043	0.0232	168	8
SIXTH LINE RD @ BERRY SIDE RD	1399	0.055	0	0
SMYTH RD @ BOTSFORD ST/DAUPHIN RD	24631	0.0356	523	11
SMYTH RD @ GENERAL HOSPITAL E	26696	0.0274	597	25
SMYTH RD/OTHELLO AVE @ RUSSELL RD W	23148	0.0384	584	84
SNAKE ISLAND RD @ STAGECOACH RD	8840	0.0828	0	3
SPRINGLAND DR N @ FLANNERY DR N	4248	0.0493	400	29
ST. CHARLES ST @ ALICE ST	854	0.0211	157	103
ST. JOSEPH BLVD @ OR174 IC101 RAMP25	10806	0.0243	18	2
ST. JOSEPH BLVD @ OR174 IC101 RAMP25	22164	0.0298	0	11
ST. JOSEPH BLVD @ REGIONAL RD 174/TRANSITWAY	30195	0.043	193	11
ST. JOSEPH BLVD @ TAYLOR CREEK DR	9605	0.0253	11	6
ST. JOSEPH BLVD/OLD MONTREAL RD @ TRIM RD	29604	0.0315	109	55
ST. JOSEPH BLVD/OLD MONTREAL RD @ TRIM RD	29314	0.0374	137	59
ST. LAURENT BLVD @ TRANSITWAY	36715	0.0877	22	3
ST. LAURENT BLVD @ TREMBLAY RD	36254	0.0824	108	1
STAGECOACH RD @ EMPIRE GROVE ST/STANMORE ST	5165	0.0835	5	1
STAGECOACH RD @ SUNCREST DR/JACK PINE CRES S	7295	0.0914	0	2
STANLEY AVE @ SUSSEX DR	19644	0.0184	535	1008
STANLEY AVE @ UNION ST	3033	0.0119	756	171
STEEPLE CHASE DR @ KOKANEE GT/SPRINGWATER DR S	3417	0.0446	127	0
STEVENAGE DR @ SWANSEA CRES E	6553	0.2049	14	4
STITTSVILLE MAIN ST/HUNTLEY RD @ FLEWELLYN RD	9125	0.0577	0	4
STONEHAVEN DR @ FURLONG CRES E/PINE HILL DR	9073	0.0298	144	8
SUNBURST ST @ FERNSIDE ST	539	0.1125	34	1
SUNNYSIDE AVE @ LEONARD AVE	5766	0.0262	445	19
TENTH LINE RD @ WALL RD	6603	0.0841	0	0
TERMINAL AVE @ TRAINYARDS DR	13448	0.052	204	5
TERON RD @ PARKWAY (THE)/PENFIELD DR S	12101	0.0405	146	33
TORWOOD DR @ VANCES SIDE RD	1005	0.0473	8	0
TRAIL SIDE CIRC @ VALIN ST	1794	0.0772	27	0
TRAINYARDS DR @ RAILMARKET	14866	0.0227	116	1
TREMBLAY RD @ TRAIN STATION	10071	0.0541	30	5
TRIM RD @ DAIRY DR/TAYLOR CREEK DR	23943	0.0481	288	60

TRIM RD @ DAIRY DR/TAYLOR CREEK DR	24097	0.0523	114	30
TRIM RD @ VALIN ST	14771	0.0443	75	1
TRIM RD @ WATTERS RD	26420	0.028	118	4
ULLSWATER DR @ CARLING AVE	16135	0.0253	19	7
UPPER DWYER HILL RD @ COUNTY RD 29 W	2663	0.0603	0	2
UPPER DWYER HILL RD @ MCARTON RD	3031	0.0811	2	14
UPPER DWYER HILL RD @ VAUGHAN SIDE RD	1068	0.0767	1	0
VAAN DR @ WOODROFFE AVE	26929	0.0204	13	128
VANIER PKWY/CRICHTON ST @ BEECHWOOD AVE/ST. PA	43855	0.0278	923	115
VICTORIA ST @ YORKS CORNERS RD	4416	0.0516	1	1
VIEWMOUNT DR @ MERIVALE RD	39225	0.0361	1049	36
WALDEN DR @ KANATA AVE	7383	0.0519	116	5
WALKLEY RD @ 158 E OF HEATHERINGTON RD	16509	0.0431	257	3
WALKLEY RD @ 160 W OF CONROY RD	40397	0.0383	58	2
WALKLEY RD @ WEXFORD WAY	18987	0.0222	38	10
WEST HUNT CLUB RD @ WOODROFFE AVE	58117	0.0438	72	30
WOODRIDGE CRES @ TRANSITWAY LINK	5015	0.1173	263	2
WOODROFFE AVE @ ALGONQUIN COLLEGE/TRANSITWAY S	41023	0.0293	1251	3
145 N OF VIMY PLACE PRIV @ BOOTH ST	22251	0.0478	166	47
MITCH OWENS RD/BRIDGE ST @ RIVER RD	24779	0.0608	13	0
160 E OF CARSON RD @ DEN HAAG DR	3953	0.052	832	6
MONTFORT ST @ PARK ST	1795	0.0484	177	78
MONTREAL RD @ 46 E OF HILLSIDE DR/MONTREAL SQU	32390	0.0261	1356	7
250 N OF BRIAN COBURN BLVD @ TENTH LINE RD	21155	0.0218	43	1
MONTREAL RD @ 46 E OF HILLSIDE DR/MONTREAL SQU	28652	0.0269	1341	97
4TH LINE RD @ DALMENY RD	2190	0.1047	0	0
8TH LINE RD @ COOPER HILL RD	2730	0.0576	1	0
MONTREAL RD @ BATHGATE DR/BURMA RD	27932	0.0295	350	6
8TH LINE RD @ GLENWOOD DR	1700	0.0617	1	0
MONTREAL RD @ CARSON'S RD/CODD'S RD	29240	0.0322	745	6
8TH LINE RD @ MARIONVILLE RD	1395	0.0601	0	0
MONTREAL RD @ DEN HAAG DR/LANG'S RD	32055	0.0299	528	8
8TH LINE RD @ MITCH OWENS RD	8016	0.1002	0	0
MONTREAL RD @ MONTFORT HOSPITAL	35383	0.0322	367	11
8TH LINE RD @ VICTORIA ST	7881	0.0559	26	3
MONTREAL RD @ VANIER PKWY	51276	0.0227	1567	55
9TH LINE RD @ COOPER HILL RD	615	0.1173	1	2
MONTREAL RD/ST. JOSEPH BLVD @ OR174 IC109 RAMP	26766	0.0298	184	8
9TH LINE RD @ MARVELVILLE RD	1864	0.1016	0	0
MOODIE DR @ TRAIL RD	5188	0.2764	0	0
ACRES RD @ BELMEADE RD	612	0.128	0	0
MOUNTSHANNON DR @ WOODFORD WAY	4224	0.044	229	3
ADELAIDE ST @ FIFTH AVE	2340	0.0364	254	175
MUNSTER RD @ COLDSTREAM DR/DOGWOOD DR S	1390	0.1191	19	8

ADMIRAL AVE @ SHILLINGTON AVE	3218	0.0575	283	23
MUNSTER RD @ FALLOWFIELD RD	3322	0.0459	1	1
AGES DR @ LEGACY RD	3205	0.2137	18	2
MURPHY SIDE RD @ SECOND LINE RD	1654	0.0535	0	0
AGES DR @ SWANSEA CRES	1406	0.2401	8	4
NAVAN RD @ SPRING VALLEY DR	7783	0.0915	22	0
AIRPORT PKWY @ HUNT CLUB RD	48699	0.0435	52	2
NAVAN RD W @ MER BLEUE RD	8449	0.0905	5	0
AIRPORT PKWY @ HUNT CLUB RD	51248	0.0444	131	13
NELSON ST @ SOMERSET ST	2107	0.0605	1815	133
AKENHEAD CRES/BRUNSKILL WAY @ KEYROCK DR	1814	0.0542	95	39
NIXON DR/ROGER STEVENS DR @ RIVER RD	10579	0.066	0	0
ALBERT ST @ BANK ST	19513	0.0656	19893	167
NORMAN ST @ PRESTON ST	14663	0.0375	1126	91
ALBERT ST @ BANK ST	12870	0.0741	19021	189
NORTH BOWESVILLE RD @ UPLANDS DR	6506	0.0417	128	22
ALBERT ST @ BOOTH ST	32578	0.0489	1839	253
NOTRE DAME ST @ ORLEANS BLVD	13106	0.0143	106	76
ALBERT ST @ ELGIN ST/MACKENZIE KING BRIDGE	27152	0.0509	4582	127
O'CONNOR ST @ QUEEN ST	15339	0.0948	25500	114
ALBERT ST @ KENT ST (OTTAWA)	27126	0.0395	15625	96
O'CONNOR ST @ SLATER ST	22966	0.05	16538	85
ALBERT ST @ LYON ST	26551	0.0384	12023	134
O'CONNOR ST @ STRATHCONA AVE	3987	0.037	534	64
ALBERT ST @ LYON ST	19019	0.0433	12286	179
OGILVIE RD @ 185 E OF BATHGATE DR/185 E OF CIT	26444	0.0205	1006	12
ALBERT ST @ METCALFE ST	21224	0.0415	18325	93
ALBERT ST @ O'CONNOR ST	21728	0.0491	18894	105
OGILVIE RD @ BATHGATE DR/CITYPARK DR W	33455	0.0237	968	30
ALBION RD @ 118 S OF BRENDA CR	3953	0.0322	93	2
OGILVIE RD @ CITY PARK DR E/CSIS HQ ACCESS	28111	0.0316	2017	19
ALBION RD @ BANK ST	31209	0.0319	185	35
OLD COLONY RD @ ROTHESAY DR	1983	0.0504	106	3
ALBION RD @ BRIDLE PATH DR	13033	0.0277	73	18
OLD MONTREAL RD @ 125M E OF KINSELLA DR	1439	0.0418	1	0
ALBION RD @ CAHILL DR	7107	0.0367	313	58
OLD MONTREAL RD @ 125M E OF KINSELLA DR	1777	0.0304	1	2
ALBION RD @ D'AOUST AVE	10952	0.0308	112	57
OLD MONTREAL RD @ GRAND-CHENE, COUR DU CRT	7023	0.0252	4	4
ALBION RD @ HEATHERINGTON RD	5313	0.0669	302	28
OLD MONTREAL RD @ QUIGLEY HILL RD	3011	0.0359	7	9
ALBION RD @ LESTER RD	25168	0.0462	32	20
OLD MONTREAL RD E @ REGIONAL RD 174	19076	0.0389	0	1
ALBION RD @ MITCH OWENS RD	18740	0.1143	3	0

OLD PRESCOTT RD @ STAGECOACH RD	6486	0.0847	1	0
ALDEA AVE @ CLEMENTINE BLVD	2229	0.0691	115	59
OLD PRESCOTT RD @ STAGECOACH RD	4978	0.0969	0	0
ALDERCREST DR/MALCOLM PL @ FIELDROW ST	2060	0.0231	84	2
OLD SHIP RD @ FITZROY ST	371	0.0487	15	0
ALGOMA RD @ COMSTOCK RD	3578	0.1845	23	12
OR174 IC109 RAMP56 @ MONTREAL RD	32855	0.0278	13	8
ALLBIRCH RD @ CONSTANCE BAY RD	3595	0.0497	8	0
OR174 IC109 RAMP65 @ MONTREAL RD	23992	0.0369	185	13
ALLEN BLVD @ MCARTHUR AVE	13555	0.0293	469	42
OR174 IC109 RAMP66 @ MONTREAL RD	28813	0.0233	304	11
ALTA VISTA DR @ CALEDON ST	14572	0.0278	218	57
ORLEANS BLVD @ MAPLE RUN AVE/BEAUSEJOUR DR S	13488	0.0468	78	0
ALTA VISTA DR @ CLUNY ST	15501	0.0267	59	42
OSGOODE MAIN ST @ NIXON DR	4042	0.049	5	0
ALTA VISTA DR @ HOSPITAL LINK RD	21425	0.0342	222	9
OSGOODE MAIN ST @ STAGECOACH RD	4714	0.0664	0	0
ALTA VISTA DR @ ROGER RD	15204	0.0234	70	63
O'TOOLE RD @ WILHAVEN DR	1596	0.0287	13	33
AMIENS ST @ TENTH LINE RD	31497	0.0213	192	8
PAMILLA ST @ ROCHESTER ST	5144	0.0248	1165	32
ANALDEA DR/ WHITE ALDER AVE @ BANK ST	22163	0.0521	96	0
PAMILLA ST @ ROCHESTER ST	5254	0.0139	999	23
ANDERSON RD @ EIGHTH LINE RD E	4934	0.0435	2	0
PANA RD @ YORKS CORNERS RD	905	0.0797	0	0
ANDERSON RD @ LEITRIM RD	8275	0.053	0	0
PARKDALE AVE @ GLADSTONE AVE	18362	0.0437	569	23
ANDERSON RD @ NINTH LINE RD	3620	0.0483	1	0
PARKDALE AVE @ SHERWOOD DR	17001	0.0276	388	8
PARKGLEN DR @ WOODROFFE AVE	31511	0.0276	128	29
PARKWAY RD @ SALE BARN RD	2390	0.0442	0	1
PARKWAY RD @ STAGECOACH RD	8130	0.0641	1	1
PARKWAY RD @ YORKS CORNERS RD	1218	0.1009	1	0
PERTH ST @ SHEA RD	15191	0.0325	7	21
PHELAN RD @ RIDEAU VALLEY DR	2365	0.0374	0	0
PICKFORD DR @ SHATNER GT	2226	0.0559	127	2
PINECREST RD @ BASELINE RD	31347	0.0205	90	51
PINECREST RD @ RICHMOND RD	36493	0.0223	214	7
PINECREST RD @ ST. STEPHEN'S ST	23610	0.0196	43	20
PINECREST RD/HWY 417 PINECRE IC129R63 @ TRANSI	40855	0.0536	622	3
PLACE D'ORLEANS @ CENTRUM BLVD/PLACE D'ORLEANS	10857	0.0305	223	1
PLACE D'ORLEANS DR @ OR174 IC102 RAMP51/TRANSI	13921	0.0706	62	0
PLACE D'ORLEANS DR @ PLACE D'ORLEANS SC N	14410	0.0219	363	2
PLACE D'ORLEANS DR @ PLACE D'ORLEANS SC S	13186	0.0206	108	0

PLACE D'ORLEANS DR W @ ST. JOSEPH BLVD	26259	0.0157	189	3
PLACE D'ORLEANS DR W @ ST. JOSEPH BLVD	23091	0.0196	303	38
PLEASANT PARK RD @ ST. LAURENT BLVD	20246	0.0286	290	21
PORTOBELLO BLVD @ CAPREOL ST/MARTELLO DR	4002	0.0303	151	59
PORTOBELLO BLVD @ SUMMER SKY ST	952	0.1377	56	2
PORTOBELLO BLVD @ VALIN ST	13119	0.0295	255	124
PORTOBELLO BLVD @ VALIN ST	12655	0.0302	184	0
PORTOBELLO BLVD/SPRINGRIDGE DR S @ TRIM RD	19184	0.0336	79	3
PRESLAND RD @ LOLA ST	8125	0.0321	399	134
PRESLAND RD @ VANIER PKWY	45543	0.0188	288	243
PRINCE CHARLES RD @ SAVILLE ROW	2926	0.0504	185	117
PRINCE OF WALES DR @ HARTWELL LOCKS/548 N OF R	22122	0.0203	37	29
PRINCE OF WALES DR @ MELFA CRES N	18321	0.0323	110	206
PRINCE OF WALES DR @ THIRD LINE RD	4015	0.0396	0	0
QUEEN ELIZABETH DRWY @ LAKEVIEW TER	14492	0.003	113	20
QUEEN ELIZABETH DRWY @ QUEEN ELIZABETH PL	16922	0.0025	141	38
QUEEN ELIZABETH DRWY @ THIRD AVE	13863	0.0032	159	16
QUEEN ELIZABETH DRWY @ WAVERLEY ST	8463	0.0041	112	14
QUEEN ST @ LYON ST	24117	0.0388	8492	178
RAMSAYVILLE RD @ LOUISEIZE RD	7771	0.0264	0	0
RAMSAYVILLE RD @ RUSSELL RD S	8292	0.0364	1	0
RENAUD RD @ NAVAN RD	14867	0.0638	64	12
REVELSTOKE DR @ RIVERSIDE DR	28929	0.0227	50	0
RICHARDSON SIDE RD @ SPRUCE RIDGE RD	1605	0.0684	0	2
RICHARDSON SIDE RD @ WILLIAM MOONEY RD	3101	0.0497	0	3
EDGECOMBE ST @ HASTINGS AVE	559	0.0261	125	6
EDGEWORTH AVE @ GEORGINA DR	3381	0.0223	324	60
ANDERSON RD @ RUSSELL RD	9979	0.0384	0	1
EIGHTH LINE RD E @ HALL RD E	999	0.0574	0	0
ANTARES DR N @ AURIGA DR N	7469	0.0492	42	14
ANTOCHI LANE @ MANOTICK MAIN ST	7072	0.0737	15	1
ANWATIN ST @ ARNOLD DR	1154	0.0469	38	0
APOLYDOR AVE @ CLEMENTINE BLVD	2132	0.0769	117	70
AQUAVIEW DR @ BRIAN COBURN BLVD	12717	0.0316	135	2
ARCH ST @ PLEASANT PARK RD	5499	0.0322	244	143
ARGYLE AVE @ QUEEN ELIZABETH DRWY	15177	0.0116	179	12
ARGYLE AVE E @ METCALFE ST	12890	0.0144	555	20
ARKOSE ST @ BOUNDSTONE WAY	986	0.0748	59	11
ARLINGTON AVE @ BOOTH ST	12311	0.0138	252	67
ARMSTRONG ST @ MERTON ST	2063	0.0151	531	297
ARMSTRONG ST @ PARKDALE AVE	11670	0.0451	926	46
ASHLEY ST @ MORRISON DR	4710	0.0428	125	89
ASHLEY ST @ MORRISON DR	4916	0.0393	79	10
ASHTON STATION RD @ HIGHWAY 7	3527	0.0428	0	6

ATHLONE AVE @ RICHMOND RD	11604	0.029	1890	396
AUTUMN RIDGE DR E @ BEAUSEJOUR DR E	2505	0.032	85	37
AUTUMN RIDGE DR W @ BEAUSEJOUR DR W	2051	0.0343	77	39
AVEIA PRIV/DAIRY DR @ OLD MONTREAL RD	8470	0.0507	18	1
AVENUE S @ TREMBLAY RD	2638	0.1186	93	23
AVIATION PKWY @ OGILVIE RD	49207	0.0186	303	560
AYLMER AVE @ BANK ST	22661	0.0301	1043	51
AYLWIN RD @ FERRY RD	181	0.0909	0	0
BADHAMS SIDE RD @ FERRY RD	59	0	0	0
BAIE-DES-CASTORS, DE LA RUE @ FAMILLE-LAPORTE, DE LA AVE	1353	0.0412	52	14
BAIRD'S GRANT LANE @ DUNROBIN RD	1324	0.0545	1	0
BANK ST @ CAMERON AVE	18300	0.0291	997	29
BANK ST @ CONROY RD	23450	0.044	6	4
BANK ST @ CONROY RD	23121	0.0435	1	0
BANK ST @ FLORA ST	15264	0.0416	2350	180
BANK ST @ HUNT CLUB RD	51721	0.0433	675	22
BANK ST @ HUNT CLUB RD	51629	0.0469	755	66
BANK ST @ JOHNSTON RD	34717	0.0277	820	26
BANK ST @ KINGSDALE AVE	16343	0.0441	120	8
BANK ST @ LEITRIM RD	35693	0.05	11	0
BANK ST @ MACLAREN ST	11038	0.0537	7717	262
BANK ST @ MITCH OWENS RD	21282	0.1108	2	0
BANK ST @ NOTTING HILL AVE	30343	0.0267	140	26
BANK ST @ OSSINGTON AVE	16207	0.0298	717	163
BANK ST @ POWELL AVE	17153	0.0433	1078	472
BANK ST @ QUEEN ST	17068	0.085	20370	169
BANK ST @ RIDGEMONT AVE	28530	0.0279	98	28
BANK ST @ RIVERDALE AVE	19544	0.0291	993	266
BANK ST @ ROTARY WAY	24127	0.0486	22	0
BANK ST @ SLATER ST	21731	0.0613	17241	183
BANK ST @ SPRINGHILL RD	7096	0.0767	0	0
BANK ST @ ST. BERNARD ST	18509	0.0407	113	10
BANK ST @ STRATHCONA AVE	18280	0.0463	1083	29
BANK ST @ WAVERLEY ST	12170	0.049	3142	205
BANKFIELD RD @ FIRST LINE RD	11062	0.0914	0	0
BANKFIELD RD @ FIRST LINE RD	9378	0.0811	0	1
ELGIN ST @ ISABELLA ST	9838	0.0259	792	95
ELGIN ST @ LAURIER AVE	30520	0.03	9606	151
ELGIN ST @ LAURIER AVE	24769	0.0344	16842	2837
ELGIN ST @ QUEEN ST	23987	0.0801	6267	164
ELGIN ST @ SLATER ST	30794	0.0431	6978	168
ELGIN ST @ SOMERSET ST	7951	0.0616	5773	46
ELLENDALE CRES @ LANARK AVE	3284	0.0289	183	56
EMMETT RD @ FRENCH HILL RD	759	0.1079	2	0

ESCADE DR @ LEIKIN DR	6158	0.0247	180	84
ESSON ST @ HUNT CLUB RD	27648	0.0519	2	3
ESTERLAWN PRIV @ FAIRLAWN AVE	5082	0.0329	86	19
EWING ST @ JOHNSTON RD	5228	0.0326	162	53
FABLE ST @ SHERWAY DR	6020	0.0378	246	59
FALAISE RD @ FISHER AVE	18202	0.032	46	2
FALLOWFIELD RD @ DWYER HILL RD	5177	0.0475	1	7
FALLOWFIELD RD @ HOLITMAN DR	24900	0.029	39	28
FALLOWFIELD RD @ TRANSITWAY/VIARAIL	25411	0.0442	111	48
FARMERS WAY @ NINTH LINE RD	956	0.0762	3	0
FEATHERSTON DR E @ KILBORN AVE E	8215	0.0373	255	313
FERNBANK RD @ JINKINSON RD	2317	0.133	0	9
FERNBANK RD @ ROMINA ST	8879	0.0417	34	0
FERNBANK RD @ STITTSVILLE MAIN ST	11250	0.0567	95	13
FIELDING DR @ MCCARTHY RD	8365	0.0359	68	2
FIFTH AVE @ QUEEN ELIZABETH DRWY	10668	0.0131	854	514
FIFTH AVE @ QUEEN ELIZABETH DRWY	10363	0.0078	1623	454
FIFTH AVE/CRAIG ST @ PERCY ST	4299	0.0175	762	423
FINDLAY CREEK DR @ BANK ST	19504	0.0587	47	1
FINDLAY CREEK DR @ WHITE ALDER AVE	7930	0.0409	43	1
FIRST LINE RD/RIDEAU VALLEY DR @ ROGER STEVENS	8870	0.0708	1	0
FISHER AVE @ TRENT ST	18840	0.0296	178	35
FLAMBOROUGH WAY @ HALTON TER	2770	0.0592	141	1
FLEMING AVE @ HAIG DR	7457	0.0259	95	64
FLEWELLYN RD @ MUNSTER RD E	3368	0.0764	8	6
FLEWELLYN RD @ SHEA RD	5501	0.064	0	0
FLORA ST @ KENT ST	18544	0.019	762	34
FOOTHILLS DR @ NORTHSIDE RD	4075	0.0386	1	2
FOREST HILL AVE @ PRINCE OF WALES DR	24092	0.0257	138	21
FOREST VALLEY DR @ MEADOWGLEN DR	6581	0.0291	129	7
FOREST VALLEY DR @ ORLEANS BLVD	17310	0.0375	100	0
FOREST VALLEY DR @ RIVERMILL CRES N	6039	0.0253	85	2
FORTUNE ST @ PERTH ST	8540	0.0509	18	1
FOURTH AVE @ O'CONNOR ST	3235	0.0231	663	678
FOURTH LINE RD @ LOCKHEAD RD	2295	0.0693	0	5
FOURTH LINE RD @ POLLOCK RD	1534	0.0962	1	0
FOURTH LINE RD @ PRINCE OF WALES DR	6900	0.0583	7	0
FRANK BENDER ST @ JEANNE D'ARC BLVD	24870	0.0271	145	1
FRANK KENNY RD @ FRENCH HILL RD	4558	0.1039	0	1
FRANK KENNY RD @ GIROUX RD	4813	0.1116	0	0
FRANK KENNY RD @ RUSSELL RD	10621	0.0745	1	10
FRANK KENNY RD/TED KELLY LANE @ OLD MONTREAL R	5295	0.0217	4	0
FRANKTOWN RD @ DWYER HILL RD	6661	0.0583	5	4
FRANKTOWN RD @ MUNSTER RD	5481	0.0583	0	2

FRASER AVE @ BYRON AVE	3792	0.0115	406	366
GALETTA SIDE RD @ LOGGERS WAY	2290	0.053	3	3
GALETTA SIDE RD @ STONECREST RD	1406	0.0723	1	3
GALETTA SIDE RD @ TYNDAL ST	2272	0.0418	15	0
GALETTA SIDE RD @ UPPER DWYER HILL RD	956	0.0703	0	0
GALETTA SIDE RD @ WOODKILTON RD	1528	0.0461	5	1
GALETTA SIDE RD N @ HIGHWAY 15	2656	0.0648	0	0
GARDENWAY DR @ THICKET WAY	2187	0.0808	88	29
GARFIELD AVE @ MAITLAND AVE	36511	0.0177	48	9
GARLANDSIDE RD @ RUSSLAND RD	2651	0.0467	0	0
GARVIN RD @ HUNTLEY RD	3309	0.0758	0	1
GENEST ST @ MARIER AVE	4130	0.0611	539	108
BRITANNIA RD @ ROWATT ST	1480	0.052	45	28
GEORGE ST @ DALHOUSIE ST	14895	0.0555	4591	63
GEORGINA DR @ MOUNTAINVIEW AVE	3817	0.0301	154	62
GILCHRIST ST @ SPENCER ST	2394	0.0123	290	192
GILMOUR ST @ PERCY ST	1624	0.0182	505	300
GLADSTONE AVE @ LEBRETON ST	13041	0.0346	724	514
GLADSTONE AVE @ MELROSE AVE	5485	0.0463	630	80
GLADSTONE AVE @ SPADINA AVE	5665	0.0431	339	88
GLEN ST @ VICTORIA ST	8638	0.0526	29	7
GLENVIEW AVE @ RIVERDALE AVE	7214	0.0343	79	7
GOLDEN ASH LANE @ STAGECOACH RD	8034	0.0885	1	1
GOLDEN AVE @ RICHMOND RD	12300	0.0386	1526	203
GOLFLINKS DR @ BLACKSHIRE CIRC/PONDHOLLOW WAY	2095	0.0508	129	23
GOLFLINKS DR E @ JOCKVALE RD	19388	0.0247	31	12
GRANT CARMAN DR @ VIEWMOUNT DR	10335	0.0484	216	3
GREENBANK RD @ HALF MOON BAY	13185	0.0206	201	85
GREENBANK RD @ HWY 417 IC129 RAMP57/IRIS ST	51949	0.0305	800	2
GREENBANK RD @ KILBIRNIE DR	3775	0.0456	43	9
GREENBANK RD @ MONTEREY DR	30301	0.0207	67	21
GREENBANK RD @ MONTEREY DR	30811	0.021	60	10
GREENBANK RD @ PRINCE OF WALES DR	10975	0.0454	0	6
GREENBANK RD @ WEST HUNT CLUB RD	61383	0.0261	1	2
GREGOIRE RD @ MARVELVILLE RD	3140	0.0553	0	3
GREGOIRE RD @ SPRINGHILL RD	2036	0.0707	0	1
GREY NUNS DR @ ST. JOSEPH BLVD	18005	0.0202	44	1
GREY'S CREEK RD @ STONE SCHOOL RD	935	0.086	0	0
GRONINGEN ST @ NONIUS ST	1093	0.0525	29	3
HAIG DR @ RUSSELL RD	11191	0.0367	282	3
HAIG DR @ WESTON DR	6747	0.024	249	72
HALL RD S @ RUSSELL RD	6462	0.0392	2	0
HALTON TER @ KLONDIKE RD	4063	0.0468	340	4
HAMILTON AVE @ TYNDALL ST	5576	0.0229	303	52

HARBISON RD @ MCCORDICK RD	1647	0.0816	0	0
HARBOUR ST @ CLIFFORD CAMPBELL ST	1502	0.0916	4	11
HARDING RD @ URBANDALE DR	4259	0.0146	49	16
HARMER AVE @ ISLAND PARK DR	9017	0.0093	108	45
HARRIS PL @ JOAN ST	283	0.0231	6	9
BRITTANY DR @ MONTREAL RD	33084	0.0299	679	14
HARTHILL WAY @ TARTAN DR	2132	0.0777	87	1
BROADHEAD AVE @ CLARE ST	2653	0.0705	83	218
BROADVIEW AVE @ DOVERCOURT AVE	6767	0.0327	1085	151
HAWTHORNE AVE/ISABELLA ST @ QUEEN ELIZABETH DR	28514	0.0164	1433	569
BROADVIEW AVE @ PRINCETON AVE	4090	0.018	1398	326
HAWTHORNE RD @ LEITRIM RD	21140	0.1414	1	0
BRONSON AVE @ CARLING AVE/GLEBE AVE	47695	0.0225	1596	279
HAWTHORNE RD @ RIDEAU RD	7087	0.1704	0	0
BRONSON AVE @ FINDLAY AVE	44058	0.0159	208	204
HAWTHORNE RD @ RUSSELL RD	23335	0.1362	20	4
BRONSON AVE @ JAMES ST	19599	0.0407	335	35
HAZELDEAN RD @ FRINGEWOOD DR	25795	0.0351	76	57
BRONSON AVE @ POWELL AVE	24373	0.0272	544	160
HAZELDEAN RD @ FRINGEWOOD DR	25111	0.0354	56	78
BRONSON AVE @ QUEEN ST	5184	0.0117	488	218
HAZELDEAN RD @ HUNTMAR DR/IBER RD	40034	0.0318	95	92
BRONSON/HERON RAMP 42/BRONSON/HERON RAMP 52 @	10796	0.0294	8	2
HAZELDEAN RD @ SWEETNAM DR	24954	0.0371	6	3
BROPHY DR @ FOURTH LINE RD	4319	0.107	0	0
HAZELDEAN RD/HAZELDEAN RD IC RAMP 62 @ HAZELDE	7460	0.1186	2	0
BROPHY DR @ MOODIE DR	4610	0.1585	1	0
HEATHERINGTON RD @ FAIRLEA CRES S/ANGELA PRIV	4235	0.0522	510	9
BRUIN RD @ CEDARVIEW RD	10377	0.0256	19	8
HEMLOCK RD @ THORNWOOD RD	13000	0.0209	27	118
BURKE ST @ MCBEAN ST	3259	0.0754	74	12
HENNEPIN ST @ KENNEVALE DR	4503	0.0368	213	2
BURRIS LANE @ MERIVALE RD	24178	0.0272	465	13
HENRY ST @ LEBRETON ST	2455	0.0119	169	50
BURTON RD @ MCVAGH RD	1551	0.1174	0	0
HERON RD @ FINN CRT	23684	0.0416	132	3
BUTTERFIELD RD/OWLSHEAD RD @ MUNSTER RD	2076	0.0821	31	6
HIGH ST @ RICHMOND RD	16010	0.0225	84	39
BYRON AVE @ GRANVILLE AVE	5426	0.0124	20	46
HIGHBURY PARK DR @ VIA SAN MARINO ST	3832	0.02	15	0
BYRON AVE @ HARMER AVE	6093	0.0207	676	109
HIGHWAY 15 @ WALTER BRADLEY RD	2237	0.0637	0	0
BYRON AVE @ HILLCREST AVE	5071	0.0187	34	173
HILLCREST AVE @ TILLBURY AVE	1450	0.0249	54	21

HILLMILLAR ST @ OLD MONTREAL RD	2977	0.0379	2	0
HINCKS LANE @ RIVERSIDE DR	36377	0.0238	32	13
HINTON AVE @ SHERWOOD DR	2400	0.0218	362	46
HOBBLEBUSH ST @ LONGFIELDS DR	8469	0.0312	134	3
HOLITZNER WAY @ LEIKIN DR	6585	0.0259	146	53
HOLLAND AVE @ ISLAND PARK DR/N.C.C. DRIVEWAY	23344	0.0307	205	68
HOLLAND AVE @ RUSKIN ST	12156	0.0568	228	17
HOPEWELL AVE @ SENECA ST	1442	0.0284	299	100
HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST	48431	0.0419	594	15
HUNT CLUB RD @ PIKE ST/MAPLE PARK PRIV	25844	0.0474	16	0
HUNT CLUB RD @ RIVERSIDE DR	72173	0.0375	107	231
HUNTLEY RD @ FALLOWFIELD RD	6919	0.0533	2	6
HUNTMAR DR @ OLD CARP RD	3212	0.0281	0	0
HUNTMAR DR @ PALLADIUM DR S	20367	0.0191	25	2
HUNTMAR DR @ RICHARDSON SIDE RD	13144	0.0419	0	1
HUNTSVILLE DR @ TERRY FOX DR	18267	0.0252	2	3
HWY 416 ACRES IC75R24 @ HOLLY ACRES RD	18150	0.0371	7	1
HWY 416 WESTHUNT IC72R34 @ WEST HUNT CLUB RD	33769	0.0349	0	1
HWY 417 INNES IC112R57 @ INNES RD	39670	0.0692	0	1
HWY 417 ST.LAURE IC115R51 @ ST. LAURENT BLVD	45050	0.0829	50	11
HYDRO RD @ RUSSELL RD	4470	0.1103	0	5
INDIAN CREEK RD @ SAUMURE RD	2756	0.0779	0	1
INDUSTRIAL AVE @ TRAINYARDS DR	27104	0.0469	166	3
INDUSTRIAL AVE/INNES RD @ ST. LAURENT BLVD	58461	0.0631	142	1
INNES RD @ 177 W OF ORIENT PARK DR/EMILY CARR	11613	0.0372	218	2
INNES RD @ 215 W OF CYRVILLE RD/HOME DEPOT W	52380	0.042	44	3
INNES RD @ 260 E OF BELCOURT BLVD/WALMART SC	30382	0.0372	60	1
INNES RD @ 473 E OF PAGE RD/BUILDERS' WAREHOUS	26740	0.0368	70	4
INNES RD @ EASTPARK DR E/RONDEL ST	9693	0.0457	141	6
INNES RD @ LANTHIER DR/PRESTWICK DR	40859	0.0228	210	7
INNES RD @ PAGE RD	28015	0.0395	171	6
INVERNESS AVE @ BENSON ST	1852	0.0159	54	29
IRIS ST @ LAZARD ST	3833	0.0406	93	48
IRIS ST @ NAVAHO DR	4376	0.0408	115	33
IRIS ST @ PINECREST SC	17089	0.0338	279	3
IRIS ST @ TRANSITWAY	9227	0.1678	859	12
ISLAND PARK DR @ BYNG DR	8403	0.0089	69	33
IVY CRES @ PUTMAN AVE	511	0.0747	39	5
JASPER AVE @ KITCHENER AVE	1960	0.0418	35	17
JEANNE D'ARC BLVD @ BORLAND DR/VINETTE CRES	6464	0.0355	125	34
JEANNE D'ARC BLVD @ GREY NUNS DR/YOUVILLE DR	27398	0.028	309	0
JEANNE D'ARC BLVD @ MONTCERF CRT	23393	0.029	194	3
JEANNE D'ARC BLVD @ ORLEANS BLVD N	15701	0.0253	435	141
JEANNE D'ARC BLVD @ ORLEANS BLVD S	33015	0.0252	181	2

JEANNE D'ARC BLVD @ PADDLER WAY/VORLAGE DR E	9145	0.0394	133	0
JEANNE D'ARC BLVD N/OR174 IC105 RAMP63 @ TRANS	17334	0.0463	289	4
JOCKVALE RD @ LAMING ST/WEYBRIDGE DR W	8722	0.0234	88	0
JOCKVALE RD @ LONGFIELDS DR	18066	0.0326	11	0
JOCKVALE RD/RIDEAU VALLEY DR @ PRINCE OF WALES	27156	0.0284	0	0
JOHN QUINN RD @ MITCH OWENS RD	9130	0.0784	0	0
JOHN QUINN RD @ STONE SCHOOL RD	2533	0.0278	0	0
JOHN SHAW RD @ KINBURN SIDE RD	1287	0.0943	6	2
JOHN ST @ THOMAS ST	1060	0.0634	163	8
JOHN SUTHERLAND DR @ RICHMOND RD	26720	0.0288	8	5
JOHNSTON RD @ 65M W OF ALLANFORD AVE E	6921	0.0308	85	6
JOHNSTON RD @ TAPIOLA CRES E	7692	0.0268	130	26
JOHNSTON RD @ TAPIOLA CRES W	9721	0.0249	62	6
JOHNSTON RD @ ZAIDAN DR	8588	0.021	78	47
JOSHUA ST @ RENAUD RD	12524	0.026	94	2
KANATA AVE @ GOLDRIDGE DR/EVANSHEN PL	12372	0.0336	106	4
KARSH DR @ FARDON WAY/TOPLEY CRES E	1564	0.0776	69	7
KATIMAVIK RD @ CURRAN ST/DAVIS AVE	8464	0.059	54	1
KATIMAVIK RD @ MCGIBBON DR/SEWELL WAY	8990	0.0476	137	0
KATIMAVIK RD @ MCGIBBON DR/SEWELL WAY	8293	0.0413	133	11
KELLY FARM DR @ LEITRIM RD	16898	0.0677	0	0
KENASTON ST @ MICHAEL ST	5223	0.0784	10	11
KENDER AVE @ OGILVIE RD	4049	0.013	283	109
KENDER AVE @ OGILVIE RD	4904	0.0254	343	32
KENNEVALE DR @ MERNER AVE	4671	0.0347	40	1
KENT ST @ MACLAREN ST	16745	0.0264	1411	23
KENT ST @ QUEEN ST	23534	0.0446	14655	107
KENT ST @ SLATER ST	29308	0.0387	15701	76
KILBORN AVE @ FEATHERSTON DR/ROSEGLEN PRIV	7347	0.0277	332	175
KILBORN AVE @ KILBORN PL/LAMIRA ST	9566	0.0262	357	35
KIMPTON DR @ OVERLAND DR	1687	0.0204	57	27
KINBURN SIDE RD @ LIMESTONE RD	1367	0.0935	0	0
KINBURN SIDE RD @ MOHRS RD	1374	0.0823	0	0
KINBURN SIDE RD @ TORBOLTON RIDGE RD	1386	0.0969	0	0
KING EDWARD AVE @ OSGOODE ST/THOMAS MORE PRIV	19613	0.0531	5994	30
KING EDWARD AVE @ TEMPLETON ST	19728	0.0496	5535	15
KING EDWARD AVE @ WILBROD ST	16791	0.0214	2776	34
KINGSMERE AVE @ LENESTER AVE	2927	0.0224	105	49
BYRON AVE @ KENSINGTON AVE	7462	0.0101	51	61
BYRON AVE @ REDWOOD AVE	3148	0.0165	337	262
BYRON AVE @ ROOSEVELT AVE	6891	0.0156	575	15
BYRON AVE @ TWEEDSMUIR AVE	7516	0.0114	164	11
BYRON AVE @ WINDERMERE AVE	2837	0.0108	204	279
CADBORO RD @ OGILVIE RD	30587	0.021	431	42

CAHILL DR @ PLANTE DR	949	0.1209	339	91
CAHILL DR @ ROSEGARDEN CRES W	2220	0.0709	68	16
CAHILL DR @ SOUTHPORT DR	3417	0.0547	121	6
CAMBIE RD / MOUNT NEBO WAY @ RALPH HENNESSY AVE	3346	0.1666	26	0
CAMBRIAN RD @ KILBIRNIE DR/TUCANA WAY	11417	0.0338	225	1
CAMBRIAN RD @ RIVER MIST RD	11051	0.0526	436	14
CAMPBELLCROFT RD @ DALMENY RD	2079	0.0858	1	0
CAMPEAU DR @ PALLADIUM DR	6809	0.1011	27	1
CANAAN RD @ REGIONAL RD 174	22457	0.0381	0	0
CANON SMITH DR @ FITZROY ST	597	0.0412	5	0
CANON SMITH DR @ GALETTA SIDE RD	1625	0.0535	0	4
CANOTEK RD @ SHEFFORD RD	19225	0.0349	134	2
CANYON WALK DR @ EARL ARMSTRONG RD	21146	0.036	34	1
CAPITAL DR @ GRENFELL CRES	1752	0.0748	29	31
CARINA CRES W @ HALF MOON BAY	1319	0.0331	20	0
CARLING AVE @ CARLINGWOOD SC	27704	0.0412	343	2
CARLING AVE @ CRYSTAL BEACH DR	18255	0.0173	88	150
CARLING AVE @ FISHER AVE	35237	0.0263	149	23
CARLING AVE @ HARE AVE	25400	0.0248	59	2
CARLING AVE @ LEBRETON ST	25239	0.0233	454	194
CARLING AVE @ MAPLECREST AVE	27212	0.0244	59	20
CARLING AVE @ SCHNEIDER RD	12299	0.0223	11	5
CARLING AVE @ TRANSITWAY - LINCOLN FIE	26476	0.046	275	9
CARLINGWOOD SC @ WOODROFFE AVE	21327	0.028	113	4
CARP RD @ DONALD B. MUNRO DR	5743	0.0331	102	4
CARP RD @ GALETTA SIDE RD	2653	0.0513	1	3
CARP RD @ JUANITA AVE	3104	0.0243	26	8
CARP RD @ KINBURN SIDE RD	2783	0.0795	0	0
CARP RD @ MCGEE SIDE RD	6605	0.0794	0	4
CARP RD @ RICHARDSON SIDE RD	17824	0.1189	1	2
CARP RD @ ROTHBOURNE RD	22130	0.047	11	4
CARP RD/HWY 417 CARP IC144R63 @ HWY 417 CARP I	23753	0.0952	0	0
CARRIERE ST @ MICHAELSEM ST	2228	0.0245	47	13
CARSONBY RD @ FIRST LINE RD	1565	0.0806	0	0
CARSONBY RD @ FOURTH LINE RD	1743	0.063	0	0
CARSONBY RD @ PRINCE OF WALES DR	4260	0.0396	0	1
CARSON'S RD @ CHARLESWOOD AVE	2057	0.0629	536	14
CARTIER ST @ SOMERSET ST	8019	0.0527	3219	192
CARTOGRAPHE ST @ MISHAWASKODE ST	861	0.0324	91	7
CASSIDY RD @ GRANGEMILL AVE	3750	0.031	0	1
CASSON WAY @ VARLEY DR	3531	0.0274	125	16
CASTOR RD @ GREGOIRE RD	1079	0.0726	0	0
CATHCART ST @ KING EDWARD AVE NB	44740	0.0726	196	16
CATHCART ST @ KING EDWARD AVE SB/MACDONALD-CAR	44899	0.0718	453	23

CAVAN ST @ CHATELAIN AVE	1828	0.1733	44	2
CEDARHILL DR N @ CEDARVIEW RD	8061	0.0136	0	0
CEDAROW CRT @ HAZELDEAN RD	25110	0.0369	54	51
CEDARVIEW RD @ WEST HUNT CLUB RD	50303	0.0298	0	3
CEDARVIEW RD @ WOODSIA AVE	8258	0.0093	2	1
CENTREPOINTE DR @ PASEO PRIV	12312	0.0155	274	10
CENTURY RD @ MALAKOFF RD	1510	0.0923	0	0
CENTURY RD @ PRINCE OF WALES DR	5482	0.0451	0	1
CENTURY RD E @ SECOND LINE RD E	1307	0.0728	1	2
CHAMBERLAIN AVE @ GLENDALE AVE	12671	0.036	61	8
CHAMBERLAIN AVE @ PERCY ST	12853	0.0367	524	265
CHAPEL ST @ SOMERSET ST	3633	0.0591	1609	143
CHAPEL ST @ STEWART ST	3039	0.0232	957	125
CHAPMAN BLVD @ OTHELLO AVE	3329	0.0525	177	37
CHARLEMAGNE BLVD @ PRINCESS LOUISE DR W/VALADE	13790	0.0346	146	1
CHARLES ST @ CRICHTON ST	1526	0.073	88	11
CHARLOTTE ST @ RIDEAU ST	10868	0.0333	464	13
CHEVRIER ST @ TRENT ST	1540	0.0106	44	18
CHRISTCRAFT WAY S @ TRESTLE ST	967	0.0729	82	2
CHURCHILL AVE @ DOVERCOURT AVE	12363	0.0477	458	179
CHURCHILL AVE @ LANARK AVE	2684	0.0483	122	62
CHURCHILL AVE @ RAVENHILL AVE	10756	0.0376	417	218
CHURCHILL AVE @ RICHMOND RD	22142	0.0306	2839	391
CHURCHILL AVE @ SCOTT ST	10534	0.0502	698	614
CHURCHILL AVE @ WORKMAN AVE	4036	0.041	153	83
CLARE ST @ EVERED AVE W	2532	0.0654	217	259
CLAYMOR AVE @ MEADOWLANDS DR	14286	0.0196	332	6
CLAYMOR AVE @ MEADOWLANDS DR	10968	0.0315	725	151
CLAYMOR AVE @ NORMANDY CRES	790	0.0685	33	3
CLEARVIEW AVE @ ISLAND PARK DR	16418	0.0103	138	478
CLEGG ST @ COLONEL BY DR	13954	0.0045	237	678

Appendix F

Detailed Multi-Modal Level of Service (MMLOS) Analysis – Road Segment

Multi-Modal Level of Service - Segment Form

Consultant EXP
Project BRM-23002042-H0
Date 1/23/2025

Appendix F

SEGMENT		INNES ROAD
Pedestrian	Sidewalk Wdith	2.0m or more
	Boulevard Width	1.5m
	Average Daily Curb Lane Traffic Volume	> 3000 vpd
	On-street Parking	No
	Operating Speed	60km/h
	Level of Service	**E**
	Target	C
Cyclist	Road Classification	Arterial
	Bike Route Classification	N/A
	Type of Bikeway	Mixed use
	Travel Lanes	1
	Centerline Markings	No
	Operating Speed	60km/h
	Level of Service	**F**
	Target	B
Transit	Facility Type	Segregated ROW
	Friction/Congestion/Incident Potential	Limited
	Level of Service	**A**
	Target	D
Truck	Lane Width	3.5m
	Travel Lanes	2
	Level of Service	**A**
	Target	N/A

Appendix G

TDM Infrastructure Checklist

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

Legend

BASIC — The measure is generally feasible and effective, and in most cases would benefit the development and its users

BETTER — The measure could maximize support for users of sustainable modes, and optimize development performance

★ — The measure is one of the most dependably effective tools to encourage the use of sustainable modes

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

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

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

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

TDM Measures Checklist:
Residential Developments (multi-family, condominium or subdivision)

Legend

BASIC — The measure is generally feasible and effective, and in most cases would benefit the development and its users

BETTER — The measure could maximize support for users of sustainable modes, and optimize development performance

★ — The measure is one of the most dependably effective tools to encourage the use of sustainable modes

		TDM measures: *Residential developments*	Check if proposed & add descriptions
	1.	**TDM PROGRAM MANAGEMENT**	
	1.1	**Program coordinator**	
BASIC ★	1.1.1	Designate an internal coordinator, or contract with an external coordinator	☐
	1.2	**Travel surveys**	
BETTER	1.2.1	Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	☐
	2.	**WALKING AND CYCLING**	
	2.1	**Information on walking/cycling routes & destinations**	
BASIC	2.1.1	Display local area maps with walking/cycling access routes and key destinations at major entrances *(multi-family, condominium)*	☐
	2.2	**Bicycle skills training**	
BETTER	2.2.1	Offer on-site cycling courses for residents, or subsidize off-site courses	☐

			TDM measures: *Residential developments*	Check if proposed & add descriptions
		3.	**TRANSIT**	
		3.1	**Transit information**	
BASIC		3.1.1	Display relevant transit schedules and route maps at entrances *(multi-family, condominium)*	☐
BETTER		3.1.2	Provide real-time arrival information display at entrances *(multi-family, condominium)*	☐
		3.2	**Transit fare incentives**	
BASIC	★	3.2.1	Offer PRESTO cards preloaded with one monthly transit pass on residence purchase/move-in, to encourage residents to use transit	☐
BETTER		3.2.2	Offer at least one year of free monthly transit passes on residence purchase/move-in	☐
		3.3	**Enhanced public transit service**	
BETTER	★	3.3.1	Contract with OC Transpo to provide early transit services until regular services are warranted by occupancy levels *(subdivision)*	☐
		3.4	**Private transit service**	
BETTER		3.4.1	Provide shuttle service for seniors homes or lifestyle communities (e.g. scheduled mall or supermarket runs)	☐
		4.	**CARSHARING & BIKESHARING**	
		4.1	**Bikeshare stations & memberships**	
BETTER		4.1.1	Contract with provider to install on-site bikeshare station (*multi-family)*	☐
BETTER		4.1.2	Provide residents with bikeshare memberships, either free or subsidized *(multi-family)*	☐
		4.2	**Carshare vehicles & memberships**	
BETTER		4.2.1	Contract with provider to install on-site carshare vehicles and promote their use by residents	☐
BETTER		4.2.2	Provide residents with carshare memberships, either free or subsidized	☐
		5.	**PARKING**	
		5.1	**Priced parking**	
BASIC	★	5.1.1	Unbundle parking cost from purchase price *(condominium)*	☐
BASIC	★	5.1.2	Unbundle parking cost from monthly rent *(multi-family)*	☐

TDM measures: *Residential developments*				Check if proposed & add descriptions
		6.	**TDM MARKETING & COMMUNICATIONS**	
		6.1	**Multimodal travel information**	
BASIC	★	6.1.1	Provide a multimodal travel option information package to new residents	☐
		6.2	**Personalized trip planning**	
BETTER	★	6.2.1	Offer personalized trip planning to new residents	☐

Appendix H

Detailed Multi-Modal Level of Service (MMLOS) Analysis – Intersection

Multi-Modal Level of Service - Intersection Form

Consultant EXP

Project BRM-23002042-H0

Date 1/23/2025

Appendix H

INTERSECTION		INNES ROAD & TRINITY CROSSING MALL ACCESS				INNES ROAD & PRESTWICK DRIVE/LANTHIER DRIVE			
	Crossing Side	**North Leg**	**South Leg**	**East Leg**	**West Leg**	**North Leg**	**South Leg**	**East Leg**	**West Leg**
Pedestrian	Total Travel Lanes Crossed	-	5	5	5	3	4	5	5
	Median	-	No	No	Yes (Median > 2.4 m)	No	No	No	No
	Island Refuge	-	No	No	No	No	No	No	No
	Left Turn Type	-	Protected	Protected/Permissive	Permissive	Permissive	Permissive	Permissive	Protected/Permissive
	Right Turn Type	-	Permissive	-	Permissive	Permissive	Permissive	Permissive	Permissive
	Right turn on Red (RTOR)	-	RTOR Allowed	RTOR Allowed	RTOR Allowed	RTOR Allowed	RTOR Allowed	RTOR Allowed	RTOR Allowed
	Leading Pedestrian Interval	-	No	No	No	No	No	No	No
	Corner Radius (largest)	-	10 to 15m	10 to 15m	10 to 15m	10 to 15m	10 to 15m	10 to 15m	10 to 15m
	Right turn channel		No	No	No	No	No	No	Yes
	Crosswalk Treatment	-	Standard	Standard	Standard	Standard	Standard	Zebra strip marking	Zebra strip marking
	PETSI Score	-	45	37	40	70	53	40	37
	Level of Service	-	**D**	**E**	**E**	**C**	**D**	**E**	**E**
	Target	-	**C**	**C**	**C**	**C**	**C**	**C**	**C**
Cyclist	Type of Bikeway	-	Mixed Traffic	Pocket Bike Lane	Pocket Bike Lane	Mixed Traffic	Mixed Traffic	Pocket Bike Lane	Pocket Bike Lane
	Left Turn Lane Configuration	-	Two-stage, left-turn bike box	Two-stage, left-turn bike box	Two-stage, left-turn bike box	Two-stage, left-turn bike box	Two-stage, left-turn bike box	Two-stage, left-turn bike box	Two-stage, left-turn bike box
	Right Turn Lane Configuration	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Turning Speed of Right Turning Vehicles	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Operating Speed on Approach	-	40 km/h	60 km/h	60 km/h	40 km/h	40 km/h	60 km/h	60 km/h
		-							
	Level of Service	-	**A**	**F**	**F**	**A**	**A**	**F**	**F**
	Target	-	C	C	C	C	C	C	C
Transit	Average Signal Delay	-	-	> 40 sec	> 40 sec	> 40 sec	-	> 40 sec	> 40 sec
	Level of Service	-	-	**F**	**F**	**F**	-	**F**	**F**
	Target	-	C	C	C	C	C	C	C
Truck	Effective Corner Radius	-	> 15 m	10 to 15 m	-	10 to 15 m	10 to 15 m	10 to 15 m	> 15 m
	Number of Receiving Lanes on Departure from Intersection	-	2	2	-	1	1	2	2
	Level of Service	-	**A**	**B**	-	**E**	**E**	**B**	**A**
	Target	-	D	D	D	D	D	D	D
Auto	**Level of Service**	-							
	Target	-	D	D	D	D	D	D	D