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485 Ancaster Avenue

Transportation Impact Assessment

Proposed Residential/Commercial Development 485 Ancaster Avenue

Transportation Impact Assessment

Prepared By:

NOVATECH

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

June 2018

Novatech File: 118035 Ref: R-2018-025



June 15, 2018

City of Ottawa Planning and Growth Management Department 110 Laurier Ave. W., 4th Floor, Ottawa, Ontario K1P 1J1

Attention: Ms. Rosanna Baggs

Project Manager, Infrastructure Approvals

Dear Ms. Baggs:

Reference: 485 Ancaster Avenue

Transportation Impact Assessment

Novatech File No. 118035

We are pleased to submit the following Transportation Impact Assessment in support of a Zoning Application for 485 Ancaster Avenue, for your review and signoff. The structure and format of this report is in accordance with the City of Ottawa Transportation Impact Assessment Guidelines (June 2017).

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

Yours truly,

NOVATECH

Joshua Audia, B.Sc.

E.I.T. | Transportation/Traffic

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EXECUTIVE SUMMARY

This Transportation Impact Assessment (TIA) has been prepared in support of a Zoning Application for the property located at 485 Ancaster Avenue. The subject site is currently occupied by a variety of retail land uses: two home furnishing stores, a restaurant, a pharmacy, dental and medical clinics, and offices for a tax consultant, a home security business and a non-profit organization.

The subject site is designated as 'Arterial Main Street' on Schedule B of the City of Ottawa's Official Plan. The implemented zoning for the property is the 'Arterial Main Street Zone' (AM). The proposed residential and commercial uses are permitted in the AM10 Zone. There are no Secondary Plans or Community Design Plans applicable to the site. A Zoning By-Law Amendment is required to seek relief of various performance standards.

The proposed redevelopment will replace the current businesses with a 6-storey, 94 unit residential building, a 12-storey, 135 unit residential building, and approximately 9,954 ft² of commercial space on the ground floor. The amount of parking spaces available will increase, from approximately 110 to 198. The proposed redevelopment is anticipated to be completed in one phase, with full occupancy by the year 2022.

Access to the site is currently provided by a full movement driveway along Woodroffe Avenue and a right-in/right-out (RIRO) access along Carling Avenue. The proposed redevelopment will provide a right-in/left-out (RILO) access along Ancaster Avenue, maintain a full movement access on Woodroffe Avenue, and remove the RIRO access along Carling Avenue.

The study area for this report will include Carling Avenue, the west and east sections of Woodroffe Avenue, Fairlawn Avenue, Ancaster Avenue, Flower Avenue, Iroquois Road, and the signalized accesses to the Carlingwood Shopping Centre along Carling Avenue and Woodroffe Avenue East. The study area includes the signalized intersections at Carling Avenue/Woodroffe Avenue West, Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue, Carling Avenue/Carlingwood Shopping Centre, Carling Avenue/Iroquois Road, and Woodroffe Avenue East/Carlingwood Shopping Centre, as well as the unsignalized intersections at Carling Avenue/Ancaster Avenue, Woodroffe Avenue East/Carlingwood Shopping Centre, and Woodroffe Avenue East/Flower Avenue.

The selected time periods for the analysis are the weekday AM and PM peak hours, as they represent the 'worst case' combination of site generated traffic and adjacent street traffic. The proposed redevelopment is expected to be completed with full occupancy by the year 2022. Therefore, this TIA will perform analysis for the weekday AM and PM peak periods in the buildout year 2022 and the horizon year 2027.

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

Forecasting

The net increase in trips generated by the proposed redevelopment is approximately 230 person trips in the AM peak hour and 150 person trips in the PM peak hour, which includes an increase of approximately 105 vehicle trips in the AM peak hour and 74 vehicle trips in the PM peak hour.

Development Design and Parking

- Pedestrian facilities will be provided between the building entrances and the parking lot.
 Additionally, pedestrian facilities will connect the building to the existing sidewalks along
 Carling Avenue and Woodroffe Avenue East. Sidewalks will be depressed and continuous
 across the Woodroffe Avenue East access, in accordance with City standards. There are no
 existing or proposed sidewalks along Ancaster Avenue.
- The nearest transit stops are within a walking distance of approximately 300m from all entrances to the proposed redevelopment.
- The proposed redevelopment allocates a ground-floor storage area devoted to bicycle parking.
- Garbage collection and deliveries will occur within the subject site, directly east of the western underground parking access ramp. The fire route is curbside along Carling Avenue and Woodroffe Avenue East.
- Approximately 198 vehicle parking spaces are proposed for the subject site, meeting the requirements of the ZBL. Bicycle parking will be provided in accordance with the minimum requirement of the ZBL as part of the Site Plan Control application.

Boundary Streets

- The results of the segment MMLOS analysis can be summarized as follows:
 - Ancaster Avenue meets the target pedestrian level of service (PLOS), while Carling Avenue and Woodroffe Avenue East do not;
 - Ancaster Avenue meets the target bicycle level of service (BLOS), while Carling Avenue and Woodroffe Avenue East do not;
 - Carling Avenue meets the target transit level of service (TLOS);
 - Carling Avenue and Woodroffe Avenue East meet the truck level of service (TkLOS);
 - All roadways meet the target vehicular level of service (Auto LOS).
- The Rapid Transit and Transit Priority Network identifies Carling Avenue as having at-grade LRT in its Network Concept and continuous transit lanes in its Affordable Network. While these improvements to the transit network are being implemented, there may be opportunities to improve the pedestrian and bicycle levels of services on Carling Avenue as well.
- The PLOS of Woodroffe Avenue East can be improved to the target PLOS C by implementing sidewalks with a minimum width of 2.0m on the east side, and implementing sidewalks with a minimum width of 2.0m and a minimum sidewalk boulevard width of 2.0m on the west side. However, there is insufficient ROW width to accommodate these sidewalk and boulevard widths.
- The Ancaster Avenue road closure approximately 50m north of Carling Avenue is anticipated
 to calm traffic such that the operating speed is reduced to approximately 30 km/h. The PLOS
 of Ancaster Avenue achieves the target PLOS C despite having no sidewalks due to the
 reduction in the operating speed to approximately 30 km/h.
- The BLOS of Woodroffe Avenue East can be improved to a BLOS A by implementing a cycle track or other physically separated bikeway. The Ontario Traffic Manual – Book 18 identifies

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separated bicycle facilities as most appropriate for Woodroffe Avenue East, given the high operating speed and daily traffic volumes. However, lane reductions would be required to accommodate a separate cycling facility in this area, which is not feasible based on the current traffic volumes.

Access Design

- The proposed redevelopment will be serviced by a full-movement access along Woodroffe Avenue East (approximately 60m north of the existing ROW of Carling Avenue) and a rightin/left-out access along Ancaster Avenue (approximately 50m north of the existing ROW of Carling Avenue).
- Section 25 (c) of the *Private Approach By-Law* identifies a maximum width requirement of 9m for two-way accesses. This requirement is met by both proposed accesses.
- Section 107 (1)(a) of the *Zoning By-Law* identifies a minimum width requirement of 6.7m for a two-way driveway to a parking lot, and 6.0m for a two-way driveway to a parking garage. These requirements are met by both proposed accesses.
- Section 25 (I) of the Private Approach By-Law identifies a minimum distance of 30m between
 the private approach and the nearest intersecting street line. This requirement is met by both
 proposed accesses.
- Section 25 (o) of the *Private Approach By-Law* identifies a minimum spacing of 3m between the nearest edge of the private approach and the property line, as measured at the street line. This requirement is met by the access along Woodroffe Avenue East and the access along Ancaster Avenue.
- Based on the location of the proposed access on Ancaster Avenue, the road closure on Ancaster Avenue must be shifted north. A functional design is included in this report.

Transit

- The additional transit trips generated by the proposed redevelopment are not anticipated to have a significant impact on the operations of OC Transpo routes 16, 85, and 87.
- City staff have noted that a bus shelter is warranted at Stop #6481 adjacent to the subject site. The proponent will consider the provision of a bus shelter during the Site Plan Control application stage.

Intersection Design

- Based on the results of the intersection MMLOS analysis:
 - No intersections meet the pedestrian level of service (PLOS);
 - No intersections meet the bicycle level of service (BLOS);
 - Of intersections with targets, only Carling Avenue/Carlingwood Shopping Centre and Carling Avenue/Iroquois Road meet the transit level of service (TLOS);
 - All intersections meet the truck level of service (TkLOS);
 - Only Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue does not meet the vehicular level of service (Auto LOS).

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Pedestrian Level of Service:

- No crosswalks crossing Carling Avenue, Woodroffe Avenue West, or Woodroffe Avenue East/Fairlawn Avenue can achieve the target PLOS C without significantly reducing the number of lanes and restricting turning movements. These approaches all meet the City's warrant for zebra-striped crosswalks (greater than 400,000 vehicle/pedestrian conflicts over an eight-hour period), and could be considered where they have not already been implemented.
- The south approach of Woodroffe Avenue East/Carlingwood Shopping Centre can meet the target PLOS C by implementing zebra-striped crosswalks. This approach meets the City's warrant for zebra-striped crosswalks. The east approach can meet the target PLOS C by implementing either a curb extension or wider sidewalks, such that the number of lanes crossed decreases from four to three. As this is a private approach, any modification would have to be negotiated between the City and the landowner.

• Bicycle Level of Service:

- The BLOS of Carling Avenue/Woodroffe Avenue West can meet the target BLOS C by implementing a cycle track or other physically separated bikeway. Two-stage left turn bike boxes could be implemented at the south and west approaches. A jug handle and crossbike could be implemented at the east approach. The effect of implementing a ten-second crossbike phase is anticipated to have a marginal effect on the performance of the intersection.
- The BLOS of Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue can meet the target BLOS C by implementing two-stage left-turn bike boxes and higher order cycling facilities for all approaches. However, there is insufficient ROW width on Woodroffe Avenue East to accommodate a separated bike facility.
- The BLOS of Carling Avenue/Carlingwood Shopping Centre can meet the target BLOS C by implementing two-stage left-turn bike boxes at all approaches.
- The BLOS of Carling Avenue/Iroquois Road can meet the target BLOS C by implementing higher order cycling facilities, and two-stage left-turn bike boxes for all approaches.
- The BLOS of Woodroffe Avenue East/Carlingwood Shopping Centre can meet the target BLOS C by implementing a cycle track or other physically separated bikeway. Two-stage left turn bike boxes could be implemented at the south and east approaches. A jug handle and crossbike could be implemented at the north approach. The effect of implementing a ten-second crossbike phase is anticipated to have a marginal effect on the performance of the intersection. There is insufficient ROW width on Woodroffe Avenue East to accommodate a separated bike facility.

Transit Level of Service:

The TLOS of the east and west approaches at Carling Avenue/Woodroffe Avenue West and Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue can surpass the target TLOS D by implementing continuous bus lanes or at-grade LRT (with continuous bus lanes identified in the RTTP 2031 Affordable Network and at-grade

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LRT identified in the 2031 Network Concept). While the RTTP 2031 Network Concept also identifies Woodroffe Avenue East as a Transit Priority Corridor with Isolated Measures, there are limited opportunities to improve the TLOS at the north and south approaches of the Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue intersection.

- Vehicular Level of Service:
 - The Auto LOS of Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue does not currently meet the target Auto LOS D. To meet the target Auto LOS D, a reduction of approximately 20 vehicles in the AM peak period and approximately 70 vehicles in the PM peak period is required.
 - The Auto LOS of the unsignalized Woodroffe Avenue East/Carlingwood Shopping Centre access does not currently meet the target Auto LOS D. As westbound traffic has the option to turn left at the signalized access approximately 70m to the north, no mitigation is recommended.
- In existing and future traffic conditions, queueing issues were identified for the following movements:
 - Carling Avenue/Woodroffe Avenue West
 - Westbound left turn (PM peak)
 - Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue
 - Southbound left turn (AM peak)
 - Southbound right turn (PM peak)
 - Eastbound left turn (AM and PM peaks)
 - Eastbound through (AM peak)
 - Westbound through (PM peak)
- Under the background traffic conditions, there is anticipated traffic growth on Woodroffe Avenues West and East. All intersections are anticipated to operate at approximately the same level of service, with Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue failing to meet the target Auto LOS D.
- Under the total traffic conditions, Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue
 is anticipated to downgrade to an Auto LOS F during the AM peak period in 2022. All other
 intersections are anticipated to operate at approximately the same level of service.
- At the access on Woodroffe Avenue East, outbound traffic and inbound northbound left traffic
 will rely on courtesy during the peak periods. Each vehicle making a northbound left turn into
 the site will have approximately 30 seconds to complete their movement before impacting
 operating conditions at the intersection of Carling Avenue/Woodroffe Avenue East/Fairlawn
 Avenue.
- Restricting inbound northbound left turns at the Woodroffe Avenue East access will likely result in downstream U-turns at the Carling Avenue/Carlingwood Shopping Centre traffic signal, where no U-turns were observed over the eight-hour period of the 2015 traffic count.
- To meet the target Auto LOS D at Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue in 2027 total traffic conditions (considered the worst case in this analysis), a reduction of

approximately 50 vehicles in the AM peak period and approximately 60 vehicles in the PM peak period is required. This is comparable to the findings of the existing conditions analysis. The reduction in the number of southbound right turning vehicles is lower in the total traffic analysis due to the differences in the Peak Hour Factor (set at 0.90 in existing conditions and 1.0 in future conditions, as per the 2017 TIA Guidelines).

- A review of the Ontario Traffic Manual Books 5, 12, and 15 identify that an eastbound/ westbound pedestrian crossing treatment at Woodroffe Avenue East/Flower Avenue is not warranted.
- In conclusion, the roadway modification to accommodate the proposed redevelopment are limited to the relocation of the Ancaster Avenue road closure to the north of the proposed site access.

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1.0 INTRODUCTION

This Transportation Impact Assessment (TIA) has been prepared in support of a Zoning Application for the property located at 485 Ancaster Avenue. The subject site is currently occupied by a variety of retail land uses: two home furnishing stores, a restaurant, a pharmacy, dental and medical clinics, and offices for a tax consultant, a home security business and a non-profit organization.

The proposed redevelopment will include two residential buildings (Building A: 94 units over 6 storeys; Building B: 135 units over 12 storeys), as well as approximately 9,954 ft² of commercial space on the ground floor. A combination of underground and surface parking has been proposed, with 19 spaces above ground and 179 spaces underground.

The subject site is surrounded by the following:

- Residences to the north;
- Woodroffe Avenue and Carlingwood Shopping Centre to the east;
- Carling Avenue and commercial uses to the south;
- Ancaster Avenue and commercial/residential uses to the west.

A view of the subject site is provided in **Figure 1**.

Figure 1: View of the Subject Site



2.0 PROPOSED DEVELOPMENT

The subject site is designated as 'Arterial Main Street' on Schedule B of the City of Ottawa's Official Plan. The implemented zoning for the property is the 'Arterial Main Street Zone' (AM). The proposed residential and commercial uses are permitted in the AM Zone. There are no Secondary Plans or Community Design Plans applicable to the site. A Zoning By-Law Amendment is required to seek relief of various performance standards.

The proposed redevelopment will replace the current businesses with a 6-storey, 94 unit residential building, a 12-storey, 135 unit residential building, and approximately 9,954 ft² of commercial space on the ground floor. The amount of parking spaces available will increase, from approximately 110 to 198. The proposed redevelopment is anticipated to be completed in one phase, with full occupancy by the year 2022.

Access to the site is currently provided by a full movement driveway along Woodroffe Avenue and a right-in/right-out (RIRO) access along Carling Avenue. The proposed redevelopment will provide a right-in/left-out (RILO) access along Ancaster Avenue, maintain a full movement access on Woodroffe Avenue, and remove the RIRO access along Carling Avenue.

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

3.0 SCREENING

3.1 Screening Form

The City's 2017 TIA Guidelines identify three triggers for completing a TIA report, including trip generation, location, and safety. The criteria for each trigger are outlined in the City's TIA Screening Form.

The trigger results are as follows:

- Trip Generation Trigger: The residential building is expected to generate over 60 person trips/peak hour more than the existing development; further assessment is required based on this trigger.
- Location Triggers The development is located along a Rapid Transit or Transit Priority (RTTP) Route, a Spine Cycling Route, and is located in a Design Priority Area; further assessment is required based on this trigger.
- Safety Triggers The access along Woodroffe Avenue East is within 150 metres of the traffic signal at Carling Avenue/Woodroffe Avenue East, and is within the auxiliary left-turn lane along southbound Woodroffe Avenue East. For these reasons, further assessment is required based on this trigger.

A copy of the TIA Screening Form is included in **Appendix B**.

4.0 SCOPING

4.1 Existing Conditions

4.1.1 Roadways

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

Carling Avenue is an arterial roadway that generally runs on an east-west alignment between March Road in Kanata and Bronson Avenue. It has a six-lane divided urban cross-section, sidewalks on both sides of the roadway, and a posted speed limit is 60 km/h. Carling Avenue is classified as an urban truck route, allowing full loads. Street parking is not permitted. The right-of-way (ROW) at the subject site is currently 31m, however the City of Ottawa's Official Plan identifies a ROW protection for Carling Avenue of 44.5m throughout the entire study area. A widening is required as part of this development application.

Woodroffe Avenue West is an arterial roadway that runs on a north-south alignment between Carling Avenue and Strandherd Drive. South of Strandherd Drive, Woodroffe Avenue West continues as a major collector, and then a local roadway to Prince of Wales Drive. It has a four-lane undivided urban cross-section, sidewalks on both sides of the roadway, and a posted speed limit of 50 km/h within the study area. This section of Woodroffe Avenue is classified as a truck route, allowing full loads. Street parking is not permitted.

Woodroffe Avenue East is an arterial roadway that runs on a north-south alignment between the Sir John A. MacDonald Parkway and Carling Avenue. South of Carling Avenue, it continues as Fairlawn Avenue, a major collector roadway. Near the subject site, it has a four-lane undivided urban cross-section, sidewalks on both sides of the roadway, and a posted speed limit of 50 km/h. This section of Woodroffe Avenue is classified as a truck route, allowing only for partial loads. Street parking is not permitted. The ROW is approximately 26m near the subject site. For both sections of Woodroffe Avenue, the Official Plan identifies a ROW protection of 26m throughout the entire study area.

Iroquois Road is a local roadway that generally runs on a north-south alignment between Strathmore Boulevard and Prince Charles Road. It has a two-lane undivided urban cross-section. Sidewalks are provided on both sides of the roadway north of Carling Avenue for approximately 200m, and no sidewalks are provided south of Carling Avenue. Iroquois Road has a posted speed limit of 40 km/h. Street parking is permitted south of Carling Avenue.

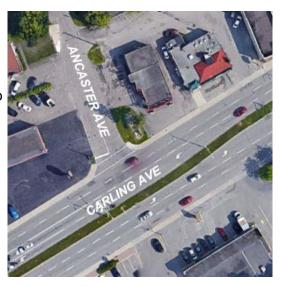
Ancaster Avenue is a local roadway that runs on a north-south alignment between Carling Avenue and Richmond Road. It has a two-lane undivided urban cross-section, no sidewalks, and a regulatory speed limit of 50 km/h under the Highway Traffic Act. In October 2017, Ancaster Avenue was closed to vehicular traffic with a chain, approximately 50m north of Carling Avenue. Between Carling Avenue and this closure, street parking is not permitted. North of the closure, parking is prohibited on weekdays from 9:00am to 5:00pm.

Flower Avenue is a local roadway that runs on an east-west alignment between Ancaster Avenue and Woodroffe Avenue. It has a two-lane undivided urban cross-section, sidewalk on the north side of the roadway, and a regulatory speed limit of 50 km/h under the Highway Traffic Act. Street parking is not permitted.

4.1.2 Intersections

Carling Avenue/Ancaster Avenue

- Unsignalized three-legged intersection
- Southbound: one right turn lane
- Westbound: two through lanes, one lane tapering into two left turn lanes for downstream intersection



Carling Avenue/Woodroffe Avenue West

- Signalized three-legged intersection
- Northbound: one left turn lane and one right turn lane
- Eastbound: three through lanes and one channelized right turn lane
- Westbound: two left turn lanes and two through lanes
- Westbound U-turns are restricted



<u>Carling Avenue/Woodroffe Avenue East/</u> Fairlawn Avenue

- Signalized four-legged intersection
- Northbound: one left turn lane, one through lane, and one shared through/right turn lane
- Southbound: one left turn lane, one through lane, and one right turn lane
- Eastbound: two left turn lanes, one through lane and one shared through/right turn lane
- Westbound: one left turn lane, three through lanes, and one channelized right turn lane
- Eastbound and westbound U-turn movements are restricted



Carling Avenue/Carlingwood Shopping Centre

- Signalized four-legged intersection
- Northbound: one shared left turn/through/ right turn lane
- Southbound: one left turn lane, one shared through/right turn lane, one transit-only right turn lane[‡]
- Eastbound: one left turn lane, two through lanes, and one shared through/right turn lane
- Westbound: one left turn lane, three through lanes, and one shared through/right turn lane

‡ Signal timings do not indicate a fully protected phase for southbound right turns, which is required for dual right turn lanes. Therefore, this lane is assumed to be for transit only.



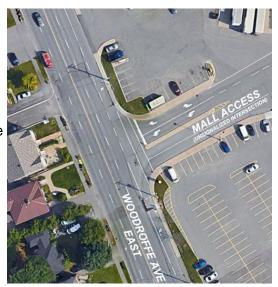
Carling Avenue/Iroquois Road

- Signalized four-legged intersection
- Northbound: one shared left turn/through/ right turn lane
- Southbound: one left turn lane and one shared through/right turn lane
- Eastbound: one left turn lane, three through lanes, and one channelized right turn
- Westbound: one left turn lane, three through lanes, and one channelized right turn lane with a transit queue jump lane

CARCING AVE

Woodroffe Avenue East/ Carlingwood Shopping Centre (approximately 125m north of Carling Avenue)

- Unsignalized three-legged intersection
- · Northbound: two through lanes and one right turn lane
- Southbound: one shared left turn/through lane and one through lane
- Westbound: one left turn lane and one right turn lane



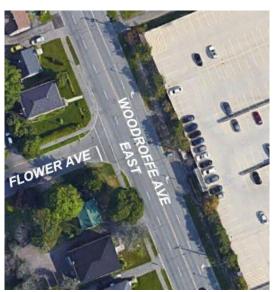
Woodroffe Avenue East/
Carlingwood Shopping Centre
(approximately 220m north of Carling Avenue)

- Signalized three-legged intersection
- Northbound: two through lanes and one right turn lane
- Southbound: one shared left turn/through lane and one through lane
- Westbound: one left turn lane and one right turn lane



Woodroffe Avenue East/Flower Avenue

- Unsignalized three-legged intersection
- Northbound: one shared left turn/through lane, one right turn lane for downstream intersection
- Southbound: one through lane, one shared through/right turn lane
- Eastbound: one shared left turn/through/ right turn lane



4.1.3 Driveways

In accordance with the City's 2017 TIA guidelines, a review of adjacent driveways along the boundary roads are provided as follows:

Carling Avenue, North Side:

 3 driveways to businesses at 2195, 2199, and 2211 Carling Avenue (adjacent driveway offset approximately 18m to the west, measuring nearest edge to nearest edge at the ROW)

Carling Avenue, South Side:

4 driveways to businesses at 2194, 2200, 2222, and 2238 Carling Avenue

Ancaster Avenue, East Side:

- 11 driveways to residences at 429, 433, 437, 445, 449, 451, 455, 463, 469, 471, and 473 Ancaster Avenue
- 2 driveways to businesses at 2199 Carling Avenue

Woodroffe Avenue, East Side:

 1 unsignalized access to Carlingwood Shopping Centre

Fairlawn Avenue, East Side:

• 2 driveways to retail businesses at 2148 Carling Avenue

Pedestrian and Cycling Facilities

Ancaster Avenue, West Side:

- 14 driveways to residences at 442, 444, 446, 448, 450, 452, 458, 460, 462, 464, 476, 478, 484, and 486 Ancaster Avenue
- 1 driveway to businesses at 2207 Carling Avenue

Woodroffe Avenue, West Side:

8 driveways to residences at 310, 316 & 318, 324, 326, 338, 342, 346, and 348
 Woodroffe Avenue (adjacent driveway offset approximately 8m to the north, measuring nearest edge to nearest edge at the ROW)

Fairlawn Avenue, West Side:

 1 driveway to retail businesses at 2194 Carling Avenue

Concrete sidewalks are provided on both sides of Carling Avenue, Woodroffe Avenue, and Fairlawn Avenue. An asphalt sidewalk is provided on Flower Avenue. No sidewalks are provided on Ancaster Avenue.

Carling Avenue, both sections of Woodroffe Avenue, and Fairlawn Avenue for one block south of Carling Avenue, are classified as part of Ottawa's primary cycling network as Spine Routes. There are no designated cycling facilities for these routes within the study area. Iroquois Road is designated as a Local Route. Flower Avenue is also designated as a Local Route, and the 2013 Ottawa Cycling Plan identifies the implementation of a shared use lane along Flower Avenue as part of the Westboro Neighbourhood Bikeway. The shared use lane is listed as a Phase 1 (2014-2019) project.

4.1.5 Transit

4.1.4

The nearest bus stops to the subject site are stop #4067 (for routes 11, 16, 85, 87, 301, 303, and 305; located on the south side of Carling Avenue, east of Fairlawn Avenue), #6481 (for routes 16, 85, 301, 303, and 305; located on the north side of Carling Avenue, west of Woodroffe Avenue East), #6484 (for route 87; located on the west side of Fairlawn Avenue, south of Carling Avenue) and #6488 (for routes 11, 16, 87, and 153; located at the northeast corner of Woodroffe Avenue and the unsignalized access to the Carlingwood Shopping Centre). These bus stop locations are shown in **Figure 2**.

OC Transpo Route 11 travels between Rideau Centre to Bayshore, with select trips travelling between Westboro station and the Carlingwood Shopping Centre instead. Only these select trips travel near the subject site, at 10:20am, 12:20pm, 2:20pm and 6:00pm on weekdays.

OC Transpo Route 16 travels from either the Ring Road/General Hospital station or Saint Paul University to either the Britannia Park Loop or Rideau Centre. The majority of these trips travel

between Saint Paul University and Britannia Park Loop, operating every 10 to 20 minutes from 7:00am to 11:00pm on weekdays. On weekends, the route operates every 15 minutes from 10:00am to 6:30pm, and every 30 minutes from 7:30am to 10:00am and 6:30pm to 11:30pm.

OC Transpo Route 85 travels from Lees to Bayshore. The route operates every 15 minutes from 8:00am to 8:00pm, every 20 minutes from 8:00pm to 12:00am, and every 30 minutes from 5:00am to 8:00am on weekdays. On weekends, the route operates every 15 minutes from 11:00am to 7:00pm, and every 30 minutes from 6:00am to 11:00am and 7:00pm to 1:00am.

OC Transpo Route 87 travels between Greenboro and Baseline, though trips before 7:30am terminate at Carlingwood Shopping Centre and trips after 9:30pm terminate at Hurdman. Within the study area, the route operates every 15 minutes from 6:30am to 7:00pm, and every 30 minutes from 7:00pm to 9:30pm on weekdays. The route operates within the study area every 30 minutes from 8:00am to 7:00pm on Saturdays and every 30 minutes from 11:30am to 7:00pm on Sundays.

OC Transpo Route 153 travels between Carlingwood Shopping Centre and Lincoln Fields. The route operates every 60 minutes from 8:00am to 7:00pm on weekdays. On weekends, the route operates at 8:20am, 10:10am, 12:15pm, 2:15pm, 5:20pm, and 7:20pm.

OC Transpo Routes 301 to 305 are shopping routes for residents of rural communities, with each route operating to different communities on a different weekday. Route 301 connects to Richmond and Stittsville on Mondays, arriving at Carlingwood Shopping Centre at 10:00am and departing at 2:30pm. Route 303 connects to Dunrobin and Carp on Wednesdays, arriving at Carlingwood Shopping Centre at 10:00am and departing at 2:30pm. Route 305 connects to Kars, North Gower, and Manotick on Fridays, arriving at Carlingwood Shopping Centre at 10:50am and departing at 2:30pm.

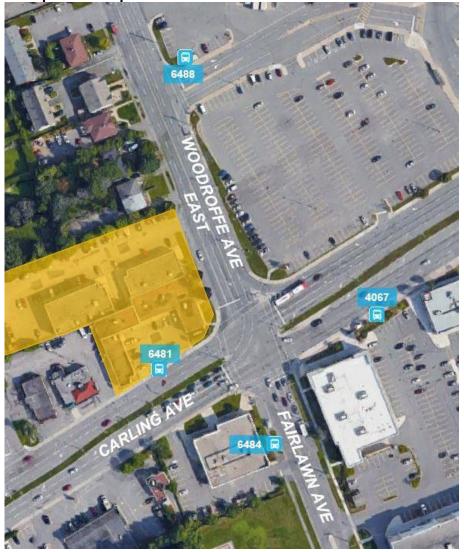


Figure 2: OC Transpo Bus Stop Locations

4.1.6 Existing Traffic Volumes

4.1.6.1 Existing Weekday Volumes

Weekday traffic counts completed by the City of Ottawa were used to determine the existing pedestrian, cyclist and vehicular traffic volumes at the study area intersections. The traffic counts were completed on the following dates:

•	Carling Avenue/Woodroffe Avenue West	January 12, 2016
•	Carling Avenue/Ancaster Avenue	July 22, 2003
•	Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue	March 30, 2017
•	Carling Avenue/Carlingwood Shopping Centre	June 17, 2015
•	Carling Avenue/Iroquois Road	May 10, 2017
•	Woodroffe Avenue East/Carlingwood Shopping Centre (signalized)	June 17, 2015

Weekday traffic counts coordinated by Novatech were completed on the following day:

Woodroffe Avenue East/Flower Avenue

March 6, 2018

Based on the most recent data, Carling Avenue has an annual average daily traffic (AADT) of 28,963 vehicles/day. Woodroffe Avenue East/Fairlawn Avenue has an AADT of 15,902 vehicles/day.

Traffic counts were not available for the unsignalized intersection of Woodroffe Avenue East/ Carlingwood Shopping Centre. The permanent closure of the Sears at that end of the shopping centre means that any traffic counts performed at this intersection may underrepresent the traffic generated by future commercial uses within that space. To maintain a conservative analysis, the number of person trips generated by the former Sears site will be estimated using the Shopping Centre land use rates in the *ITE Trip Generation Manual*, 9th Edition, with a share of the trips applied to the unsignalized access in lieu of an official traffic count. This approach was confirmed with City staff for the purpose of this report.

The size of the two-storey shopping centre space was approximated using aerial photography, and was determined to have a footprint of approximately 91,900 ft². The gross floor area used in further calculations is therefore 183,800 ft².

The estimated number of person trips generated by the former Sears shopping centre space is summarized in **Table 1**.

<u>Table 1: Former Sears Shopping Centre Space – Person Trip Generation</u>

Land Use	Land Use ITE Units/ Code GFA		AM Peak (PPH ⁽¹⁾)			PM Peak (PPH)			Sat Peak (PPH)		
	Coue	GIA	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT
Shopping Centre	820	183,800 ft ²	140	86	226	419	454	873	590	544	1,134

1. PPH = Persons Per Hour – Calculated using an ITE Trip to Person Trip factor of 1.28, consistent with the 2017 TIA Guidelines

The modal shares are anticipated to be consistent with the modal shares outlined in the 2011 TRANS O-D Survey Report, specific to the Ottawa West region. The modal share values applied to the shopping centre space are based on all observed trips within the Ottawa West district during the peak hours. A full breakdown of the person trips by modal share is shown in **Table 2**.

Table 2: Former Sears Shopping Centre Space – Trips by Modal Share

Travel Mode	Modal	Į.	AM Peal	k		PM Peal	k	Sat Peak			
Travel Mode	Share	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	
	ng Centre rson Trips		86	226	419	454	873	590	544	1,134	
Auto Driver	30%	42	26	68	126	136	262	177	163	340	
Auto Passenger	15%	21	13	34	63	68	131	88	82	170	
Transit	5%	7	4	11	20	23	43	30	27	57	
Non-Auto	50%	70	43	113	210	227	437	295	272	567	

From the previous table, the former Sears shopping centre space is expected to generate 68 vehicle trips during the AM peak hour, 262 vehicle trips during the PM peak hour and 340 vehicle trips during the Saturday peak hour.

The above assumptions are generally consistent with the observed split at the signalized access to Carlingwood Shopping Centre along Woodroffe Avenue East, and have been applied to the commercial component of the proposed redevelopment. The distribution assumptions are explained in full in Section 5.1.2. The commercial trip distribution is as follows:

- 20% to/from the north via Woodroffe Avenue East
- 20% to/from the south via Woodroffe Avenue West
- 5% to/from the south via Fairlawn Avenue
- 30% to/from the east via Carling Avenue
- 25% to/from the west via Carling Avenue

All trips to/from the east are assumed to use the accesses to the Carlingwood Shopping Centre along Carling Avenue. Trips to/from the north, south, and west of the study area are assumed to use the accesses to Carlingwood Shopping Centre along Woodroffe Avenue East.

Half of the vehicle trips are assigned to the closer access for that direction (the closer access being the signalized access for northerly vehicles and the unsignalized access for southerly vehicles). This assumption is based on a review of the number of parking spaces directly adjacent to the two accesses, which shows an approximate split of 50%/50%.

Existing weekday traffic volumes for the study area are shown in **Figure 3**.

4.1.6.2 Existing Saturday Volumes

Saturday traffic counts at select intersections were completed by the City of Ottawa on the following dates:

•	Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue	April 29, 2017
•	Carling Avenue/Carlingwood Shopping Centre	June 16, 2012
•	Woodroffe Avenue East/Carlingwood Shopping Centre (signalized)	February 1, 2014

The assumptions outlined above for the unsignalized intersection of Woodroffe Avenue East/ Carlingwood Shopping Centre have also been applied for the Saturday peak period.

Existing Saturday traffic volumes, for the intersections within the study area with available data, are shown in **Figure 4**.

All traffic counts are included in **Appendix C**.

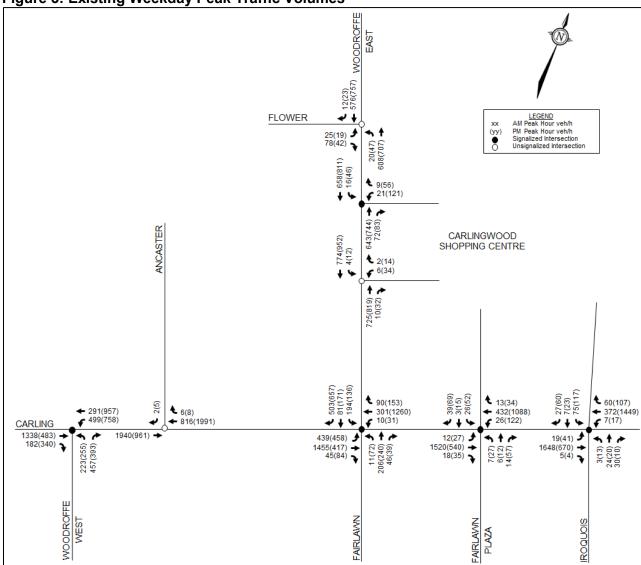


Figure 3: Existing Weekday Peak Traffic Volumes

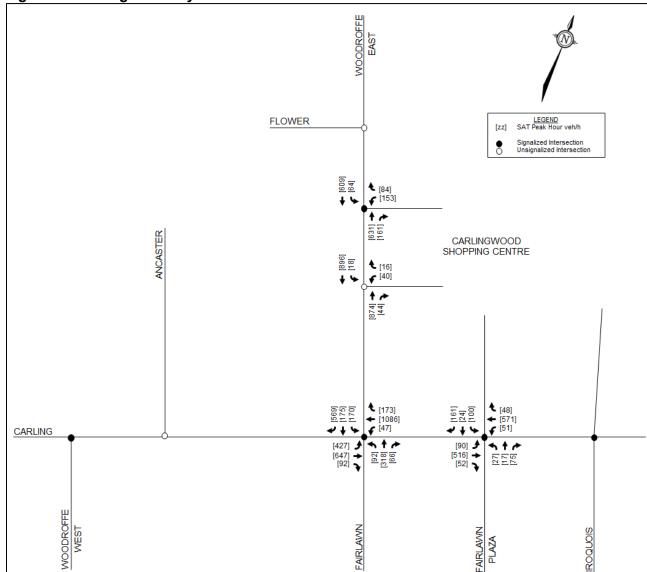


Figure 4: Existing Saturday Peak Traffic Volumes

4.1.7 Collision Records

Historical collision data from the last five years was obtained from the City's Public Works and Service Department for the study area intersections. Copies of the collision summary reports are included in **Appendix D**. No collision data was available for the unsignalized access to Carlingwood Shopping Centre on Woodroffe Avenue East, approximately 125m north of Carling Avenue.

The collision data has been evaluated to determine if there are any identifiable collision patterns. The number of collisions at each intersection from January 1, 2012 to December 31, 2016 is summarized in **Table 3**.

Table 3: Reported Collisions

Intersection or Road Segment	Number of Reported Collisions
Carling Avenue/Woodroffe Avenue West	37
Carling Avenue/Ancaster Avenue	0
Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue	49
Carling Avenue/Carlingwood Shopping Centre	30
Carling Avenue/Iroquois Road	17
Woodroffe Avenue East/Carlingwood Shopping Centre (signalized)	11
Woodroffe Avenue East between Carling Avenue and Carlingwood Shopping Centre	15
Woodroffe Avenue East/Flower Avenue	13

Carling Avenue/Woodroffe Avenue West

A total of 37 collisions were reported at this intersection over the last five years, of which there were 19 rear-end impacts, five turning movement impacts, six sideswipe impacts, two angle impacts, and five single-vehicle/other impacts. Nine of the collisions caused injuries, but none caused fatalities.

Of the 19 rear-end impacts, nine occurred at the northbound approach (eight through vehicle and one right turn incidents), seven occurred at the eastbound approach (six through vehicle and one right turn incidents), and three occurred at the westbound approach (one left turn and two through vehicle incidents). Seven of the 19 collisions occurred in poor weather conditions.

Of the six sideswipe impacts, one occurred at the northbound approach, two occurred at the eastbound approach, and three occurred at the westbound approach. Two of the six collisions occurred in poor weather conditions.

Of the five single-vehicle/other impacts, three involved pedestrian or cyclists. In one of these cases, a pedestrian was struck at the eastbound approach by a through-moving OC Transpo bus.

Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue

A total of 49 collisions were reported at this intersection over the last five years, of which there were 14 rear-end impacts, 15 turning movement impacts, 12 sideswipe impacts, six angle impacts, and two single-vehicle/other impacts. Thirteen of the collisions caused injuries, but none caused fatalities.

Of the 14 rear-end impacts, four occurred at the southbound approach (one left turn and three through vehicle incidents), seven occurred at the eastbound approach (three left turn and four through vehicle incidents), and three occurred at the westbound approach (three through vehicle incidents). Four of the 14 impacts occurred in poor weather conditions.

Of the 15 turning movement impacts, two involved left turns at the northbound approach, six involved left turns at the southbound approach, five involved left turns at the eastbound approach, and two involved left turns at the westbound approach. Six of the 15 impacts occurred in poor weather conditions.

Of the 12 sideswipe impacts, four occurred at each of the southbound, eastbound, and westbound approaches. Three of the 12 impacts occurred in poor weather conditions.

Of the six angle impacts, one involved a northbound vehicle and an eastbound vehicle, three involved a northbound vehicle and a westbound vehicle, one involved a southbound vehicle and an eastbound vehicle and one involved a southbound vehicle and a westbound vehicle. Three of the six impacts occurred in poor weather conditions.

Carling Avenue/Carlingwood Shopping Centre

A total of 30 collisions were reported at this intersection over the last five years, of which there were 20 turning movement impacts, one sideswipe impact, seven angle impacts, and two single-vehicle/other impacts. Three of the collisions caused injuries, along with one fatality.

Of the 20 turning movement impacts, 18 involved left turns at the eastbound approach (into the shopping centre), and two involved left turns at the westbound approach. Three of the 20 collisions occurred in poor weather conditions.

Of the seven angle impacts, one involved a northbound vehicle and an eastbound vehicle, two involved a northbound vehicle and a westbound vehicle, and four involved a southbound vehicle and a westbound vehicle. Two of the seven collisions occurred in poor weather conditions.

Of the two single-vehicle impacts, both involved a pedestrian and a southbound OC Transpo bus in dry conditions. The collision involving a right-turning bus onto Carling Avenue resulted in no injuries. The collision involving a left-turning bus from the northbound approach resulted in the death of an 87-year-old pedestrian walking toward the shopping centre. Zebra-striped crosswalks have since been implemented at the west and east approaches crossing Carling Avenue.

Carling Avenue/Iroquois Road

A total of 17 collisions were reported at this intersection over the last five years, of which there were two rear-end impacts, six turning movement impacts, one sideswipe impact, seven angle impacts, and one single-vehicle/other impact. Five of the collisions caused injuries, but none caused fatalities.

Of the six turning movement impacts, two involved left turns at the southbound approach and four involved left turns at the eastbound approach. One of the six collisions occurred in poor weather conditions.

Of the seven angle impacts, one involved a northbound vehicle and an eastbound vehicle, two involved a northbound vehicle and a westbound vehicle, one involved a southbound vehicle and an eastbound vehicle and three involved a southbound vehicle and a westbound vehicle. None of the seven collisions occurred in poor weather conditions.

Woodroffe Avenue East/Carlingwood Shopping Centre (signalized)

A total of 11 collisions were reported at this intersection over the last five years, of which there were six rear-end impacts, four turning movement impacts, and one single-vehicle/other impacts. Three of the collisions caused injuries, but none caused fatalities.

Of the six rear-end impacts, two occurred at the northbound approach (two through vehicle incidents) and four occurred at the southbound approach (one left turn and three through vehicle incidents). Four of the six collisions occurred in poor weather conditions.

Woodroffe Avenue East between Carling Avenue and Carlingwood Shopping Centre

A total of 15 collisions were reported along this segment over the last five years, of which there were five rear-end impacts, one turning movement impact, one sideswipe impact, and eight angle impacts. One collision caused injuries, and none caused fatalities.

Of the eight angle impacts, one involved a northbound vehicle and a westbound vehicle, and seven involved a southbound vehicle and an eastbound vehicle. One of these impacts occurred in poor weather conditions.

Woodroffe Avenue East/Flower Avenue

A total of 13 collisions were reported at this intersection over the last five years, of which there were five rear-end impacts, two turning movement impacts, one sideswipe impact, three angle impacts, and two single-vehicle/other impacts. Five of the collisions caused injuries, but none caused fatalities.

4.1.8 Site Observations

Observations of Woodroffe Avenue East between Carling Avenue and Flower Avenue were conducted on Monday, May 7, 2018 during the PM peak hour. The purpose of the site visit was to observe the performance of the unsignalized intersection at Woodroffe Avenue East/Flower Avenue and the unsignalized access to the subject site approximately 45m north of Carling Avenue. A summary of the observations is provided below.

Woodroffe Avenue East/Flower Avenue

During a 20-minute period just before the PM peak hour, 14 pedestrians crossed Flower Avenue using the crosswalk at the west approach, and six pedestrians illegally crossed Woodroffe Avenue East to head towards the Carlingwood Shopping Centre. While some jaywalkers crossed Woodroffe Avenue East during an appropriately large gap in traffic, others crossed as if a crosswalk had been implemented.

Limited delay was experienced by eastbound drivers on Flower Avenue, especially for drivers wishing to turn right onto Woodroffe Avenue East.

Full-Movement Access on Woodroffe Avenue East

During the PM peak hour, approximately 30 vehicles entered or exited the subject site using the full movement access on Woodroffe Avenue East. In all cases except for one, southbound drivers on Woodroffe Avenue East were required to courteously allow drivers to enter or exit the subject site. The access would become blocked when the southbound queue on Woodroffe Avenue East consisted of approximately eight cars or more.

The longest southbound queue at Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue occurred for the southbound right turn movement, and extended from Carling Avenue to Saville Row (approximately 350m). These queue lengths are primary attributable to the lengths of queues for the westbound left turn movement at Carling Avenue/Woodroffe Avenue West, which frequently extends beyond Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue. This movement is the most direct way for traffic to reach Highway 417 from the study area. Often, the southbound right turn at Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue cannot be performed, because the vehicle at the front of the queue wishes to join the queue for the westbound left turn at Carling Avenue/Woodroffe Avenue West.

4.2 Planned Conditions

The City of Ottawa's 2013 Transportation Master Plan (TMP) does not identify any roadway projects within the study area in its Affordable Road Network. The Affordable Rapid Transit and Transit Priority (RTTP) Network identifies Carling Avenue as a Transit Priority Corridor with Continuous Lanes. An existing traffic lane in each direction will be reallocated to become an exclusive bus lane between Lincoln Fields station and the Carling O-Train station. The RTTP 2031 Network Concept identifies LRT with at-grade crossings for Carling Avenue between Lincoln Fields station and the Carling O-Train station, and identifies Woodroffe Avenue East north of Carling Avenue as a Transit Priority Corridor with Isolated Measures. The 2013 Ottawa Cycling Plan identifies the implementation of a shared use lane along Flower Avenue, as part of the Westboro Neighbourhood Bikeway. The shared use lane is listed as a Phase 1 (2019-2024) project.

A Transportation Brief was completed by Novatech in May 2013 and subsequently amended in December 2013 for a commercial development at 2148 Carling Avenue (southeast corner of Carling Avenue/Carlingwood Shopping Centre). This development was not completed prior to the traffic count conducted at Carling Avenue/Carlingwood Shopping Centre in June 2015, and has been accounted for in the forecasting and analysis sections of this TIA. No other development applications are noted on the City's Development Application search tool.

4.3 Study Area and Time Periods

The study area for this report will include Carling Avenue, the west and east sections of Woodroffe Avenue, Fairlawn Avenue, Ancaster Avenue, Flower Avenue, Iroquois Road, and the signalized accesses to the Carlingwood Shopping Centre along Carling Avenue and Woodroffe Avenue East. The study area includes the signalized intersections at Carling Avenue/Woodroffe Avenue West, Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue, Carling Avenue/Carlingwood Shopping Centre, Carling Avenue/Iroquois Road, and Woodroffe Avenue East/Carlingwood Shopping Centre, as well as the unsignalized intersections at Carling Avenue/Ancaster Avenue, Woodroffe Avenue East/Carlingwood Shopping Centre, and Woodroffe Avenue East/Flower Avenue.

The selected time periods for the analysis are the weekday AM and PM peak hours, as they represent the 'worst case' combination of site generated traffic and adjacent street traffic. The proposed redevelopment is expected to be completed with full occupancy by the year 2022. Therefore, this TIA will perform analysis for the weekday AM and PM peak periods in the buildout year 2022 and the horizon year 2027. A rationale for excluding the Saturday peak period from further analysis is outlined in Section 5.1.1.

4.4 Exemptions Review

This module reviews possible exemptions from the final Transportation Impact Assessment, as outlined in the TIA guidelines. The applicable exemptions for this site are shown in **Table 4**.

Table 4: TIA Exemptions

Module	Element	Exemption Criteria	Exemption Applies
Design Review	Component		
4.1 Development	4.1.2 Circulation and Access	Only required for site plans	Not Exempt
Design	4.1.3 New Street Networks	Only required for plans of subdivision	Exempt
4.2	4.2.1 Parking Supply	Only required for site plans	Not Exempt
Parking	4.2.2 Spillover Parking	 Only required for site plans where parking supply is 15% below unconstrained demand 	Exempt
Network Impac	Component		
4.5 Transportation Demand Management	All elements	 Not required for non-residential site plans expected to have fewer than 60 employees and/or students on location at any given time 	Not Exempt [‡]
4.6 Neighbourhood Traffic Management	4.6.1 Adjacent Neighbourhoods	 Only required when the development relies on local or collector streets for access and total volumes exceed ATM capacity thresholds 	Exempt
4.8 Network Concept	All elements	 Only required when proposed development generates more than 200 person-trips during the peak hour in excess of the equivalent volume permitted by the established zoning 	Exempt

The Transportation Demand Management module is not required for the commercial land use based on the criteria presented in **Table 4**. A review of this module for the residential land use will be performed as part of the Site Plan Control application. The road closure on Ancaster Avenue limits the impact to local streets, and the projected site traffic will not change the role or function of any study area streets (thereby exempting the Neighbourhood Traffic Management module). The proposed redevelopment does not generate more than 200 person trips during any peak period (thereby exempting the Network Concept module). Based on the foregoing, the following modules will be included in the TIA report:

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

5.0 FORECASTING

5.1 Development-Generated Travel Demand

5.1.1 Trip Generation

Currently, the subject site is occupied by a variety of businesses, which are arranged similarly to a strip mall. While some of the land uses have representative trip generation rates in the *ITE Trip Generation Manual*, 9th Edition, any internally captured trips are not accounted for by using the individual rates. Based on the layout of the subject site and the need to account for possible internally captured tips, the Specialty Retail land use has been selected to estimate the number of trips generated by the existing development. The total gross floor area has been approximated using aerial photography.

The proposed redevelopment will include 232 residential units, along with 9,954 ft² GFA of ground floor commercial space. Amenity space for residents of the building is also included on the ground floor, but is not anticipated to generate any external trips.

Trips generated by the proposed commercial space have been estimated using the same trip generation rates as described above, from the *ITE Trip Generation Manual*, 9th Edition. Trips generated by the proposed residential units in the AM and PM peak periods have been estimated using the recommended rates from the *TRANS Trip Generation Manual*, prepared in 2009 by McCormick Rankin Corporation. The trip generation rates, taken from Table 3.18 of the report, correspond to High-Rise Condominiums (3+ Floors) in the Urban Area (inside the greenbelt). The directional split between inbound and outbound trips are based on the blended splits presented in Table 3.17 of the report. As there are no rates for Saturday in the TRANS report, the *ITE Trip Generation Manual* has been used to determine a ratio of Saturday trips to PM trips, per a discussion with City staff. This ratio has then been applied to the PM rate identified in the *TRANS Trip Generation Manual*.

The estimated number of trips generated by the proposed residences are shown in **Table 5**. The corresponding number of person trips generated by the proposed residences, which are based on the modal shares presented in Table 3.13 of the TRANS report, are shown in **Table 6**.

Table 5: Proposed Residential Trip Generation

Land Use	TRANS	Units	AM F	Peak (VPH)	PM F	Peak (\	/PH)	Sat F	Peak (\	/PH)
Lanu USE	Rates	Ullits	IN	OUT	тот	IN	OUT	тот	IN	OUT	тот
Proposed Rede	Proposed Redevelopment										
High-Rise	AM: 0.38	232	25	63	88	46	33	79	35	47	82
Condominium	PM: 0.34	units	25	03	00	40	33	79	33	47	02

Table 6: Proposed Residential Person Trip Generation

Land Use	TRANS	Units	AM I	Peak (I	PPH)	PM F	Peak (F	PPH)	Sat F	Peak (F	PPH)
Land 036	Auto Share	Ullita	IN	OUT	тот	IN	OUT	тот	IN	OUT	тот
Proposed Red	Proposed Redevelopment										
High-Rise	AM: 37%	232	67	171	238	115	83	198	89	116	205
Condominium	PM: 40%	units	07	171	230	113	03	190	OS	110	203

The estimated number of trips generated by the existing and proposed commercial land uses are shown in **Table 7**. An ITE trip to person trip factor of 1.28 has been applied, consistent with the 2017 TIA Guidelines.

Table 7: Existing and Proposed Commercial Person Trip Generation

Land Use	ITE Code	GFA	AM Peak (PPH)			PM Peak (PPH)			Sat Peak (PPH)			
	d		IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	
Existing Development												
Specialty Retail	826	23,880 ft ²	10	7	17	37	46	83	62	62	124	
Proposed Rede	velopn	nent										
Specialty Retail	826	9,954 ft ²	6	3	9	16	19	35	26	26	52	

- For Specialty Retail The trip generation rate for the AM peak hour has been estimated by taking the ratio of the AM and PM
 peak hour rates for the Shopping Center land use, and multiplying this ratio by the Specialty Retail PM peak hour rate
- 2. For Specialty Retail The trip generation rate for the Saturday peak hour has been estimated by taking the ratio of the Saturday total rates for the Shopping Center and Specialty Retail land uses, and multiplying this ratio by the Shopping Center Saturday peak hour rate

Subtracting the trips generated by the existing development, the proposed redevelopment is projected to generate an additional 230 person trips during the AM peak hour, 150 person trips during the PM peak hour, and 133 person trips during the Saturday peak hour.

The modal shares for the proposed redevelopment are anticipated to be consistent with the modal shares outlined in the 2011 TRANS O-D Survey Report, specific to the Ottawa West region. The modal share values applied to the existing businesses and proposed commercial space are based on all observed trips within the Ottawa West district during the peak hours. The modal share values applied to the proposed residences are based on all trips from/within the Ottawa West district in the AM peak hour, and to/within the Ottawa West district in the PM peak hour.

A full breakdown of the projected net increase in person trips by modal share are shown in **Table 8**.

Table 8: Person Trips by Modal Share

Turned Manda	Modal		AM Peak			PM Peak			Sat Peak		
Travel Mode	Share	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT	
Existing Development											
Existing Per	son Trips	10	7	17	37	46	83	62	62	124	
Auto Driver	30%	3	2	5	11	14	25	19	19	38	
Auto Passenger	15%	1	1	2	6	7	13	9	9	18	
Transit	5%	1	0	1	2	2	4	3	3	6	
Non-Auto	50%	5	4	9	18	23	41	31	31	62	
Auto Driver (Total)		3	2	5	11	14	25	19	19	38	
Auto Passenger (Total)		1	1	2	6	7	13	9	9	18	
Transit (Total)		1	0	1	2	2	4	3	3	6	
Non-Aut	o (Total)	5	4	9	18	23	41	31	31	62	

Travel Mode	Modal	AM Peak			PM Peak			Sat Peak		
Travel Wode	Share	IN	OUT	TOT	IN	OUT	TOT	IN	OUT	TOT
Proposed Redevelopment										
Residential Person Trips		67	171	238	115	83	198	89	116	205
Auto Driver	45%	30	77	107	52	37	89	40	52	92
Auto Passenger	15%	11	24	35	17	12	29	13	18	31
Transit	20%	13	35	48	23	17	40	18	23	41
Non-Auto	20%	13	35	48	23	17	40	18	23	41
Commercial Per	son Trips	6	3	9	16	19	35	26	26	52
Auto Driver	30%	2	1	3	5	5	10	8	8	16
Auto Passenger	15%	1	0	1	2	3	5	4	4	8
Transit	5%	0	0	0	1	1	2	1	1	2
Non-Auto	50%	3	2	5	8	10	18	13	13	26
Auto Driver (Total)		32	78	110	57	42	99	48	60	108
Auto Passenge	er (Total)	12	24	36	19	15	34	17	22	39
Trans	Transit (Total)		35	48	24	18	42	19	24	43
Non-Auto (Total)		16	37	53	31	27	58	31	36	67
Auto Driver (Difference)		29	76	105	46	28	74	29	41	70
Auto Pass. (Difference)		11	23	34	13	8	21	8	13	21
Transit (Difference)		12	35	47	22	16	38	16	21	37
Non-Auto (Dif	ference)	11	33	44	13	4	17	0	5	5

Based on the previous table, the proposed redevelopment is projected to generate an additional 105 vehicle trips during the AM peak hour, 74 vehicle trips during the PM peak hour, and 70 vehicle trips during the Saturday peak hour.

As noted in Section 4.3, the analysis in this TIA does not consider the Saturday peak hour, as the AM and PM peak hours are anticipated to represent the 'worst case' combination of existing road traffic and projected site traffic when considering the entire study area. A comparison of the existing weekday and Saturday peak volumes for intersections where Saturday traffic counts were available is presented in **Table 9**. Street totals for the major and minor streets are included in parentheses.

Table 9: Existing Intersection Volumes at Select Intersections

Intersection	AM Peak	PM Peak	Sat Peak	
	(VPH)	(VPH)	(VPH)	
Carling Avenue/ Woodroffe Avenue East/Fairlawn Avenue	3,381 (2,340 + 1,041)	3,712 (2,397 + 1,315)	3,862 (2,472 + 1,390)	
Carling Avenue/ Carlingwood Shopping Centre	2,116 (2,021 + 95)	2,062 (1,842 + 220)	1,732 (1,328 + 404)	
Woodroffe Avenue East/ Carlingwood Shopping Centre (signalized)	1,419	1,861	1,702	
	(1,389 + 30)	(1,684 + 177)	(1,465 + 237)	

As shown in the previous table, the existing Saturday peak hour traffic volumes are comparable to or less than the weekday AM and PM peak hour volumes. The intersection volumes at Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue are highest during the Saturday peak hour by approximately 4%. The intersection volumes at the other two intersections listed above are highest during a weekday peak hour. Considering that the site-generated traffic is expected to be lower during the Saturday peak hour, it is anticipated that analysis of the Saturday peak hour will not result

in any new or significantly different findings than analysis of the weekday peak hours. Weekday analysis will be carried forward for the remainder of the report.

A percentage of the trips generated by the proposed redevelopment are anticipated to be internally captured (for example, residents of the building making a trip to any of the businesses on the ground floor). It is likely that the number of trips of this nature will only make up a small proportion of the overall site-generated trip volume, and as such, no deduction has been made to account for internally-captured trips. All trips generated by the proposed land uses are assumed to have an origin or destination beyond the subject site. This simplifying assumption also allows for a more conservative analysis.

The commercial land use is expected to generate two types of external peak hour trips: primary and pass-by trips. Primary trips are made for the specific purpose of visiting the site, while pass-by trips are made as intermediate stops on the way to another destination. Peak hour pass-by trips have been estimated based on a pass-by rate of 34%, which is the average rate identified in the *ITE Trip Generation Handbook* for the Shopping Centre land use. The pass-by trips generated by the commercial development are part of the observed background traffic and do not constitute new trips on the adjacent road network. The primary and pass-by trip generation for the commercial land use is summarized in **Table 10**.

Table 10: Primary and Pass-by Trips

Trip Type		AM Peak		PM Peak			
Trip Type	IN	OUT	TOT	IN	OUT	TOT	
Commercial Vehicle Trips	2	1	3	5	5	10	
Pass-by	0	0	0	2	2	4	
Primary	2	1	3	3	3	6	

5.1.2 Trip Distribution

The assumed distribution of trips generated by the existing development and proposed redevelopment has been derived from existing traffic patterns within the study area. Trips generated by the existing and proposed commercial land uses are assumed to have a different distribution than the proposed residences. While the commercial land uses are anticipated to draw local patrons from all compass directions, a higher percentage of residents are anticipated to travel to/from the east as part of their commute. A further discussion of both distributions is included below.

Trips generated by the existing and proposed commercial land uses are anticipated to draw a higher percentage of local patrons from the areas proximately north, south, east, and west of the site. Based on the off-peak traffic counts in the study area, the traffic is highest east of the subject site, but the disparity is not as great when compared to the AM and PM peak hour counts. The trip distribution for the commercial land uses is described as follows:

- 20% to/from the north via Woodroffe Avenue East
- 20% to/from the south via Woodroffe Avenue West
- 5% to/from the south via Fairlawn Avenue
- 30% to/from the east via Carling Avenue
- 25% to/from the west via Carling Avenue

Trips generated by the proposed residences are anticipated to follow the traffic patterns associated with the typical commute (leaving for work during the AM peak hour, and returning from work during the PM peak hour). The trip distribution for the proposed residences is described as follows:

- 20% to/from the north via Woodroffe Avenue East
- 20% to/from the south via Woodroffe Avenue West
- 40% to/from the east via Carling Avenue
- 20% to/from the west via Carling Avenue

5.1.3 Trip Assignment

Due to the restrictions to certain turning movements and access movements (such as the proposed right-in/left-out access along Ancaster Avenue), the trip assignment at the accesses will be different based on arrival and departure. Trips generated by the existing development will be assigned to the accesses as follows:

Existing - Carling Avenue Right-In/Right-Out Access

- All trips arriving from the east via Carling Avenue;
- All trips departing to the west via Carling Avenue and south via Woodroffe Avenue West.

Existing - Woodroffe Avenue East Full-Movement Access

- All trips arriving and departing to the north via Woodroffe Avenue East;
- All trips arriving and departing to the south via Fairlawn Avenue;
- All trips departing to the east via Carling Avenue;
- All trips arriving from the west via Carling Avenue and south via Woodroffe Avenue West.

Due to restrictions on certain turning movements (such as restrictions on inbound left turns and outbound right turns at Carling Avenue/Ancaster Avenue), trips generated by the proposed redevelopment will be assigned to the proposed accesses as follows:

Proposed - Ancaster Avenue Right-In/Left-Out Access

- 50% of trips arriving from the east via Carling Avenue;
- All trips departing to the west via Carling Avenue and south via Woodroffe Avenue West.

Proposed - Woodroffe Avenue East Full-Movement Access

- All trips arriving and departing to the north via Woodroffe Avenue East;
- All trips arriving and departing to the south via Fairlawn Avenue;
- 50% of trips arriving and all trips departing to the east via Carling Avenue;
- All trips arriving from the west via Carling Avenue and south via Woodroffe Avenue West.

Pass-by trips generated by the proposed redevelopment have been distributed to the access on Ancaster Avenue, as the majority of existing traffic and proposed site-generated traffic enters the study area on Carling Avenue.

Trips generated by the existing development are shown in **Figure 5**. Trips generated by the proposed redevelopment are shown in **Figure 6**.

5.2 Background Traffic

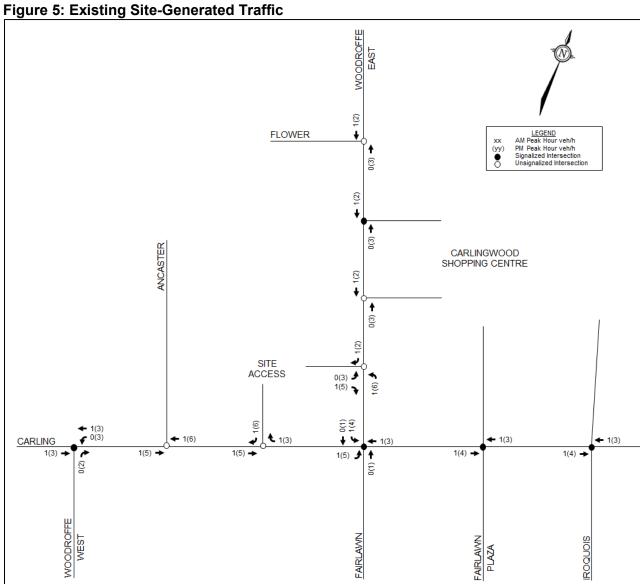
5.2.1 General Background Growth Rate

A rate of background growth has been established through a review of the City of Ottawa's Strategic Long Range Model, comparing snapshots of 2011 and 2031 AM peak volumes. The snapshots suggest a growth rate of -0.5% per annum along Carling Avenue, and growth rates between -1.0% and +0.5% on all other roadways within the study area. In the interest of maintaining a conservative analysis, a 1% growth rate has been assumed for Woodroffe Avenue West and East. To reflect traffic connecting between Woodroffe Avenue and East, this 1% growth has also been applied to the westbound left turn movement at Carling Avenue/Woodroffe Avenue West and the eastbound left turn movement at Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue. A 0% growth rate has been applied to all other roadways within the study area.

5.2.2 Other Area Development

In the interest of maintaining a conservative analysis, the projected traffic volumes generated by the development at 2148 Carling Avenue has been added to the background traffic at all relevant intersections within the study area. Relevant excerpts of Novatech's study for 2148 Carling Avenue are included in **Appendix E**.

Background volumes for the 2022 buildout year and 2027 horizon year are shown in **Figure 7** and **8**, respectively. Total traffic volumes for 2022 and 2027, which subtract the traffic generated by the current development, are shown in **Figures 9** and **10**, respectively.



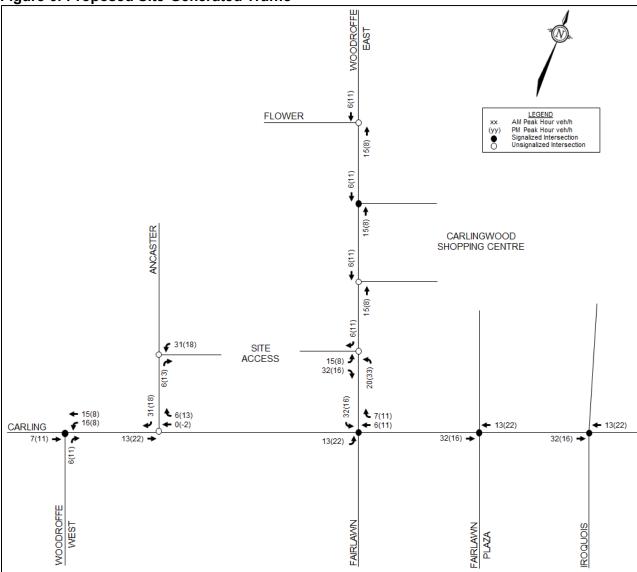
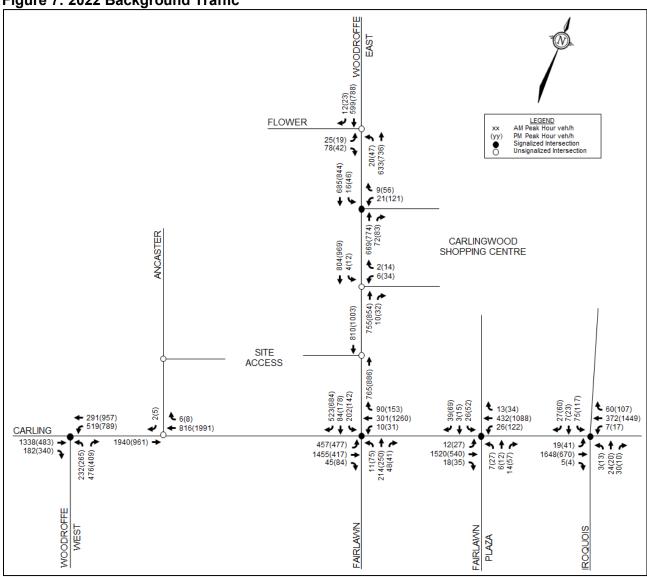


Figure 6: Proposed Site-Generated Traffic

Figure 7: 2022 Background Traffic



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Figure 8: 2027 Background Traffic

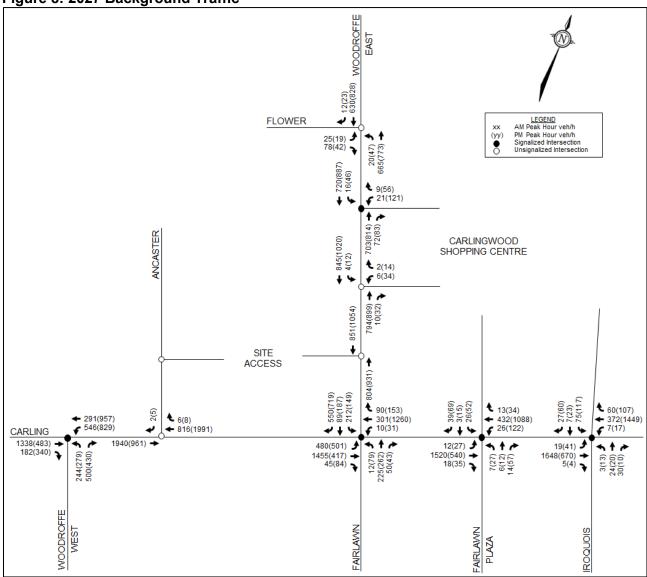
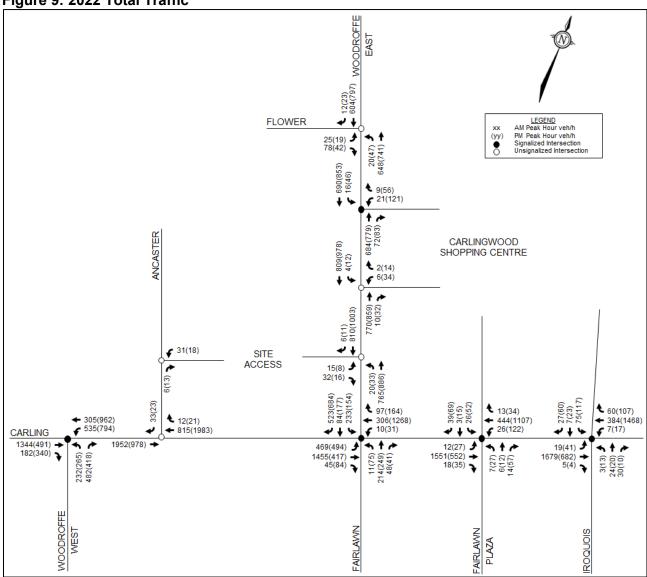


Figure 9: 2022 Total Traffic



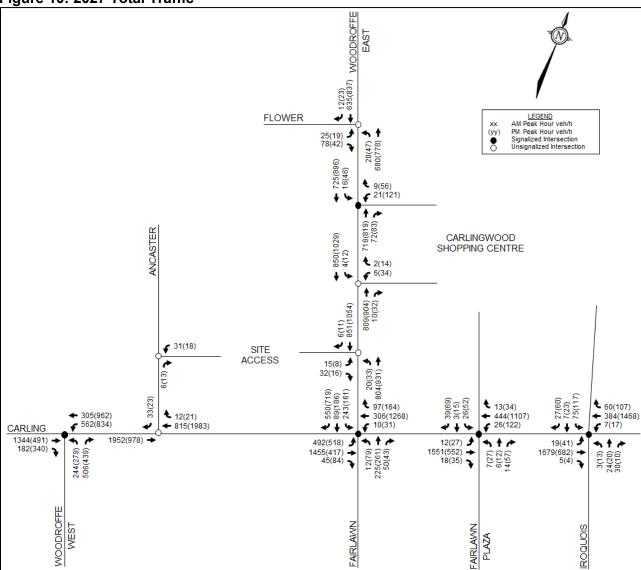


Figure 10: 2027 Total Traffic

6.0 ANALYSIS

6.1 Development Design

Pedestrian facilities will be provided between the building entrances and the parking lot. Additionally, pedestrian facilities will connect the building to the existing sidewalks along Carling Avenue and Woodroffe Avenue East. Sidewalks will be depressed and continuous across the Woodroffe Avenue East access, in accordance with City standards. There are no existing or proposed sidewalks along Ancaster Avenue.

The nearest bus stops to the subject site are reviewed in Section 4.1.5 and shown in **Figure 2**. All stops are within a walking distance of approximately 300m from all entrances to the proposed redevelopment.

Bicycle parking for the proposed development will be in accordance with the minimum requirement of the City's *Zoning By-Law* (ZBL), as described in Section 6.2. The location of a proposed bicycle storage area on the ground floor is shown on the concept plan in **Appendix A**.

A review of the Transportation Demand Management (TDM) – *Supportive Development Design and Infrastructure Checklist* will be conducted during the Site Plan Control application.

Vehicles for garbage collection and deliveries will enter the site via Ancaster Avenue, and will be accommodated with a receiving and loading space at the centre of the proposed redevelopment, directly east of the western ramp to the underground parking garage.

The fire route for the proposed redevelopment is curbside along Carling Avenue and Woodroffe Avenue East.

6.2 Parking

The subject site is located in Area B of Schedule 1 and Area Y of Schedule 1A of the ZBL. Minimum vehicular and bicycle parking rates for the proposed redevelopment are identified in the ZBL, and are summarized in **Table 11**.

Table 11: Parking Requirement Per Zoning By-Law

Land Use	Rate	Units/GFA	Required								
Minimum Vehicle Pa	Minimum Vehicle Parking										
Apartment Building, Mid-High Rise	0.50 per dwelling unit after the first 12 units;0.10 per dwelling unit after the first 12 for visitors	232 units	110 22								
Retail Store	1.25 per 100 m ² GFA	930 m ²	12								
		Minimum	144								
		Provided	198								
Minimum Bicycle Par	rking										
Apartment Building, Mid-High Rise	0.50 per dwelling unit	232 units	116								
Retail Store											
		Minimum	120								

Based on the previous table, the vehicular parking provided meets the minimum requirements of the ZBL. A review of the proposed bicycle parking will be conducted during the Site Plan Control application.

6.3 Boundary Streets

This section provides a review of the boundary streets using complete streets principles. The *Multi-Modal Level of Service* (MMLOS) guidelines produced by IBI Group in October 2015 were used to evaluate the levels of service for the boundary roadways for each mode of transportation. Schedule B of the City of Ottawa's Official Plan identifies Carling Avenue as an Arterial Main Street within the

entire study area, while Woodroffe Avenue East and Ancaster Avenue are identified as being within the General Urban Area.

Targets for PLOS, BLOS, TLOS, TkLOS, and Auto LOS for the boundary roadways adhere to those outlined in Exhibit 22 of the MMLOS guidelines. The boundary streets review evaluates the MMLOS for all boundary roadways based on existing conditions.

6.3.1 Pedestrian Level of Service (PLOS)

Exhibit 4 of the MMLOS guidelines has been used to evaluate the segment PLOS of the boundary roadways. Exhibit 22 of the MMLOS guidelines suggest a target PLOS C for Arterial Main Streets (Carling Avenue) and all road classes within the General Urban Area (Woodroffe Avenue East and Ancaster Avenue). The results of the segment PLOS analysis are summarized in **Table 12**.

Table 12: PLOS Segment Analysis

14510 1211 20	o deginent A	anaryoro									
Sidewalk Width	Boulevard Width	Avg. Daily Curb Lane Traffic Volume	Presence of On-Street Parking	Operating Speed ^{(1),(2)}	Segment PLOS						
Carling Aver	Carling Avenue (north side)										
1.8m	0m	> 3000 vpd	No	70 km/h	F						
Carling Aver	nue (south sid	de)									
1.8m	0m	> 3000 vpd	> 3000 vpd No 70 km/		F						
Woodroffe A	venue East (east side)									
1.5m	0m	< 3000 vpd	No	60 km/h	F						
Woodroffe A	venue East (v	west side)									
1.8m	0m	> 3000 vpd	No	60 km/h	F						
Ancaster Av	enue (east si	de)									
No sid	ewalk	< 3000 vpd N/A		30 km/h	С						
Ancaster Av	enue (west si	de)									
No sid	ewalk	< 3000 vpd	N/A	30 km/h	С						

^{1.} Operating speed of Carling Avenue and Woodroffe Avenue East taken as the posted speed limit plus 10 km/h

6.3.2 Bicycle Level of Service (BLOS)

Exhibit 11 of the MMLOS guidelines has been used to evaluate the segment BLOS of the boundary roadways. Exhibit 22 of the MMLOS guidelines suggest a target BLOS C for Spine Cycling Routes on Arterial Main Streets (Carling Avenue) and arterial roads in the General Urban Area (Woodroffe Avenue East). Exhibit 22 of the MMLOS guidelines suggest a target BLOS D for local roads in the General Urban Area with no cycling route designation (Ancaster Avenue). The results of the segment BLOS analysis are summarized in **Table 13**.

^{2.} Operating speed of Ancaster Avenue taken as 30 km/h, due to the road closure approximately 50m north of Carling Avenue

Table 13: BLOS Segment Analysis

Road Class	Bike Route	Bikeway Lanes Markings			Operating Speed	Segment BLOS			
Carling Avenue (Woodroffe Avenue West to Woodroffe Avenue East)									
Arterial	Arterial Spine Mixed 6 Yes		Yes	70 km/h	F				
Woodroffe A	Route	Traffic Carling Avenu	ue to Carling	vood Shoppir	ng Centre)				
Arterial	Spine Route	Mixed Traffic	4 to 5	Yes	60 km/h	F			
Ancaster Av	Ancaster Avenue (Carling Avenue to Flower Avenue)								
Local	No Designation	Mixed Traffic	2	No	30 km/h	А			

6.3.3 Transit Level of Service (TLOS)

Exhibit 15 of the MMLOS guidelines has been used to evaluate the segment TLOS of the boundary roadways. Exhibit 22 of the MMLOS guidelines suggests a target TLOS D for Transit Priority Corridors with Isolated Measures on Arterial Main Streets (Carling Avenue). Woodroffe Avenue East serves transit, and has been evaluated for TLOS despite having no target. Ancaster Avenue has not been evaluated for TLOS. The results of the segment TLOS analysis are summarized in **Table 14**.

Table 14: TLOS Segment Analysis

Tubic Fire 1200 Goginoni 7 in G	Level/Exposure t	_							
Facility Type	a	Segment							
гаспіту туре	Congestion	Friction Incident Potential		TLOS					
Carling Avenue (Woodroffe Avenue West to Woodroffe Avenue East)									
Mixed Traffic – Limited Parking/Driveway Friction	Yes	Low	Medium	D					
Woodroffe Avenue East (Carling Avenue to Carlingwood Shopping Centre)									
Mixed Traffic – Limited Parking/Driveway Friction	Yes	Low	Medium	D					

6.3.4 Truck Level of Service (TkLOS)

Exhibit 20 of the MMLOS guidelines has been used to evaluate the segment TkLOS of the boundary roadways. Exhibit 22 of the MMLOS guidelines suggests a target TkLOS D for truck routes along an Arterial Main Street (Carling Avenue) and arterial roads in the General Urban Area (Woodroffe Avenue East). Ancaster Avenue has not been evaluated for TkLOS. The results of the segment TkLOS analysis are summarized in **Table 15**.

Table 15: TkLOS Segment Analysis

Curb Lane Width	Number of Travel Lanes Per Direction	Segment TkLOS							
Carling Avenue (Woodroffe Avenue West to Woodroffe Avenue East)									
3.3m to 3.5m	3	С							
Woodroffe Avenue East (Carlingwood Shopping Centre to Carling Avenue)									
3.5m to 3.7m	2	A							

6.3.5 Vehicular Level of Service (Auto LOS)

Exhibit 22 of the MMLOS guidelines suggest a target Auto LOS D for Arterial Main Streets (Carling Avenue) and all roadways within the General Urban Area (Woodroffe Avenue East, Ancaster Avenue). The typical lane capacity along the study area roadways are based on the City's guidelines for the TRANS Long-Range Transportation Model. The lane capacity along the boundary streets has been estimated based on roadway classification and general characteristics (i.e. suburban with limited access, urban with on-street parking, etc.). The results of the Auto LOS analysis are summarized in **Table 16**.

Table 16: Auto LOS Segment Analysis

	Directional	Traffic \	/olumes	V/C Ratio and LOS					
Direction	Capacity	AM Peak	PM Peak	AM F	Peak	PM Peak			
	Capacity	AIVI FEAK	PIVI PEAK	V/C	LOS	V/C	LOS		
Carling Avenue (Woodroffe Avenue West to Woodroffe Avenue East)									
Eastbound	3000 vph	1940	959	0.65	В	0.32	Α		
Westbound	3000 vph	816	1987	0.27	Α	0.66	В		
Woodroffe Ave	enue East (Carling	g Avenue to	Carlingwoo	d Shoppii	ng Centre	e)			
Northbound	1600 vph	735	851	0.46	Α	0.53	Α		
Southbound	1600 vph	778	964	0.49	Α	0.60	Α		
Ancaster Avenue (Carling Avenue to Flower Avenue)									
Northbound	400 vph	6	8	0.02	Α	0.02	Α		
Southbound	400 vph	2	5	0.01	Α	0.01	Α		

6.3.6 Segment MMLOS Summary

A summary of the results of the segment MMLOS analysis for the boundary roadways are provided in **Table 17**.

Table 17: Segment MMLOS Summary

- Lanco III oo g	Segment Segment	Carling Avenue	Woodroffe Avenue East	Ancaster Avenue
	Sidewalk Width	1.8m	1.5m	0m
_	Boulevard Width	0m	0m	0m
Pedestrian	Average Daily Curb Lane Traffic Volume	> 3000 vpd	> 3000 vpd	< 3000 vpd
est	On-Street Parking	No	No	N/A
, ed	Operating Speed	70 km/h	60 km/h	30 km/h
а.	Level of Service	F	F	С
	Target	С	С	С
	Road Classification	Arterial	Arterial	Local
	Bike Route Classification	Spine Route	Spine Route	None
	Type of Bikeway	Mixed Traffic	Mixed Traffic	Mixed Traffic
Cyclist	Travel Lanes	6	4 to 5	2
Š	Centerline Markings	Yes	Yes	No
J	Operating Speed	70 km/h	60 km/h	30 km/h
	Level of Service	F	F	Α
	Target	С	С	D
4	Facility Type	Mixed Traffic	Mixed Traffic	-
nsi	Friction/Congestion/Incident Potential	Limited	Limited	-
Transit	Level of Service	D	D	-
	Target	D	-	-
	Lane Width	3.3m to 3.5m	3.5m to 3.7m	-
Truck	Travel Lanes (per direction)	3	2	-
Ę	Level of Service	С	Α	-
	Target	D	D	-
Auto	Level of Service	В	Α	А
Au	Target	D	D	D

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

- Ancaster Avenue meets the target pedestrian level of service (PLOS), while Carling Avenue and Woodroffe Avenue East do not;
- Ancaster Avenue meets the target bicycle level of service (BLOS), while Carling Avenue and Woodroffe Avenue East do not;
- Carling Avenue meets the target transit level of service (TLOS);
- Carling Avenue and Woodroffe Avenue East meet the target truck level of service (TkLOS);
- All roadways meet the target vehicular level of service (Auto LOS).

The current ROW along Carling Avenue is 31m within the study area, with a ROW protection of 44.5m. A future road widening is anticipated to be taken as part of this application. The Rapid Transit and Transit Priority Network identifies Carling Avenue as having at-grade LRT in its Network Concept and continuous transit lanes in its Affordable Network. While these improvements to the transit network are being implemented, there may be opportunities to improve the pedestrian and bicycle levels of services as well, as discussed further below.

The pedestrian level of service of Carling Avenue is currently failing. This is attributable to two main features: an operating speed of 70 km/h and average daily curb lane traffic volumes far greater than 3000 vehicles/day. With a reduction of the operating speed to 60 km/h, the best PLOS possible for this segment is the target PLOS C, which can be achieved by implementing sidewalks with a minimum width of 2.0m and a minimum sidewalk boulevard width of 2.0m.

The pedestrian level of service of Woodroffe Avenue East is currently failing. The PLOS could be improved to the target PLOS C by implementing sidewalks with a minimum width of 2.0m and a minimum sidewalk boulevard width of 2.0m. However, the ROW width is insufficient to accommodate these widths.

The road closure on Ancaster Avenue approximately 50m north of Carling Avenue, which effectively creates two cul-de-sacs, is anticipated to calm traffic such that the operating speed is reduced to approximately 30 km/h. As shown in **Table 12**, Exhibit 4 of the MMLOS guidelines indicates that Ancaster Avenue achieves the target PLOS C with no sidewalks.

The bicycle level of service of Carling Avenue is currently failing. This is attributable to the operating speed of 70 km/h. The *Ontario Traffic Manual – Book 18* describes the desirable cycling facility for a roadway, given the roadway's average annual daily traffic (AADT) and operating speed. For roadways with an AADT of over 15,000 vehicles per day and an operating speed of 50 km/h or higher, the *Ontario Traffic Manual* states that 'a separated facility or an alternate road' should be considered. Per Exhibit 11 of the MMLOS guidelines, the implementation of a cycle track or other physically separated bikeway would improve the BLOS of this segment to a BLOS A. This could be considered as part of the City's RTTP Affordable Network or Network Concept projects for Carling Avenue.

The bicycle level of service of Woodroffe Avenue East is currently failing. This is attributable to the operating speed of 60 km/h. The *Ontario Traffic Manual – Book 18* describes the desirable cycling facility for a roadway, given the roadway's average annual daily traffic (AADT) and operating speed. For roadways with an AADT of over 15,000 vehicles per day and an operating speed of 50 km/h or higher, the *Ontario Traffic Manual* states that 'a separated facility or an alternate road' should be considered. Per Exhibit 11 of the MMLOS guidelines, the implementation of a cycle track or other physically separated bikeway would improve the BLOS of this segment to a BLOS A. However, lane

reduction would be required to accommodate a separate cycling facility in this area, which is not feasible based on the current traffic volumes.

6.4 Access Design

The existing right-in/right-out access along Carling Avenue will be removed as part of the proposed redevelopment, and full-height curb and sidewalks will be reinstated as per City standards. The proposed redevelopment will be serviced by a full movement access along Woodroffe Avenue East and a right-in/left-out access along Ancaster Avenue.

Section 25 (c) of the City of Ottawa's *Private Approach By-Law* identifies a requirement for two-way accesses to have a width no greater than 9m, as measured at the street line. Section 107 (1)(a) of the *Zoning By-Law* identifies a minimum width requirement of 6.7m for a two-way driveway to a parking lot, and a minimum width of 6.0m for a two-way driveway to a parking garage. The proposed access on Woodroffe Avenue East is approximately 6.0m, and the proposed access on Ancaster Avenue is approximately 6.7m in width, thereby meeting the requirements.

Section 25 (I) of the *Private Approach By-Law* identifies a requirement to provide a minimum distance of 30m at the street line between the private approach and the nearest intersecting street line. The access along Woodroffe Avenue East is approximately 60m from the existing ROW of Carling Avenue, measured from the nearest edge of the access, and 55m from the 5m road widening shown on the concept plan. The proposed access along Ancaster Avenue is approximately 50m from the existing ROW of Carling Avenue, measured from the nearest edge of the access. Based on the spacings described, the minimum distance as outlined in the *Private Approach By-Law* are satisfied.

Section 25 (o) of the *Private Approach By-Law* identifies a requirement to provide a minimum spacing of 3m between the nearest edge of the private approach and the property line, as measured at the street line. The spacing between the nearest edge of the access along Woodroffe Avenue East and the property line is 3m. The spacing between the nearest edge of the proposed access along Ancaster Avenue and the property line is approximately 7m. The accesses therefore meet the requirement.

Based on the location of the proposed access along Ancaster Avenue, the road closure on Ancaster Avenue must be shifted slightly north. There is approximately 15m between the existing road closure and the closest driveway north of the closure. A functional design of a possible new road closure, which allows cyclists to pass through, is included in **Figure 11**.

6.5 Transit

The majority of transit trips generated by the subject site are anticipated to be generated specifically by the residential land use. As such, the trip distribution applied to residential vehicle trips has been applied to the distribution of transit trips as well, and is summarized as follows:

- 20% to/from the north via Route 16 from stop #4067
- 20% to/from the south via Route 87 from stop #6484
- 40% to/from the east via Route 85 from stop #4067
- 10% to/from the west via Route 16 from stop #6481
- 10% to/from the west via Route 85 from stop #6481



NOTES:

1. PROPERTY LINES ARE APPROXIMATED FROM geo OTTAWA.



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FUNCTIONAL DESIGN

1:500 5m 10m 20m

DATE JUN 2018 118035 FIGURE 11

CLIT11V17 DIA/C 270mm V122m

Applying these distribution percentages to the projected net transit trip volumes presented in **Table 8** yields a net increase at the following transit stops:

AM Peak Hour

- 28 passengers (21 boarding, 7 alighting) at stop #4067;
- 10 passengers (7 boarding, 3 alighting) at stop #6481;
- 9 passengers (7 boarding, 2 alighting) at stop #6484.

PM Peak Hour

- 23 passengers (9 boarding, 14 alighting) at stop #4067;
- 8 passengers (4 boarding, 4 alighting) at stop #6481;
- 7 passengers (3 boarding, 4 alighting) at stop #6484.

Based on the projected increase in transit trip volumes due to the proposed redevelopment, no capacity problems are anticipated on any of the adjacent bus routes, or at any of the adjacent bus stops. City staff have noted that a bus shelter is warranted at Stop #6481 adjacent to the subject site. The proponent will consider the provision of a bus shelter during the Site Plan Control application stage.

6.6 Intersection Design

6.6.1 Intersection MMLOS Analysis

This section provides a review of the study area intersections using complete streets principles. The MMLOS guidelines produced by IBI Group in October 2015 were used to evaluate the multi-modal levels of service for each intersection. As discussed in Section 6.3, the Arterial Main Street designation has been applied to Carling Avenue, with all other roadways using the General Urban Area designation, for the purposes of evaluating the MMLOS. The full intersection MMLOS analysis is included in **Appendix F**. A summary of the results is shown in **Table 18**.

Table 18: Intersection MMLOS Summary

Intersection	PLOS		BLOS		TLOS		TkLOS		Auto LOS	
	Actual	Target	Actual	Target	Actual	Target	Actual	Target	Actual	Target
Carling Avenue/	F	С	F	С	E	D	D	D	D	D
Woodroffe Avenue West	•		•		_					
Carling Avenue/Woodroffe Avenue	F	С	F	С	F	D	С	D	Е	D
East/Fairlawn Avenue	Г	C	Г	C	-	D	C	D		U
Carling Avenue/	-	_	_	-	_	7		7	۸	7
Carlingwood Shopping Centre	F	С	F	C	В	D	D	D	Α	D
Carling Avenue/	F	C	F	В	В	J	D	D	Α	D
Iroquois Road	Г	C	Г	D	Δ	U	ט	U	А	D
Woodroffe Avenue East/	Е	С	F	С	В		D	D	Α	D
Carlingwood Shopping Centre	L	C	Г	١	Ь		ט	D	А	D
Woodroffe Avenue East/									F	D
Carlingwood Shopping Centre ⁽¹⁾	_	_	_	-	-	-	_	-		U
Carling Avenue/									۸	_
Ancaster Avenue ⁽¹⁾	-	_	_	-	-	-	-	-	Α	D
Woodroffe Avenue East/)	D
Flower Avenue ⁽¹⁾	_	_	-	-	_	-	_	_	C	U

^{1.} Unsignalized intersection, evaluated for Auto LOS only

Based on the results of the intersection MMLOS analysis:

- No intersections meet the pedestrian level of service (PLOS);
- No intersections meet the bicycle level of service (BLOS);
- Of intersections with targets, only Carling Avenue/Carlingwood Shopping Centre and Carling Avenue/Iroquois Road meet the transit level of service (TLOS);
- All intersections meet the truck level of service (TkLOS);
- Only Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue and the unsignalized intersection at Woodroffe Avenue East/Carlingwood Shopping Centre do not meet the vehicular level of service (Auto LOS).

The following sections outline a further discussion for each intersection.

6.6.1.1 Carling Avenue/Woodroffe Avenue West

Carling Avenue/Woodroffe Avenue West does not meet the target PLOS C, BLOS C, or TLOS D.

All approaches have a divided cross-section with at least five lanes. Regardless of whether the median is at least 2.4m wide, there are limited opportunities to improve the current PLOS of each approach without reducing the number of travel lanes or restricting turning movements. The level of comfort can be increased by implementing zebra-striped crosswalks at each approach. All approaches meet the City's vehicle/pedestrian conflict threshold for zebra-striped crosswalks (greater than 400,000 vehicle/pedestrian conflicts over an eight-hour period). There is also limited opportunity in improving the delay score for pedestrians without incurring major delays for vehicles.

All approaches do not meet the target BLOS C, based on both the left and right turn characteristics. The south approach requires cyclists to cross one lane, while the vehicular operating speed is 60 km/h. The east approach has dual left turn lanes. The west approach has a right turn lane longer than 50m. Based on heavy peak hour volumes on Carling Avenue, the removal of the westbound dual left turn lanes would cause volumes to far exceed capacity. As this intersection is a T-intersection, there is no space available to implement a two-stage left-turn bike box for cyclists coming from the east approach. Two-stage left-turn bike boxes can be implemented at the south and west approaches. A jug handle and crossbike for cyclists coming from the east approach could be implemented along with the installation of a bicycle traffic signal. Further analysis of this intersection with a jug handle implemented is presented in Section 6.6.2. The implementation of a higher order cycling facility (such as a cycle track, described in Section 6.3.6) would improve the BLOS of this intersection based on right turn characteristics.

The east and west approaches do not meet the target TLOS D. As discussed in Section 6.3.6, the City has identified transit improvements to Carling Avenue in the 2013 Transportation Master Plan (TMP). The implementation of either at-grade LRT (Network Concept) or continuous bus lanes on Carling Avenue (Affordable Network) will improve the TLOS beyond the target TLOS D.

Carling Avenue/Woodroffe Avenue West does meet the target Auto LOS D; however, it should be noted that the 50th-percentile queue length for the westbound left turn movement exceeds the storage length of the dual turn lanes during the PM peak period. This was identified in both the site observations presented in Section 4.1.8, and Synchro analysis of existing traffic.

The 50th-percentile queue length is associated with the maximum queue during a typical (or average) cycle, while the 95th-percentile queue length represents the maximum queue length in 95% of all cycles during the peak period.

6.6.1.2 Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue

Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue does not meet the target PLOS C, BLOS C, TLOS D, or Auto LOS D.

All approaches have a divided cross-section with at least five lanes. There are limited opportunities to improve the current PLOS of each approach without reducing the number of travel lanes or restricting turning movements. The level of comfort can be increased by implementing zebra-striped crosswalks at each approach. All approaches meet the City's vehicle/pedestrian conflict threshold for zebra-striped crosswalks (greater than 400,000 vehicle/pedestrian conflicts over an eight-hour period). There is also limited opportunity in improving the delay score for pedestrians without incurring major delays for vehicles.

All approaches do not meet the target BLOS C, based on the left turn characteristics. Additionally, the north and east approaches do not meet the target based on right turn characteristics. Each approach requires cyclists to cross two or more lanes of traffic to perform a left turn. With respect to left turns, the target BLOS C can be achieved by implementing a two-stage left-turn bike box for all approaches. At the north and east approaches, the right turn lanes are longer than 50m. The implementation of a higher order cycling facility (such as a cycle track, described in Section 6.3.6) at these approaches will allow this intersection to achieve the target BLOS C. However, there is insufficient ROW width to accommodate a separated cycling facility on Woodroffe Avenue East. A ROW protection of 44.5m is identified for this section of Carling Avenue.

All approaches do not meet the target TLOS D. As previously discussed, the implementation of atgrade LRT or continuous bus lanes on Carling Avenue will improve the TLOS beyond the target TLOS D. In the RTTP 2031 Network Concept, Woodroffe Avenue East is designated as a Transit Priority Corridor with Isolated Measures, which may improve the TLOS for the north and south approaches. Short of reducing vehicular traffic overall or converting an existing travel lane to a bus lane, there is limited opportunity for the north and south approaches to improve to the target TLOS D.

The southbound left turn movement does not achieve the target Auto LOS D during the AM peak period, and the southbound right turn movement does not achieve the target during the PM peak period. To meet the target Auto LOS D, a reduction of approximately 20 vehicles in the AM peak period and approximately 70 vehicles in the PM peak period is required. The eastbound through movement during the AM peak period and westbound through movement during the PM peak period currently achieve the target Auto LOS D.

Additionally, the Synchro analysis identifies queueing that exceeds storage length for certain movements during the AM and PM peak periods. Based on 95th-percentile queue lengths, the southbound left turn and eastbound through movements exceed the available storage length during the AM peak period, while the southbound right turn, eastbound left turn, and westbound through movements exceed the available storage length during the PM peak period. Therefore, there is very limited opportunity in adjusting the signal timing to allow for more southbound green time without significantly impacting other movements.

The foregoing indicates that support of the pedestrian, cycling, and transit modes of travel is critical to the performance of Woodroffe Avenue East and West. The following measures are options to displace vehicular traffic within the study area:

- Increased use of non-auto modes of transportation;
- Alternative time of travel for drivers, to make use of off-peak capacity;
- Alternative routes for north-south travel.

6.6.1.3 Carling Avenue/Carlingwood Shopping Centre

Carling Avenue/Carlingwood Shopping Centre does not meet the target PLOS C or BLOS C.

The north, east, and west approaches have divided cross-sections with at least five lanes. There are limited opportunities to improve the current PLOS of each approach without reducing the number of travel lanes or restricting turning movements. As discussed in Section 4.1.7, zebra-striped crosswalks were implemented at the east and west approaches following the death of an elderly pedestrian. There is also limited opportunity in improving the delay score for pedestrians without incurring major delays for vehicles.

The north, east, and west approaches do not meet the target BLOS C, based on left turn characteristics. In each of these cases, the governing factor is that cyclists are required to cross two or more lanes to perform a left turn. The implementation of two-stage left-turn bike boxes at these approaches will improve the intersection beyond the target BLOS C.

6.6.1.4 Carling Avenue/Iroquois Road

Carling Avenue/Iroquois Road does not meet the target PLOS C or BLOS B.

There is limited opportunity in improving the delay score without incurring major delays for vehicles.

The east and west approaches have divided cross-sections with median refuge and nine lanes. Regardless of the median refuges on the east and west approaches, there are limited opportunities to improve the current PLOS of each approach without reducing the number of travel lanes or restricting turning movements. The level of comfort can be increased by implementing zebra-striped crosswalks at each approach. The east and west approaches meet the City's vehicle/pedestrian conflict threshold for zebra-striped crosswalks (greater than 400,000 vehicle/pedestrian conflicts over an eight-hour period). There is also limited opportunity in improving the delay score for pedestrians without incurring major delays for vehicles.

The north, east, and west approaches do not meet the target BLOS B based on left turn characteristics, and the east and west approaches do not meet the target based on right turn characteristics. The implementation of two-stage left-turn bike boxes at each approach would improve the BLOS beyond the target BLOS B, based on left turns. Based on right turn characteristics, only the implementation of a higher order cycling facility (such as a cycle track) will allow the intersection to achieve the target BLOS B.

6.6.1.5 Woodroffe Avenue East/Carlingwood Shopping Centre (signalized)

The signalized intersection at Woodroffe Avenue East/Carlingwood Shopping Centre does not meet the target PLOS C or BLOS C.

Based on PETSI score, the north approach meets the target PLOS C. The south approach can achieve the target PLOS C with the implementation of zebra-striped crosswalks. The north and south approaches meet the City's vehicle/pedestrian conflict threshold for zebra-striped crosswalks (greater than 400,000 vehicle/pedestrian conflicts over an eight-hour period). Both the north and south approaches have implemented a leading pedestrian interval of five seconds. Despite the leading pedestrian interval, the delay score still equates to a PLOS E.

The east approach can meet the target PLOS C through the implementation of a curb extension or wider sidewalk at the south end of the east approach, such that the number of lanes crossed decreases from four to three. Constructing this curb extension with a smaller curb radius will also require drivers to perform the right turn more slowly, thereby increasing the pedestrians' level of comfort at this approach. As this is a private approach, any modification would have to be negotiated between the City and the landowner.

The north approach does not meet the target BLOS C based on left turn characteristics, and the south and east approaches do not meet the target based on right turn characteristics. This intersection is a T-intersection, meaning that there is no space available to implement a two-stage left-turn bike box for cyclists coming from the north approach. Two-stage left-turn bike boxes can be implemented at the south and east approaches. A jug handle and crossbike for cyclists coming from the north approach could be implemented, along with the installation of a bicycle traffic signal. Further analysis of this intersection with a jug handle implemented is presented in Section 6.6.2. Although the target BLOS C can be achieved by implementing a separated cycling facility, there is insufficient ROW width on Woodroffe Avenue East to accommodate it.

6.6.1.6 Woodroffe Avenue East/Carlingwood Shopping Centre (unsignalized)

The unsignalized intersection at Woodroffe Avenue East/Carlingwood Shopping Centre does not meet the target Auto LOS D. The delay for westbound left turns is approximately 45 seconds, which is only ten seconds more than the acceptable LOS D. As westbound traffic has the option to turn left at the signalized access approximately 70m to the north, no mitigation is recommended.

6.6.2 Intersection Operations with Jug Handle Modifications

As described in Sections 6.6.1.1 and 6.6.1.5, jug handles and crossbikes could be considered by the City to improve the BLOS associated with the westbound left turn movement at Carling Avenue/ Woodroffe Avenue West and the northbound left turn movement at the signalized intersection of Woodroffe Avenue East/Carlingwood Shopping Centre. The implementation of jug handles for these left turn movements would require the installation of bicycle traffic signals. The impacts of this signal modification are described as follows.

Carling Avenue/Woodroffe Avenue West

To minimize the delays and queueing experienced by all traffic at the intersection of Carling Avenue/ Woodroffe Avenue West, it is recommended that a ten-second bicycle crossing phase take place at the beginning of the fully protected westbound left turn/northbound right turn phase. In order to

maintain a 130-second cycle length, there is a required reduction in the amount of green time for westbound and eastbound through vehicles, which are not identified as the critical movements in the AM or PM peak periods. A comparison of the intersection's performance with and without the bicycle crossing phase is shown in **Table 19**.

Table 19: Carling Avenue/Woodroffe Avenue West – Bicycle Crossing

		AM Peal	k Period		PM Peak Period				
Movement	Movement Existing		Jug H	Jug Handle		ting	Jug Handle		
	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	
NBL	0.78	С	0.78	С	0.81	D	0.81	D	
NBR	0.85	D	0.85	D	0.55	Α	0.55	Α	
EBT	0.78	С	0.78	С	0.55	Α	0.55	Α	
WBL	0.80	С	0.80	С	0.86	D	0.86	D	
WBT	0.14	Α	0.14	Α	0.45	Α	0.46	Α	
Intersection Delay	38.9 sec	D	39.1 sec	D	33.0 sec	D	33.2 sec	D	

Based on the previous table, the intersection operations at Carling Avenue/Woodroffe Avenue West are marginally affected with the addition of a ten-second bicycle crossing phase, and all movements maintain the same level of service.

Woodroffe Avenue East/Carlingwood Shopping Centre (signalized)

To minimize the delays and queueing experienced by all traffic at the signalized intersection of Woodroffe Avenue East/Carlingwood Shopping Centre, it is recommended that a ten-second bicycle crossing phase take place before the westbound all-movement phase. Currently, a leading pedestrian interval of five seconds takes place before the westbound all-movement phase. The bicycle crossing phase would in effect extend this interval from five to ten seconds. To maintain a consistent cycle length, there is a required reduction in the green time for the westbound all-movement phase, which is the least critical when accounting for the traffic volumes at each approach. A comparison of the intersection's performance with and without the bicycle crossing phase is shown in **Table 20**.

Table 20: Woodroffe Avenue East/Carlingwood Shopping Centre – Bicycle Crossing

		AM Pea	k Period		PM Peak Period				
Movement	Exis	Existing		Jug Handle		ting	Jug Handle		
	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	
NBT	0.26	Α	0.26	Α	0.33	Α	0.34	Α	
NBR	0.07	Α	0.07	Α	0.09	Α	0.09	Α	
SBT	0.29	Α	0.29	Α	0.45	Α	0.46	Α	
WBL	0.13	Α	0.14	Α	0.57	Α	0.62	В	
WBR	0.06	Α	0.07	Α	0.24	Α	0.25	Α	
Intersection Delay	4.0 sec	Α	4.8 sec	Α	8.5 sec	Α	9.5 sec	Α	

Based on the previous table, the intersection operations at Woodroffe Avenue East/Carlingwood Shopping Centre are marginally affected with the addition of a ten-second bicycle crossing phase.

Only the westbound left turn movement during the PM peak period is affected enough to experience a decrease in the level of service.

6.6.3 **2022 Background Intersection Operations**

Intersection capacity analysis has been completed for the 2022 background traffic conditions. The intersection parameters used in the analysis are consistent with the 2017 TIA Guidelines (Saturation Flow Rate: 1800 vphpl, Peak Hour Factor: 1.0). The results of the Synchro analysis for the AM and PM peak periods are summarized in Table 21. Approaches where queueing issues have been identified are listed with the associated 50th- and 95th-percentile queue lengths in **Table 22**. Signal timing plans are included in Appendix G. Detailed reports are included in Appendix H.

Table 21: 2022 Background - Intersection Operations

Intersection		AM Peak	,	PM Peak			
Intersection	v/c	LOS	Mvmt	v/c	LOS	Mvmt	
Carling Avenue/ Woodroffe Avenue West	0.83	D	NBR	0.83	D	WBL	
Carling Avenue/ Woodroffe Avenue East/Fairlawn Avenue	0.91	E	SBL	0.95	E	SBR	
Carling Avenue/ Carlingwood Shopping Centre	0.39	Α	EBT	0.29	А	WBT/ NBT	
Carling Avenue/ Iroquois Road	0.43	Α	EBT	0.54	Α	SBL	
Woodroffe Avenue East/ Carlingwood Shopping Centre (signalized)	0.27	А	SBT	0.54	Α	WBL	
Woodroffe Avenue East/ Carlingwood Shopping Centre (unsignalized) ⁽¹⁾	23 sec	С	WBL	35 sec	D	WBL	
Carling Avenue/ Ancaster Avenue ⁽¹⁾	10 sec	Α	SBR	9 sec	Α	SBR	
Woodroffe Avenue East/ Flower Avenue ⁽¹⁾	14 sec	В	EBL/ EBR	19 sec	С	EBL/ EBR	
Carling Avenue/ Site Access ⁽¹⁾	9 sec	Α	SBR	9 sec	А	SBR	
Woodroffe Avenue East/ Site Access ⁽¹⁾	15 sec	В	EBL/ EBR	17 sec	С	EBL/ EBR	

Unsignalized intersection

Table 22: 2022 Background - Queues Over Capacity

			AM Peak				PM Peak				
Intersection	Mvmt	v/c	LOS	50 th % Queue (m)	95 th % Queue (m)	v/c	LOS	50 th % Queue (m)	95 th % Queue (m)		
Carling Ave/ Woodroffe Ave West	WBL	0.79	С	63	80	0.83	D	97	m99		
Opelin a Arra/	SBL	0.91	E	42	52	0.58	Α	28	37		
Carling Ave/ Woodroffe Ave East/	SBR	0.68	В	48	56	0.95	Е	131	#167		
Fairlawn Ave	EBL	0.79	С	57	m74	0.75	С	55	#83		
	EBT	0.71	С	51	#240	0.28	Α	28	69		

m: volume for the 95th percentile queue is metered by an upstream signal #: volume for the 95th percentile cycle exceeds capacity

^{~:} approach is above capacity

Based on the previous tables, movements at all intersections within the study area except for Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue achieve the target Auto LOS D or better during the AM and PM peak periods.

During the AM peak period, the 95th-percentile southbound left queue at Carling Avenue/Woodroffe Avenue/Fairlawn Avenue (52m) exceeds the storage length of the left turn lane (approximately 30m). This queue length also blocks any vehicles wishing to exit the site access on Woodroffe Avenue East (approximately 40m north of the stop bar).

During the AM peak period, the 95th-percentile eastbound through queue at Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue extends through the upstream intersection at Carling Avenue/Woodroffe Avenue West (approximately 160m apart). The 95th-percentile eastbound left queue at Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue is metered by the upstream intersection, and exceeds the existing storage length of 65m.

During the PM peak period, the 50th-percentile westbound left queue at Carling Avenue/Woodroffe Avenue West exceeds the storage length of the dual left turn lane (approximately 60m storage). The 50th-percentile and 95th-percentile queue lengths for the westbound left turn movement are virtually the same due to metering by the upstream intersection at Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue. However, site observations outlined in Section 4.1.8 indicate that queueing during the PM peak period often extends to the upstream intersection (approximately 160m apart).

During the PM peak period, the 95th-percentile southbound right queue at Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue (167m) approaches the upstream signalized intersection at Woodroffe Avenue East/Carlingwood Shopping Centre (approximately 180m apart). Both the 50th-and 95th-percentile queues for this movement block the existing access on Woodroffe Avenue East. Site observations outlined in Section 4.1.8 indicate that the queue length for this movement may be underestimated by the Synchro analysis. As described above, the westbound left queue at Carling Avenue/Woodroffe Avenue West may extend to Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue, thereby blocking the southbound right turn movement.

During the PM peak period, the 95th-percentile eastbound left queue at Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue exceeds the storage length of the dual left turn lane (approximately 70m storage).

6.6.4 2027 Background Intersection Operations

Intersection capacity analysis has been completed for the 2027 background traffic conditions. The intersection parameters used in the analysis are consistent with the 2017 TIA Guidelines (Saturation Flow Rate: 1800 vphpl, Peak Hour Factor: 1.0). The results of the Synchro analysis for the AM and PM peak periods are summarized in **Table 23**. Approaches where queueing issues have been identified are listed with the associated 50th- and 95th-percentile queue lengths in **Table 24**. Signal timing plans are included in **Appendix G**. Detailed reports are included in **Appendix H**.

Table 23: 2027 Background – Intersection Operations

Intersection		AM Peak		PM Peak			
intersection	v/c	LOS	Mvmt	v/c	LOS	Mvmt	
Carling Avenue/ Woodroffe Avenue West	0.84	D	NBR	0.85	D	WBL	
Carling Avenue/ Woodroffe Avenue East/Fairlawn Avenue	0.96	E	SBL	0.96	E	SBR	
Carling Avenue/ Carlingwood Shopping Centre	0.39	Α	EBT	0.29	А	WBT/ NBT	
Carling Avenue/ Iroquois Road	0.43	Α	EBT	0.54	Α	SBL	
Woodroffe Avenue East/ Carlingwood Shopping Centre (signalized)	0.28	Α	SBT	0.54	Α	WBL	
Woodroffe Avenue East/ Carlingwood Shopping Centre (unsignalized) ⁽¹⁾	25 sec	С	WBL	39 sec	E	WBL	
Carling Avenue/ Ancaster Avenue ⁽¹⁾	10 sec	Α	SBR	9 sec	Α	SBR	
Woodroffe Avenue East/ Flower Avenue ⁽¹⁾	15 sec	В	EBL/ EBR	20 sec	С	EBL/ EBR	
Carling Avenue/ Site Access ⁽¹⁾	9 sec	Α	SBR	9 sec	Α	SBR	
Woodroffe Avenue East/ Site Access ⁽¹⁾	15 sec	В	EBL/ EBR	18 sec	С	EBL/ EBR	

^{1.} Unsignalized intersection

Table 24: 2027 Background – Queues Over Capacity

	Quodico o roi oupacity									
			AM Peak				PM Peak			
Intersection	Mvmt	v/c	LOS	50 th % Queue (m)	95 th % Queue (m)	v/c	LOS	50 th % Queue (m)	95 th % Queue (m)	
Carling Ave/ Woodroffe Ave West	WBL	0.79	С	66	84	0.85	D	106	m106	
On Proceedings	SBL	0.96	Е	~45	#56	0.62	В	29	39	
Carling Ave/ Woodroffe Ave East/	SBR	0.70	В	53	62	0.96	Е	131	#206	
Fairlawn Ave	EBL	0.80	С	59	m77	0.73	С	57	#90	
i alliawii Ave	EBT	0.72	С	51	#240	0.28	Α	32	69	

m: volume for the 95th percentile queue is metered by an upstream signal

Based on the previous tables, marginal increases in v/c ratios and queue lengths are anticipated as a result of background growth within the study area.

The level of service at the unsignalized intersection of Woodroffe Avenue East/Carlingwood Shopping Centre downgrades from LOS D to LOS E, due to an increase in the delay for westbound left turns.

6.6.5 2022 Total Intersection Operations

Intersection capacity analysis has been completed for the 2022 total traffic conditions. The intersection parameters used in the analysis are consistent with the 2017 TIA Guidelines (Saturation

^{#:} volume for the 95th percentile cycle exceeds capacity

^{~:} approach is above capacity

Flow Rate: 1800 vphpl, Peak Hour Factor: 1.0). The results of the Synchro analysis for the AM and PM peak periods are summarized in **Table 25**. Approaches where queueing issues have been identified are listed with the associated 50th- and 95th-percentile queue lengths in **Table 26**. Signal timing plans are included in **Appendix G**. Detailed reports are included in **Appendix H**.

Table 25: 2022 Total - Intersection Operations

Table 25: 2022 Total – Intersection Operation		AM Peak		PM Peak			
Intersection	v/c	LOS	Mvmt	v/c	LOS	Mvmt	
Carling Avenue/ Woodroffe Avenue West	0.83	D	NBR	0.84	D	WBL	
Carling Avenue/ Woodroffe Avenue East/Fairlawn Avenue	1.04	F	SBL	0.94	E	SBR	
Carling Avenue/ Carlingwood Shopping Centre	0.40	Α	EBT	0.29	Α	WBT/ NBT	
Carling Avenue/ Iroquois Road	0.44	Α	EBT	0.54	Α	SBL	
Woodroffe Avenue East/ Carlingwood Shopping Centre (signalized)	0.27	Α	SBT	0.54	Α	WBL	
Woodroffe Avenue East/ Carlingwood Shopping Centre (unsignalized) ⁽¹⁾	24 sec	С	WBL	35 sec	D	WBL	
Carling Avenue/ Ancaster Avenue ⁽¹⁾	10 sec	Α	SBR	9 sec	Α	SBR	
Woodroffe Avenue East/ Flower Avenue ⁽¹⁾	14 sec	В	EBL/ EBR	19 sec	С	EBL/ EBR	
Ancaster Avenue/ Site Access ⁽¹⁾	9 sec	А	WBL	9 sec	А	WBL	
Woodroffe Avenue East/ Site Access ⁽¹⁾	15 sec	В	EBL/ EBR	18 sec	С	EBL/ EBR	

^{1.} Unsignalized intersection

Table 26: 2022 Total – Queues Over Capacity

			AM Peak				PM Peak			
Intersection	Mvmt	v/c	Los	50 th % Queue (m)	95 th % Queue (m)	v/c	LOS	50 th % Queue (m)	95 th % Queue (m)	
Carling Ave/ Woodroffe Ave West	WBL	0.79	С	65	83	0.84	D	97	m100	
Caulina A. A.	SBL	1.04	F	~56	#67	0.63	В	31	40	
Carling Ave/ Woodroffe Ave East/	SBR	0.68	В	49	57	0.94	Е	131	#167	
Fairlawn Ave	EBL	0.80	С	58	m76	0.76	С	58	#87	
i amawn Ave	EBT	0.71	С	50	#241	0.28	Α	28	68	

m: volume for the 95th percentile queue is metered by an upstream signal

The level of service at Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue downgrades from LOS E to LOS F during the AM peak hour, due to an increase in traffic for the southbound left turn movement.

The proposed site access on Woodroffe Avenue East will be approximately 40m north of Carling Avenue (measured from the nearest edge to the southbound stop bar at Carling Avenue/Woodroffe

^{#:} volume for the 95th percentile cycle exceeds capacity

^{~:} approach is above capacity

Avenue East/Fairlawn Avenue), similar to the existing access. This distance provides storage for approximately five northbound vehicles before blocking the intersection. At the existing access, all outbound site traffic, as well as inbound left turning traffic, rely on courtesy during the peak periods. A maximum of 35 vph are expected to make the northbound left movement into the site during the peak hour, approximately one vehicle every two minutes. Based on the projected through volume of 930 vph shared between the two northbound through lanes, approximately one vehicle every seven seconds, it is anticipated that each vehicle performing a northbound left turn into the site will have approximately 30 seconds to do so before impacting operating conditions at the intersection of Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue.

If the proposed access were to restrict the northbound left turns into the site, it is anticipated that U-turns will occur at the upstream/downstream intersections on Carling Avenue. While U-turns are not prohibited at Carling Avenue/Carlingwood Shopping Centre, no U-turns were observed in the 2015 traffic count.

6.6.6 2027 Total Intersection Operations

Intersection capacity analysis has been completed for the 2027 total traffic conditions. The intersection parameters used in the analysis are consistent with the 2017 TIA Guidelines (Saturation Flow Rate: 1800 vphpl, Peak Hour Factor: 1.0). The results of the Synchro analysis for the AM and PM peak periods are summarized in **Table 27**. Approaches where queueing issues have been identified are listed with the associated 50th- and 95th-percentile queue lengths in **Table 28**. Signal timing plans are included in **Appendix G**. Detailed reports are included in **Appendix H**.

Table 27: 2027 Total – Intersection Operations

Intersection		AM Peak		PM Peak			
intersection	v/c	LOS	Mvmt	v/c	LOS	Mvmt	
Carling Avenue/ Woodroffe Avenue West	0.84	D	NBR	0.85	D	WBL	
Carling Avenue/ Woodroffe Avenue East/Fairlawn Avenue	1.10	F	SBL	0.95	Е	SBR	
Carling Avenue/ Carlingwood Shopping Centre	0.40	Α	EBT	0.29	Α	WBT/ NBT	
Carling Avenue/ Iroquois Road	0.44	Α	EBT	0.54	Α	SBL	
Woodroffe Avenue East/ Carlingwood Shopping Centre (signalized)	0.28	А	SBT	0.54	Α	WBL	
Woodroffe Avenue East/ Carlingwood Shopping Centre (unsignalized)(1)	26 sec	С	WBL	40 sec	E	WBL	
Carling Avenue/ Ancaster Avenue ⁽¹⁾	10 sec	Α	SBR	9 sec	Α	SBR	
Woodroffe Avenue East/ Flower Avenue ⁽¹⁾	15 sec	В	EBL/ EBR	21 sec	С	EBL/ EBR	
Ancaster Avenue/ Site Access ⁽¹⁾	9 sec	Α	WBL	9 sec	Α	WBL	
Woodroffe Avenue East/ Site Access ⁽¹⁾	16 sec	С	EBL/ EBR	19 sec	С	EBL/ EBR	

^{1.} Unsignalized intersection

		AM Peak				PM Peak				
Intersection	Mvmt	v/c	LOS	50 th % Queue (m)	95 th % Queue (m)	v/c	LOS	50 th % Queue (m)	95 th % Queue (m)	
Carling Ave/ Woodroffe Ave West	WBL	0.80	С	68	86	0.85	D	107	m107	
O = 1 = = 1	SBL	1.10	F	~62	#75	0.66	В	32	42	
Carling Ave/ Woodroffe Ave East/	SBR	0.70	С	54	63	0.95	Е	131	#206	
Fairlawn Ave	EBL	0.81	D	61	m79	0.73	С	59	#94	
i alliawii Ave	EBT	0.72	С	50	#241	0.28	Α	31	68	

Table 28: 2027 Total - Queues Over Capacity

Based on the previous tables, marginal increases in v/c ratios and queue lengths are anticipated as a result of background growth within the study area.

Within the study area, all traffic signals on Carling Avenue are coordinated with 130-second cycles. There is very limited opportunity in adjusting the signal timing to allow for more southbound green time without significantly impacting certain movements or other intersections. The southbound approach at Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue can achieve the target Auto LOS D, with a reduction of approximately 50 southbound left turning vehicles in the AM peak period, and a reduction of approximately 60 southbound right turning vehicles in the PM peak period. When compared to the existing conditions, the results are comparable. The reduction in the number of southbound right turning vehicles is lower in the total traffic analysis due to the differences in the Peak Hour Factor (set at 0.90 in existing conditions and 1.0 in future conditions, as per the 2017 TIA Guidelines).

6.6.7 Woodroffe Avenue East/Flower Avenue Pedestrian Operations

The eight-hour traffic count for Woodroffe Avenue East/Flower Avenue was performed on Tuesday, March 6, 2018. A summary of the 184 total pedestrian crossings at each approach is as follows:

- Crossing Woodroffe Avenue East (north approach, no crosswalk): 86 pedestrians
- Crossing Woodroffe Avenue East (south approach, no crosswalk): 11 pedestrians
- Crossing Flower Avenue (west approach, standard crosswalk): 87 pedestrians

In total, 97 of the 184 pedestrians (53%) crossed Woodroffe Avenue East illegally. The nearest legal crossings to this intersection are located at Woodroffe Avenue East/Saville Row (approximately 60m north) and Woodroffe Avenue East/Carlingwood Shopping Centre (approximately 70m south). The 8-hour vehicular volume of traffic along Woodroffe Avenue East was approximately 9,591 vehicles on the day of the traffic count at Woodroffe Avenue East/Flower Avenue. The hierarchy of pedestrian crossing treatment systems, along with the associated guidelines required for review, is presented in **Figure 12**.

A review of the Ontario Traffic Manual – Book 12, Justification 6 was performed to determine if a traffic control device is warranted, based on both pedestrian volume and delay. The pedestrian volume criterion plots 8-hour vehicular volume of the main road against the adjusted 8-hour pedestrian volume crossing the main road, where pedestrians who require assistance (such as

m: volume for the 95th percentile queue is metered by an upstream signal

^{#:} volume for the 95th percentile cycle exceeds capacity

^{~:} approach is above capacity

students under 12 and elderly pedestrians) are counted as double. For an 8-hour vehicular volume of 9.591 vehicles along Woodroffe Avenue East, a minimum adjusted pedestrian volume of approximately 245 pedestrians crossing Woodroffe Avenue East is required. Thus, the warrant for a traffic control device is not met.

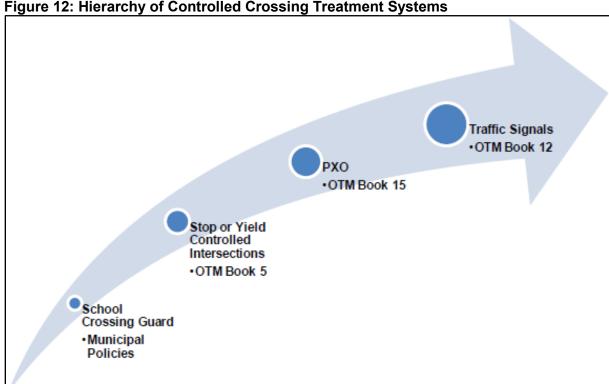


Figure 12: Hierarchy of Controlled Crossing Treatment Systems

Taken from Ontario Traffic Manual – Book 15 (June 2014), page 23

A review of the Ontario Traffic Manual - Book 15 was performed to determine if a pedestrian crossover (PXO) was warranted. Based on the criterion that there are traffic control devices within 200m, this intersection is not a candidate for a PXO. The desire line is clearly the connection from Flower Avenue to Carlingwood Shopping Centre. However, given that the signalized intersections at Woodroffe Avenue East/Carlingwood Shopping Centre and Woodroffe Avenue East/Saville Row are only approximately 130m apart, applying a PXO is not recommended.

A review of the Ontario Traffic Manual – Book 5 was performed to determine if an all-way stop control was warranted, based on combined vehicular and pedestrian volumes. The volumes on Flower Avenue are not high enough to warrant implementing all-way stop control. Therefore, no pedestrian crossing control treatments are recommended at the intersection of Woodroffe Avenue East/Flower Avenue.

7.0 CONCLUSION AND RECOMMENDATIONS

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

Forecasting

The net increase in trips generated by the proposed redevelopment is approximately 230 person trips in the AM peak hour and 150 person trips in the PM peak hour, which includes an increase of approximately 105 vehicle trips in the AM peak hour and 74 vehicle trips in the PM peak hour.

Development Design and Parking

- Pedestrian facilities will be provided between the building entrances and the parking lot.
 Additionally, pedestrian facilities will connect the building to the existing sidewalks along
 Carling Avenue and Woodroffe Avenue East. Sidewalks will be depressed and continuous
 across the Woodroffe Avenue East access, in accordance with City standards. There are no
 existing or proposed sidewalks along Ancaster Avenue.
- The nearest transit stops are within a walking distance of approximately 300m from all entrances to the proposed redevelopment.
- The proposed redevelopment allocates a ground-floor storage area devoted to bicycle parking.
- Garbage collection and deliveries will occur within the subject site, directly east of the western underground parking access ramp. The fire route is curbside along Carling Avenue and Woodroffe Avenue East.
- Approximately 198 vehicle parking spaces are proposed for the subject site, meeting the requirements of the ZBL. Bicycle parking will be provided in accordance with the minimum requirement of the ZBL as part of the Site Plan Control application.

Boundary Streets

- The results of the segment MMLOS analysis can be summarized as follows:
 - Ancaster Avenue meets the target pedestrian level of service (PLOS), while Carling Avenue and Woodroffe Avenue East do not;
 - Ancaster Avenue meets the target bicycle level of service (BLOS), while Carling Avenue and Woodroffe Avenue East do not;
 - Carling Avenue meets the target transit level of service (TLOS);
 - o Carling Avenue and Woodroffe Avenue East meet the truck level of service (TkLOS);
 - All roadways meet the target vehicular level of service (Auto LOS).
- The Rapid Transit and Transit Priority Network identifies Carling Avenue as having at-grade LRT in its Network Concept and continuous transit lanes in its Affordable Network. While these improvements to the transit network are being implemented, there may be opportunities to improve the pedestrian and bicycle levels of services on Carling Avenue as well.
- The PLOS of Woodroffe Avenue East can be improved to the target PLOS C by implementing sidewalks with a minimum width of 2.0m on the east side, and implementing sidewalks with

a minimum width of 2.0m and a minimum sidewalk boulevard width of 2.0m on the west side. However, there is insufficient ROW width to accommodate these sidewalk and boulevard widths.

- The Ancaster Avenue road closure approximately 50m north of Carling Avenue is anticipated
 to calm traffic such that the operating speed is reduced to approximately 30 km/h. The PLOS
 of Ancaster Avenue achieves the target PLOS C despite having no sidewalks due to the
 reduction in the operating speed to approximately 30 km/h.
- The BLOS of Woodroffe Avenue East can be improved to a BLOS A by implementing a cycle track or other physically separated bikeway. The Ontario Traffic Manual Book 18 identifies separated bicycle facilities as most appropriate for Woodroffe Avenue East, given the high operating speed and daily traffic volumes. However, lane reductions would be required to accommodate a separate cycling facility in this area, which is not feasible based on the current traffic volumes.

Access Design

- The proposed redevelopment will be serviced by a full-movement access along Woodroffe Avenue East (approximately 60m north of the existing ROW of Carling Avenue) and a rightin/left-out access along Ancaster Avenue (approximately 50m north of the existing ROW of Carling Avenue).
- Section 25 (c) of the *Private Approach By-Law* identifies a maximum width requirement of 9m for two-way accesses. This requirement is met by both proposed accesses.
- Section 107 (1)(a) of the *Zoning By-Law* identifies a minimum width requirement of 6.7m for a two-way driveway to a parking lot, and 6.0m for a two-way driveway to a parking garage. These requirements are met by both proposed accesses.
- Section 25 (I) of the Private Approach By-Law identifies a minimum distance of 30m between
 the private approach and the nearest intersecting street line. This requirement is met by both
 proposed accesses.
- Section 25 (o) of the Private Approach By-Law identifies a minimum spacing of 3m between
 the nearest edge of the private approach and the property line, as measured at the street
 line. This requirement is met by the access along Woodroffe Avenue East and the access
 along Ancaster Avenue.
- Based on the location of the proposed access on Ancaster Avenue, the road closure on Ancaster Avenue must be shifted north. A functional design is included in this report.

Transit

- The additional transit trips generated by the proposed redevelopment are not anticipated to have a significant impact on the operations of OC Transpo routes 16, 85, and 87.
- City staff have noted that a bus shelter is warranted at Stop #6481 adjacent to the subject site. The proponent will consider the provision of a bus shelter during the Site Plan Control application stage.

Intersection Design

- Based on the results of the intersection MMLOS analysis:
 - No intersections meet the pedestrian level of service (PLOS);
 - No intersections meet the bicycle level of service (BLOS);
 - Of intersections with targets, only Carling Avenue/Carlingwood Shopping Centre and Carling Avenue/Iroquois Road meet the transit level of service (TLOS);
 - All intersections meet the truck level of service (TkLOS);
 - Only Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue does not meet the vehicular level of service (Auto LOS).

Pedestrian Level of Service:

- No crosswalks crossing Carling Avenue, Woodroffe Avenue West, or Woodroffe Avenue East/Fairlawn Avenue can achieve the target PLOS C without significantly reducing the number of lanes and restricting turning movements. These approaches all meet the City's warrant for zebra-striped crosswalks (greater than 400,000 vehicle/pedestrian conflicts over an eight-hour period), and could be considered where they have not already been implemented.
- The south approach of Woodroffe Avenue East/Carlingwood Shopping Centre can meet the target PLOS C by implementing zebra-striped crosswalks. This approach meets the City's warrant for zebra-striped crosswalks. The east approach can meet the target PLOS C by implementing either a curb extension or wider sidewalks, such that the number of lanes crossed decreases from four to three. As this is a private approach, any modification would have to be negotiated between the City and the landowner.

Bicycle Level of Service:

- The BLOS of Carling Avenue/Woodroffe Avenue West can meet the target BLOS C by implementing a cycle track or other physically separated bikeway. Two-stage left turn bike boxes could be implemented at the south and west approaches. A jug handle and crossbike could be implemented at the east approach. The effect of implementing a ten-second crossbike phase is anticipated to have a marginal effect on the performance of the intersection.
- The BLOS of Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue can meet the target BLOS C by implementing two-stage left-turn bike boxes and higher order cycling facilities for all approaches. However, there is insufficient ROW width on Woodroffe Avenue East to accommodate a separated bike facility.
- The BLOS of Carling Avenue/Carlingwood Shopping Centre can meet the target BLOS C by implementing two-stage left-turn bike boxes at all approaches.
- The BLOS of Carling Avenue/Iroquois Road can meet the target BLOS C by implementing higher order cycling facilities, and two-stage left-turn bike boxes for all approaches.
- The BLOS of Woodroffe Avenue East/Carlingwood Shopping Centre can meet the target BLOS C by implementing a cycle track or other physically separated bikeway.
 Two-stage left turn bike boxes could be implemented at the south and east

approaches. A jug handle and crossbike could be implemented at the north approach. The effect of implementing a ten-second crossbike phase is anticipated to have a marginal effect on the performance of the intersection. There is insufficient ROW width on Woodroffe Avenue East to accommodate a separated bike facility.

Transit Level of Service:

The TLOS of the east and west approaches at Carling Avenue/Woodroffe Avenue West and Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue can surpass the target TLOS D by implementing continuous bus lanes or at-grade LRT (with continuous bus lanes identified in the RTTP 2031 Affordable Network and at-grade LRT identified in the 2031 Network Concept). While the RTTP 2031 Network Concept also identifies Woodroffe Avenue East as a Transit Priority Corridor with Isolated Measures, there are limited opportunities to improve the TLOS at the north and south approaches of the Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue intersection.

Vehicular Level of Service:

- The Auto LOS of Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue does not currently meet the target Auto LOS D. To meet the target Auto LOS D, a reduction of approximately 20 vehicles in the AM peak period and approximately 70 vehicles in the PM peak period is required.
- The Auto LOS of the unsignalized Woodroffe Avenue East/Carlingwood Shopping Centre access does not currently meet the target Auto LOS D. As westbound traffic has the option to turn left at the signalized access approximately 70m to the north, no mitigation is recommended.
- In existing and future traffic conditions, queueing issues were identified for the following movements:
 - Carling Avenue/Woodroffe Avenue West
 - Westbound left turn (PM peak)
 - o Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue
 - Southbound left turn (AM peak)
 - Southbound right turn (PM peak)
 - Eastbound left turn (AM and PM peaks)
 - Eastbound through (AM peak)
 - Westbound through (PM peak)
- Under the background traffic conditions, there is anticipated traffic growth on Woodroffe Avenues West and East. All intersections are anticipated to operate at approximately the same level of service, with Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue failing to meet the target Auto LOS D.
- Under the total traffic conditions, Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue
 is anticipated to downgrade to an Auto LOS F during the AM peak period in 2022. All other
 intersections are anticipated to operate at approximately the same level of service.
- At the access on Woodroffe Avenue East, outbound traffic and inbound northbound left traffic will rely on courtesy during the peak periods. Each vehicle making a northbound left turn into

the site will have approximately 30 seconds to complete their movement before impacting operating conditions at the intersection of Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue.

- Restricting inbound northbound left turns at the Woodroffe Avenue East access will likely result in downstream U-turns at the Carling Avenue/Carlingwood Shopping Centre traffic signal, where no U-turns were observed over the eight-hour period of the 2015 traffic count.
- To meet the target Auto LOS D at Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue in 2027 total traffic conditions (considered the worst case in this analysis), a reduction of approximately 50 vehicles in the AM peak period and approximately 60 vehicles in the PM peak period is required. This is comparable to the findings of the existing conditions analysis. The reduction in the number of southbound right turning vehicles is lower in the total traffic analysis due to the differences in the Peak Hour Factor (set at 0.90 in existing conditions and 1.0 in future conditions, as per the 2017 TIA Guidelines).
- A review of the Ontario Traffic Manual Books 5, 12, and 15 identify that an eastbound/ westbound pedestrian crossing treatment at Woodroffe Avenue East/Flower Avenue is not warranted.
- In conclusion, the roadway modification to accommodate the proposed redevelopment are limited to the relocation of the Ancaster Avenue road closure to the north of the proposed site access.

NOVATECH

Prepared by:

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Transportation/Traffic

Reviewed by:

JL. LUONG THE TOWNS OF ONTH

Jennifer Luong, P.Eng. Senior Project Manager, Transportation/Traffic

APPENDIX A

Conceptual Site Plan



FLOWER STREET

HUMON JANGAY BLESONGOOM

NAMPHY

CARLING AVENUE

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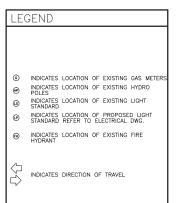
NAMPHY

AND AVENUE

CARLING AVENUE

PROJECT DESCI	RIPTION
ZONING	C1-c (0.75) [177]
SITE AREA	6025.4m2
BUILDING HEIGHT	12-6 STOREY COMMER.AND RES.
BUILDING FOOTPRINT	31,416 sf2
GROSS FLOOR AREA	250,153 sf2
TOTAL UNITS:	234 116
2 BED 1 BED	118
COMMERCIAL AREA	10,000 sf2
PARKING REQUIRED COMMERCIAL RESI.	10,000 sf2
PARKING PROVIDED SURFACE UNDERGROUND	198 19 179

LEGA	L DESCRIPTION			
REG. CITY	OF LOTS 1 AND 2 PLAN 461 OF OTTAWA DNAL MUNICIPALITY OF OTTAWA CARLETON			
PROJ	IECT DEVELOPER			
OGILVIE REALTY LTD. 1475 CAPLING AVENUE OTTAWA, ONTARIO K1Z 7L9				



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CONCEPT PLAN

SCALE: 1: 500

PLOT DATE: Tuesday, May 01, 2018

ISSUE FOR ZONING

485 ANCASTER AVE

SHEET#

PROJ. # 1714

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APPENDIX B

TIA Screening Form



City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	485 Ancaster Avenue
Description of Location	The property is located at the NW corner of Carling Avenue and Woodroffe Avenue East
Land Use Classification	High-rise Residential with Ground Floor Commercial
Development Size (units)	232 units
Development Size (m²)	930 m ² or 9,954 ft ² commercial
Number of Accesses and Locations	The subject site has one proposed access on Ancaster Avenue and one access on Woodroffe Avenue East
Phase of Development	1
Buildout Year	2022

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.

Land Use Type	Minimum Development Size
Single-family homes	40 units
Townhomes or apartments	90 units
Office	3,500 m²
Industrial	5,000 m ²
Fast-food restaurant or coffee shop	100 m²
Destination retail	1,000 m²
Gas station or convenience market	75 m ²

^{*} If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.

If the proposed development size is greater than the sizes identified above, <u>the Trip Generation</u> <u>Trigger is satisfied.</u>



Transportation Impact Assessment Screening Form

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, Rapid Transit or Spine Bicycle Networks?	✓	
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*	✓	

^{*}DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA).

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

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 km/hr or greater?		✓
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		✓
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?	✓	
Is the proposed driveway within auxiliary lanes of an intersection?	✓	
Does the proposed driveway make use of an existing median break that serves an existing site?		✓
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	✓	
Does the development include a drive-thru facility?		✓

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



Transportation Impact Assessment Screening Form

5. Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?	✓	
Does the development satisfy the Location Trigger?	✓	
Does the development satisfy the Safety Trigger?	✓	

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

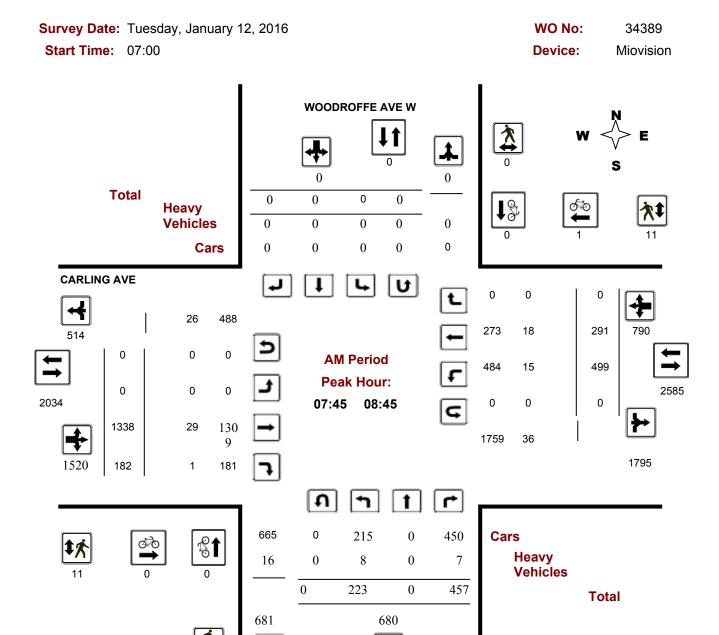
APPENDIX C

Traffic Count Data



Turning Movement Count - Full Study Peak Hour Diagram

CARLING AVE @ WOODROFFE AVE W



Comments

2018-Feb-21 Page 1 of 4

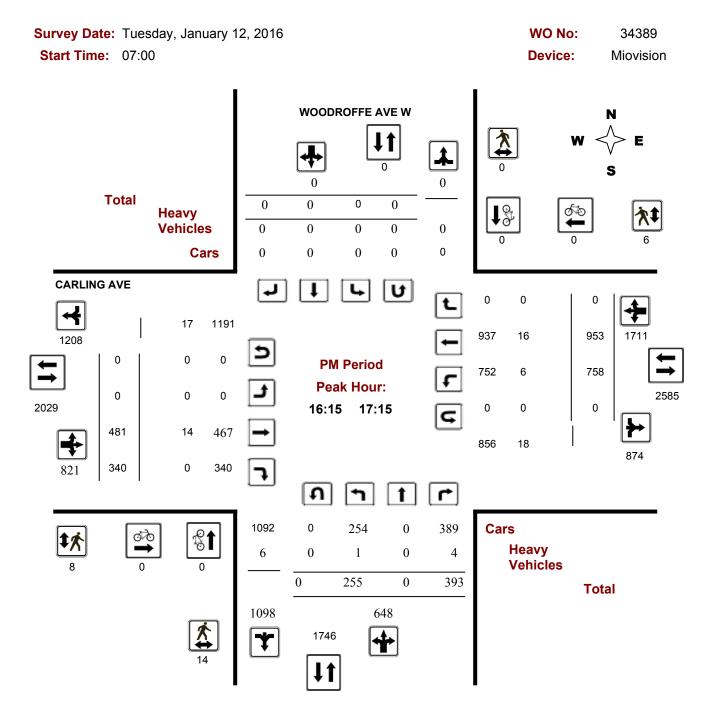
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Turning Movement Count - Full Study Peak Hour Diagram

CARLING AVE @ WOODROFFE AVE W



Comments

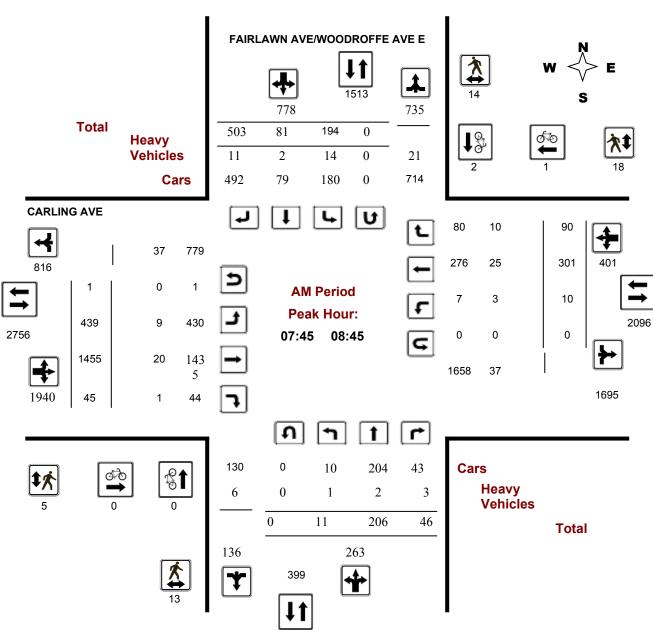
2018-Feb-21 Page 4 of 4



Turning Movement Count - Full Study Peak Hour Diagram

CARLING AVE @ FAIRLAWN AVE/WOODROFFE AVE E

Survey Date:Thursday, March 30, 2017WO No:36827Start Time:07:00Device:Miovision



Comments

2018-Feb-21 Page 1 of 4



Turning Movement Count - Full Study Peak Hour Diagram

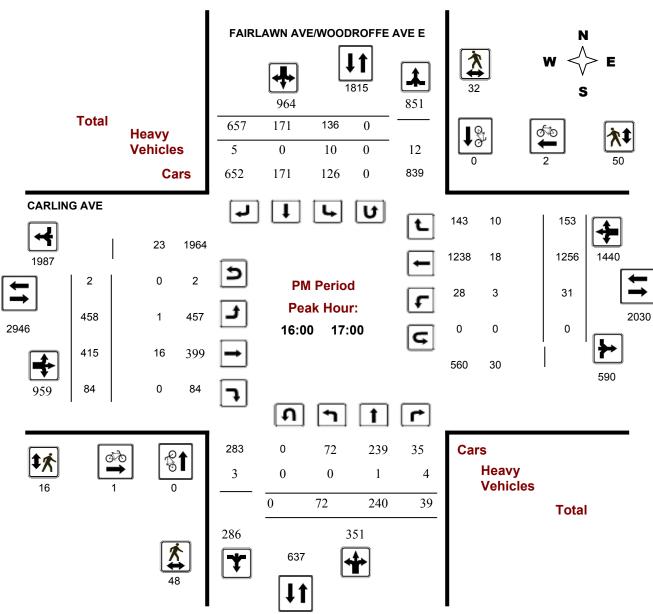
CARLING AVE @ FAIRLAWN AVE/WOODROFFE AVE E

Survey Date: Thursday, March 30, 2017

Start Time: 07:00

WO No: 36827

Device: Miovision



Comments

2018-Feb-21 Page 4 of 4



Turning Movement Count - Full Study Peak Hour Diagram

CARLING AVE @ CARLINGWOOD SC

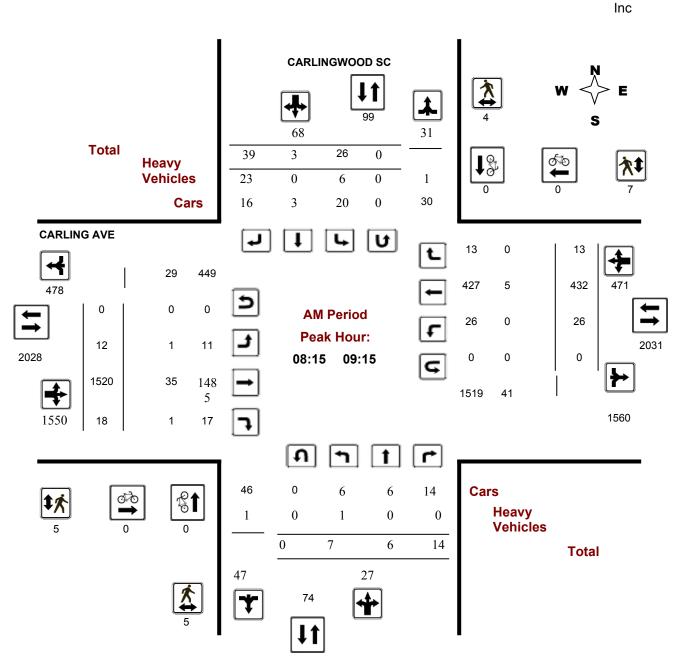
Survey Date: Wednesday, June 17, 2015

Start Time: 07:00

WO No: 34715

Device: Jamar

Jamar Technologies,



Comments

2018-Feb-21 Page 1 of 4



Turning Movement Count - Full Study Peak Hour Diagram

CARLING AVE @ CARLINGWOOD SC

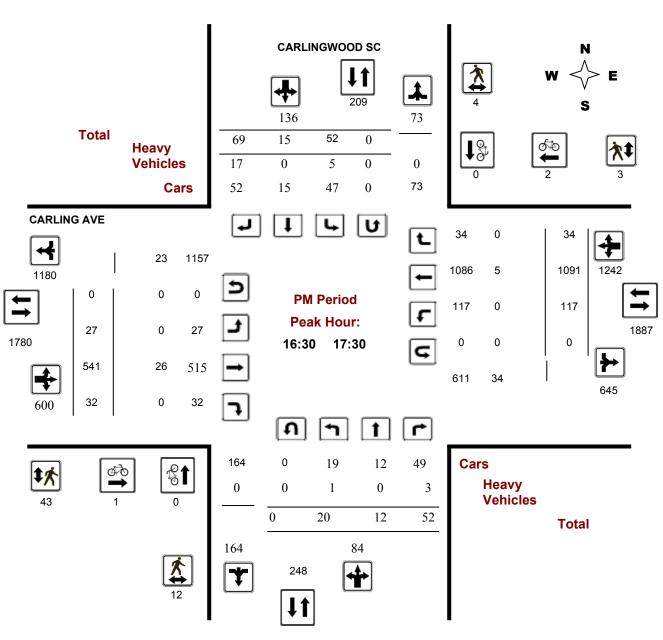
Survey Date: Wednesday, June 17, 2015

Start Time: 07:00

WO No: 34715 Device:

Jamar Technologies,

Inc



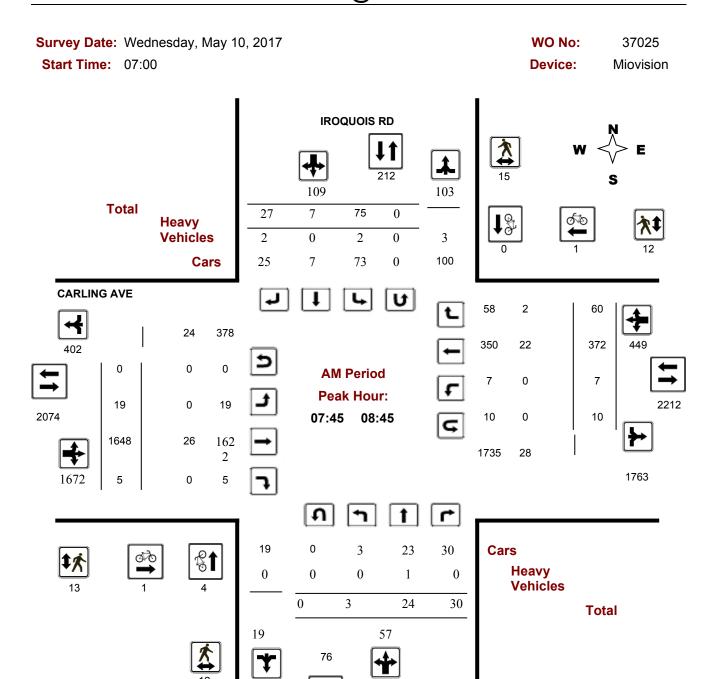
Comments

2018-Feb-21 Page 4 of 4



Turning Movement Count - Full Study Peak Hour Diagram

CARLING AVE @ IROQUOIS RD



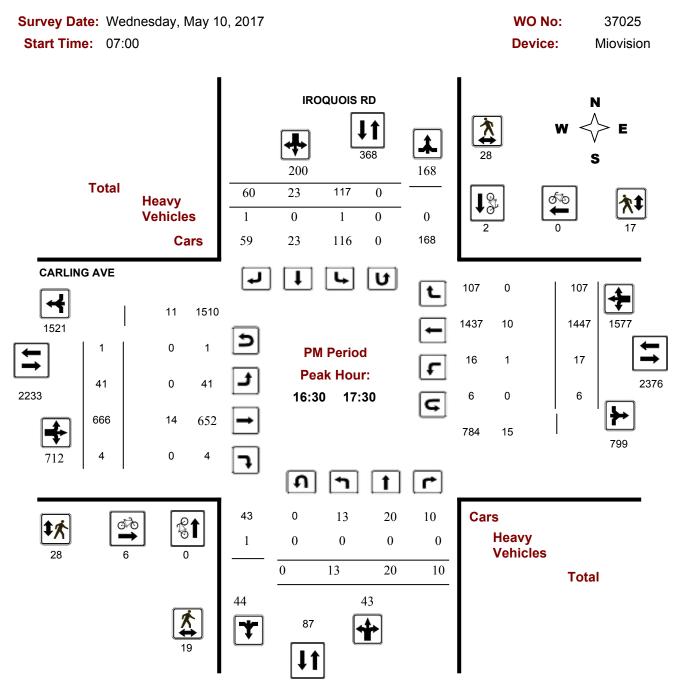
Comments

2018-Feb-21 Page 1 of 4



Turning Movement Count - Full Study Peak Hour Diagram

CARLING AVE @ IROQUOIS RD



Comments

2018-Feb-21 Page 4 of 4



Turning Movement Count - Full Study Peak Hour Diagram

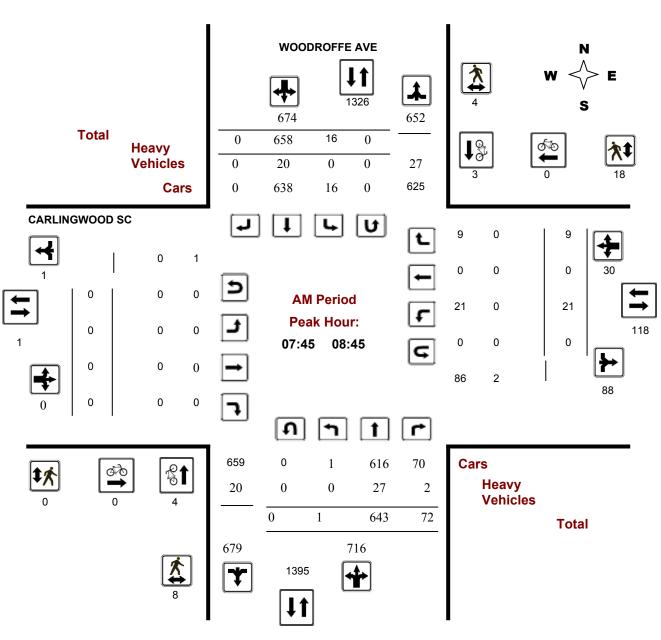
CARLINGWOOD SC @ WOODROFFE AVE

Survey Date: Wednesday, June 17, 2015

Start Time: 07:00

WO No: 34717

Device: Jamar
Technologies,
Inc



Comments

2018-Feb-21 Page 1 of 4



Turning Movement Count - Full Study Peak Hour Diagram

CARLINGWOOD SC @ WOODROFFE AVE

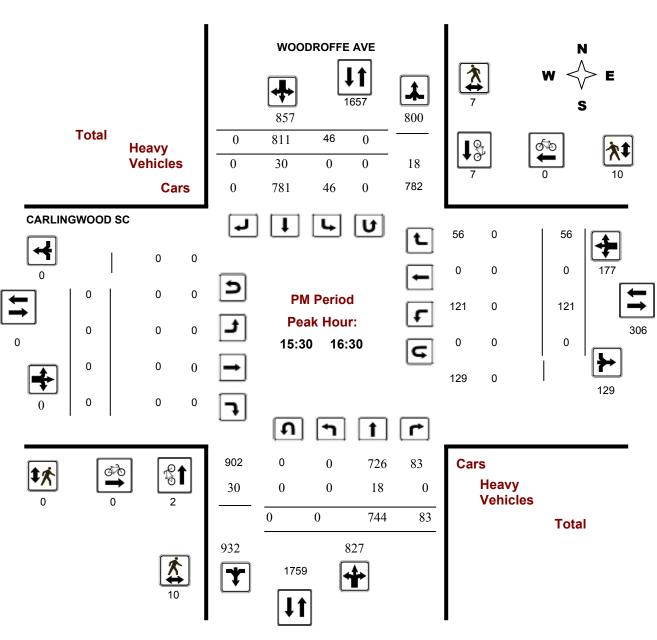
Survey Date: Wednesday, June 17, 2015

Start Time: 07:00

WO No: 34717

Device: Jamar

Technologies, Inc



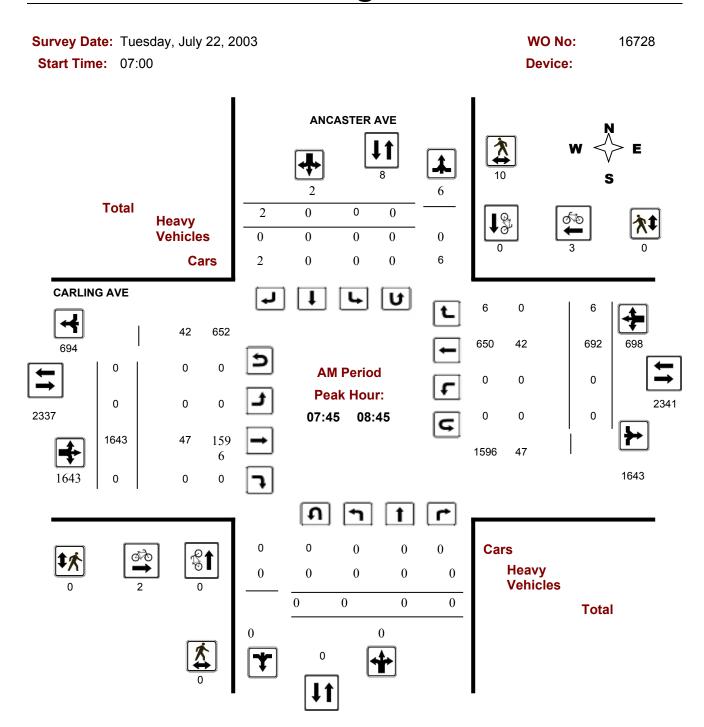
Comments

2018-Feb-21 Page 4 of 4



Turning Movement Count - Full Study Peak Hour Diagram

ANCASTER AVE @ CARLING AVE



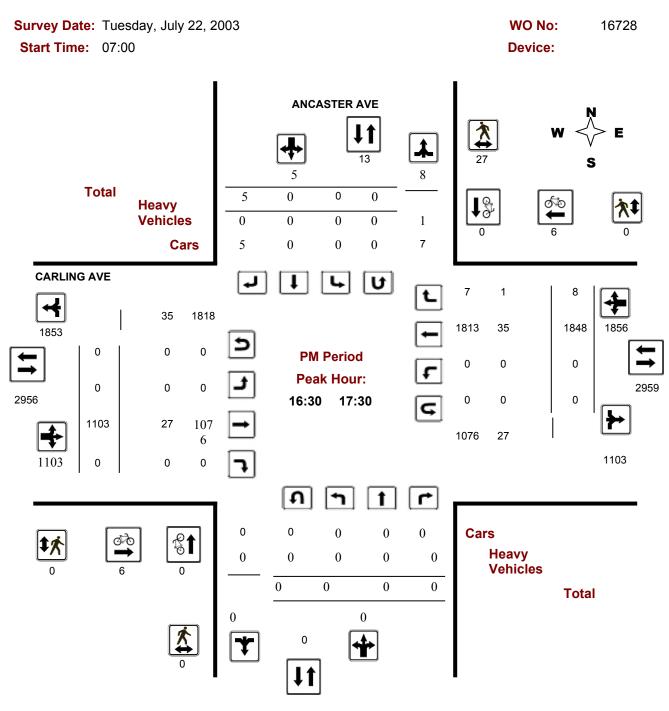
Comments

2018-Feb-26 Page 1 of 4



Turning Movement Count - Full Study Peak Hour Diagram

ANCASTER AVE @ CARLING AVE



Comments

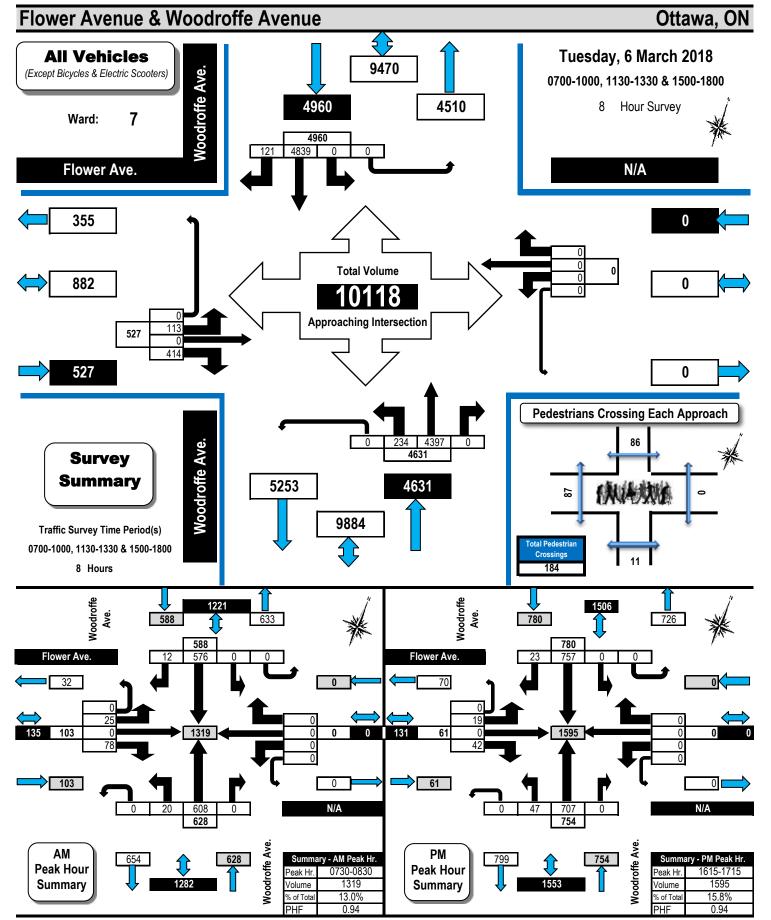
2018-Feb-26 Page 4 of 4



Printed on: 3/13/2018

Turning Movement Count Summary, AM and PM Peak Hour Flow Diagrams

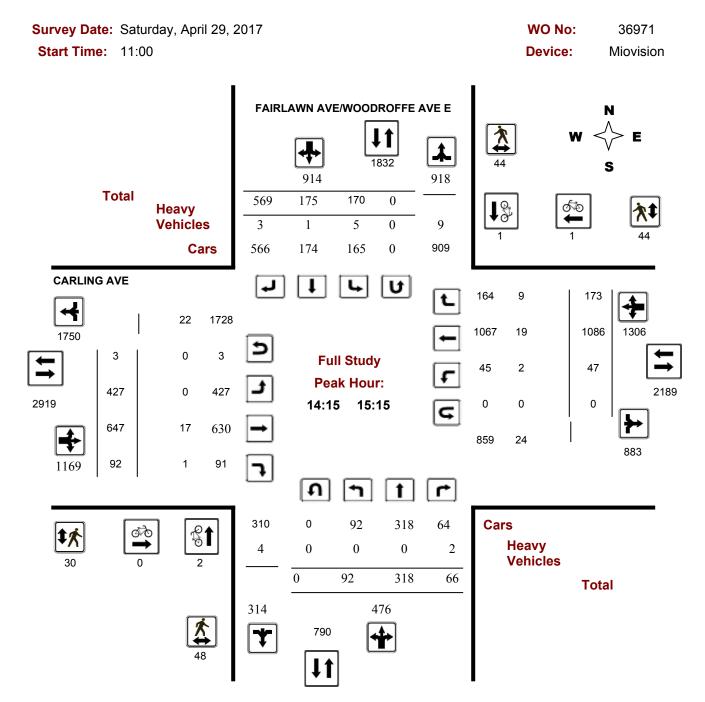
Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses





Turning Movement Count - Full Study Peak Hour Diagram

CARLING AVE @ FAIRLAWN AVE/WOODROFFE AVE E



Comments

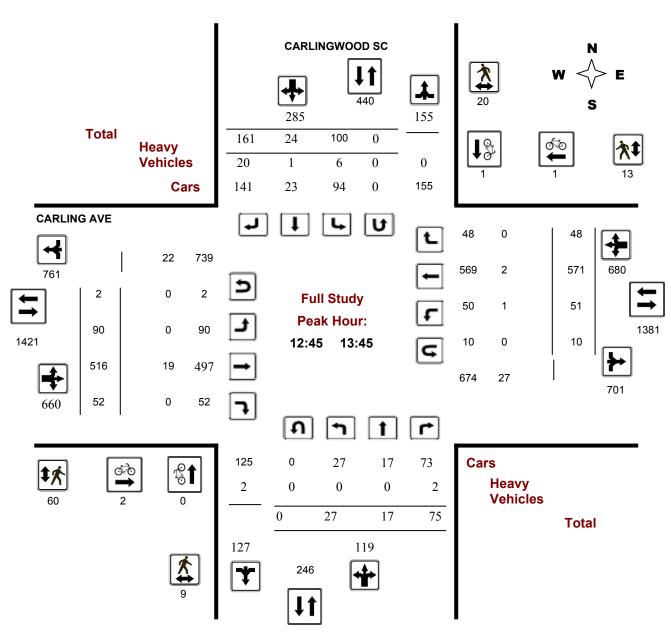
2018-May-22 Page 1 of 1



Turning Movement Count - Full Study Peak Hour Diagram

CARLING AVE @ CARLINGWOOD SC

Survey Date: Saturday, June 16, 2012 WO No: 686
Start Time: 11:00 Device: Miovision



Comments

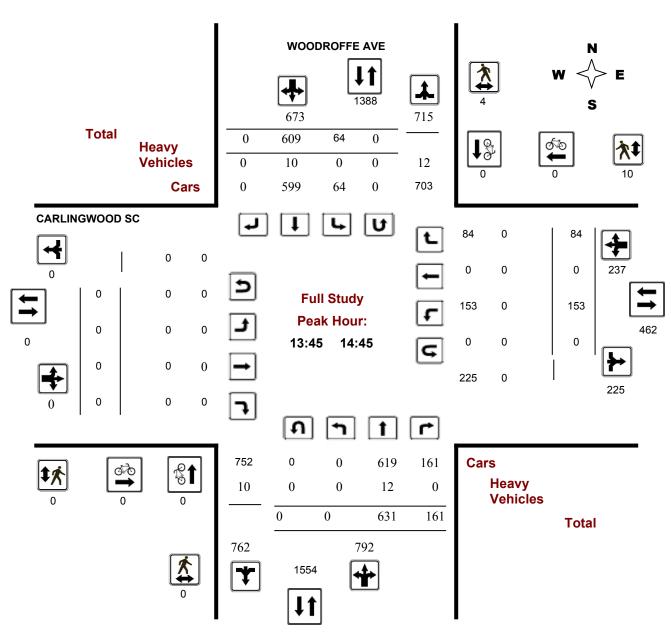
2018-May-22 Page 1 of 1



Turning Movement Count - Full Study Peak Hour Diagram

CARLINGWOOD SC @ WOODROFFE AVE

Survey Date: Saturday, February 01, 2014 WO No: 29218
Start Time: 11:00 Device: Miovision



Comments

2018-May-22 Page 1 of 1

APPENDIX D

Collision Records

OnTRAC Reporting System

CARLING AVE & CARLINGWOOD SC

Traffic Control: Traffic signal Number of Collisions: 8 Former Municipality: Ottawa **IMPACT SURFACE** VEHICLE No. DATE DAY TIME ENV LIGHT **TYPE** CLASS DIR COND'N MANOEUVRE VEHICLE TYPE FIRST EVENT **PED** 2012-08-02 Thu 10:55 Clear P.D. only V1 W 0 1 Daylight Angle Dry Going ahead Automobile, station Other motor vehicle V2 S Dry Going ahead Unknown Other motor vehicle 2 2012-12-21 Fri 11:10 Snow Daylight Angle P.D. only V1 W Packed snow Slowing or Pick-up truck Skidding/Sliding 0 Turning left Other motor vehicle V2 S Packed snow Automobile, station 3 2013-01-17 Thu 16:26 Clear Daylight Turning P.D. only V1 E Dry Turning left Automobile, station Other motor vehicle 0 Other motor vehicle V2 W Dry Going ahead Automobile, station 2013-06-26 We 17:30 Clear P.D. only V1 W Other motor vehicle 4 Daylight Sideswipe Dry Turning right Automobile, station 0 V2 W Dry Turning right Pick-up truck Other motor vehicle 5 2013-10-10 Thu 15:40 Clear Daylight Angle P.D. only V1 E Dry Going ahead Automobile, station Other motor vehicle 0 V2 N Dry Turning right Automobile, station Other motor vehicle 6 2013-11-12 Tue 16:52 Clear P.D. only V1 E Turning left Automobile, station Other motor vehicle Dusk Turning 0 V2 W Unknown Going ahead Automobile, station Other motor vehicle 7 2013-11-29 Fri 14:46 Clear Daylight Turning P.D. only V1 W Drv Turning left Automobile, station Other motor vehicle 0 V2 E Dry Going ahead Automobile, station Other motor vehicle 8 2013-12-24 Tue 13:29 Clear P.D. only V1 E Turning left Other motor vehicle 0 Daylight Turning Wet Automobile, station V2 W Wet Going ahead Automobile, station Other motor vehicle **CARLING AVE & FAIRLAWN AVE** Former Municipality: Ottawa Traffic Control: Traffic signal Number of Collisions: 23 **IMPACT** SURFACE VEHICLE No. DATE DAY TIME ENV LIGHT **TYPE** CLASS DIR COND'N MANOEUVRE VEHICLE TYPE FIRST EVENT **PED** 9 2012-01-05 Thu 18:03 Clear Dark Rear end P.D. only V1 W Wet Slowing or Automobile, station Other motor vehicle 0 V2 W Wet Slowing or Automobile, station Other motor vehicle P.D. only V1 S 10 2012-02-24 Fri 16:05 Snow Daylight Rear end Loose snow Slowing or Passenger van Other motor vehicle 0 Stopped V2 S Loose snow Automobile, station Other motor vehicle

FROM: 2012-01-01 TO: 2014-01-01

(Note: Time of Day = "00:00" represents unknown collision time

Tuesday, February 20, 2018 Page 1 of 4

Collision Main Detail Summary OnTRAC Reporting System

	Comsion Main Detail Summary								
	OnTRAC Reporting System							FROM: 2012-01-01	TO: 2014-01-01
11	2012-02-27 Mo 11:50 Snow	Daylight Turning	P.D. only	V1 W V2 E	Wet Wet	Turning left Going ahead	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0
12	2012-06-06 We 12:09 Clear	Daylight Rear end	Non-fatal	V1 E V2 E V3 E	Dry Dry Dry	Turning left Turning left Turning left	Automobile, station Automobile, station Pick-up truck	Other motor vehicle Other motor vehicle Other motor vehicle	0
13	2012-06-16 Sat 12:00 Clear	Daylight Sideswipe	P.D. only		Dry Dry	Changing lanes Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	
14	2012-06-18 Mo 10:04 Clear	Daylight Turning	P.D. only	V1 W V2 W	Dry Dry	Turning left Turning left	Truck and trailer Automobile, station	Other motor vehicle Other motor vehicle	0
15	2012-08-25 Sat 11:30 Clear	Daylight Rear end	P.D. only	V1 E V2 E	Dry Dry	Turning left Turning left	Pick-up truck Pick-up truck	Other motor vehicle Other motor vehicle	0
16	2012-11-07 We 13:55 Clear	Daylight Angle	Non-fatal		Dry Dry	Going ahead Going ahead	Passenger van Automobile, station	Other motor vehicle Other motor vehicle	0
17	2013-02-08 Fri 10:30 Snow	Daylight Sideswipe	P.D. only	V1 W V2 W V3 S	Loose snow Loose snow Loose snow	Changing lanes Slowing or Turning left	Pick-up truck Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle Other motor vehicle	0
18	2013-02-14 Thu 15:40 Clear	Daylight Sideswipe	P.D. only	V1 E V2 E	Dry Dry	Turning left Turning left	Passenger van Pick-up truck	Other motor vehicle Other motor vehicle	0
19	2013-04-23 Tue 11:56 Clear	Daylight Rear end	Non-fatal		Dry Dry	Going ahead Stopped	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
20	2013-06-08 Sat 12:21 Clear	Daylight Turning	P.D. only		Dry Dry	Turning left Turning left	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
21	2013-06-10 Mo 10:00 Clear	Daylight Rear end	P.D. only	V1 S V2 S	Dry Dry	Slowing or Stopped	Pick-up truck Passenger van	Other motor vehicle Other motor vehicle	0
22	2013-06-11 Tue 06:27 Rain	Daylight Turning	P.D. only	V1 S V2 N	Wet Wet	Turning left Going ahead	Automobile, station Pick-up truck	Other motor vehicle Other motor vehicle	0
23	2013-06-28 Fri 19:35 Rain	Daylight Rear end	P.D. only	V1 W V2 W	Wet Wet	Slowing or Stopped	Automobile, station Unknown	Other motor vehicle Other motor vehicle	0
24	2013-07-29 Mo 19:39 Clear	Daylight Angle	P.D. only		Wet Wet	Going ahead Going ahead	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0

(Note: Time of Day = "00:00" represents unknown collision time

2013-08-02 Fri 14:12 Rain

Daylight Angle

OnTRAC Reporting System

25

	2010 00 02 111 14.12 10	m Dayngin 7	, anglo	V2 S	Wet	Going ahead	Pick-up truck	Other motor vehicle	·
26	2013-09-08 Sun 19:42 Cl	ear Dusk S	Sideswipe P.D. only	V1 S V2 S	Dry Dry	Going ahead Turning left	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
27	2013-09-19 Thu 22:43 Cl	ear Dark 1	Turning Non-fata		Dry Dry	Turning left Going ahead	Automobile, station Bicycle	Cyclist Other motor vehicle	0
28	2013-09-25 We 09:38 C	ear Daylight	Turning Non-fata	V1 S V2 N	Dry Dry	Turning left Going ahead	Automobile, station Bicycle	Cyclist Other motor vehicle	0
29	2013-10-19 Sat 18:23 Ra	in Dark 1	Turning P.D. only	V1 N V2 N	Wet Wet	Going ahead Turning left	Automobile, station Pick-up truck	Other motor vehicle Other motor vehicle	0
30	2013-10-30 We 15:37 C	ear Daylight S	Sideswipe Non-fata	V1 S V2 S	Dry Dry	Turning right Turning right	Automobile, station Truck and trailer	Other motor vehicle Other motor vehicle	0
31	2013-11-28 Thu 14:40 Cl	ear Daylight S	Sideswipe P.D. only	V1 W V2 W	Wet Wet	Changing lanes Going ahead	Pick-up truck Passenger van	Other motor vehicle Other motor vehicle	0
CARLING AV	/E & IROQUOIS RD								
CARLING AV Former Municip		Traffic Con	ntrol: Traffic signal		Numbe	er of Collisions: 7			
			introl: Traffic signal IMPACT TYPE CLASS	DIR	Number SURFACE COND'N	er of Collisions: 7 VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
	pality: Ottawa	NV LIGHT	IMPACT TYPE CLASS		SURFACE	VEHICLE	VEHICLE TYPE Automobile, station Automobile, station	FIRST EVENT Other motor vehicle Other motor vehicle	
Former Municip	DATE DAY TIME E	NV LIGHT ear Daylight A	IMPACT TYPE CLASS Angle P.D. only	V1 E	SURFACE COND'N Dry	VEHICLE MANOEUVRE Going ahead	Automobile, station	Other motor vehicle	PED
Former Municip	DATE DAY TIME E 2012-01-04 We 10:58 Cl	NV LIGHT ear Daylight A	IMPACT TYPE CLASS Angle P.D. only	V1 E V2 N	SURFACE COND'N Dry Dry	VEHICLE MANOEUVRE Going ahead Going ahead Turning right	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle Other motor vehicle	PED 0
Former Municip 32 33	DATE DAY TIME E 2012-01-04 We 10:58 Cl 2012-03-31 Sat 15:28 Cl	NV LIGHT Par Daylight A Par Daylight A Par Daylight A	IMPACT TYPE CLASS Angle P.D. only Angle P.D. only	V1 E V2 N V1 W V2 N	SURFACE COND'N Dry Dry Dry	VEHICLE MANOEUVRE Going ahead Going ahead Turning right Going ahead	Automobile, station Automobile, station Automobile, station Automobile, station Passenger van	Other motor vehicle	PED 0

Going ahead

Pick-up truck

Non-fatal V1 E Wet

FROM: 2012-01-01 TO: 2014-01-01

0

Other motor vehicle

(Note: Time of Day = "00:00" represents unknown collision time

	Collision Main I	Deta	iii Sun	nmary	'								
	OnTRAC Reporti	ing S	ystem									FROM: 2012-01-01	TO: 2014-01-01
37	2013-03-15	Fri	12:00	Snow	Daylight	Sideswipe	P.D. only	V1 E V2 E	Loose snow Loose snow	Merging Going ahead	Unknown Pick-up truck	Other motor vehicle Other motor vehicle	0
38	2013-07-10	We	15:29	Clear	Daylight	Turning	Non-fatal	V1 E V2 W	Dry Dry	Turning left Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	1
-	NG AVE & WOOD	ROF	FE AV	ΕW									
Former I	Municipality: Ottawa				Traffic Co	ontrol: Traffic s	signal		Numbe	r of Collisions: 9			
	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
39	2013-01-19	Sat	09:45	Snow	Daylight	Rear end	P.D. only	V1 N V2 N	Loose snow Loose snow	Slowing or Stopped	Pick-up truck Pick-up truck	Other motor vehicle Other motor vehicle	0
40	2013-01-24	Thu	08:34	Clear	Daylight	Sideswipe	P.D. only	V1 W V2 W	Ice Ice	Turning left Turning left	Pick-up truck Truck - closed	Other motor vehicle Other motor vehicle	0
41	2013-02-14	Thu	10:56	Clear	Daylight	Single vehicle	Non-fatal	V1 N	Dry	Turning left	Automobile, station	Pedestrian	1
42	2013-05-06	Мо	08:10	Clear	Daylight	Rear end	Non-fatal	V1 E V2 E	Dry Dry	Going ahead Stopped	Automobile, station Passenger van	Other motor vehicle Other motor vehicle	0
43	2013-05-14	Tue	17:46	Clear	Daylight	Sideswipe	Non	V1 W V2 W	Dry Dry	Turning left Turning left	Pick-up truck Pick-up truck	Other motor vehicle Other motor vehicle	0
44	2013-06-26	We	13:00	Clear	Daylight	Rear end	P.D. only	V1 N V2 N	Dry Dry	Turning right Turning right	Truck - dump Automobile, station	Other motor vehicle Other motor vehicle	0
45	2013-09-25	We	14:44	Clear	Daylight	Turning	P.D. only	V1 N V2 S	Dry Dry	Turning left Going ahead	Automobile, station Bicycle	Cyclist Other motor vehicle	0
46	2013-10-06	Sun	17:44	Clear	Dusk	Turning	P.D. only	V1 E V2 W	Wet Wet	Going ahead Turning left	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
47	2013-12-27	Fri	10:24	Clear	Daylight	Rear end	P.D. only	V1 E V2 E	Wet Wet	Going ahead Stopped	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0

OnTRAC Reporting System FROM: 2012-01-01 TO:2014-01-01

CARLINGWOOD SC & WOODROFFE AVE

Former Munici	pality: Ottawa	Traffic Control: Traffic	signal		Numbe	er of Collisions: 8			
	DATE DAY TIME E	NV LIGHT TYPE	CLASS D	IR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
1	2012-02-24 Fri 14:20 Cl	ear Daylight Angle	P.D. only V	1 N 2 W	Packed snow Packed snow	Going ahead Turning left	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
2	2012-04-10 Tue 20:47 Cl	ear Dark Rear end	P.D. only V		Wet Wet	Slowing or Stopped	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
3	2012-06-05 Tue 21:11 Cl	ear Dusk Single vehicle	e Non-fatal V	1 S	Wet	Going ahead	Motorcycle	Skidding/Sliding	0
4	2012-06-19 Tue 07:55 Ra	in Daylight Rear end	P.D. only V	1 S 2 S	Wet Wet	Slowing or Stopped	Automobile, station Automobile, station	Skidding/Sliding Other motor vehicle	0
5	2013-02-03 Sun 14:30 Sr	ow Daylight Rear end	P.D. only V	1 S 2 S	Wet Wet	Slowing or Stopped	Automobile, station Automobile, station	Skidding/Sliding Other motor vehicle	0
6	2013-04-16 Tue 17:50 Cl	ear Daylight Turning	P.D. only V		Dry Dry	Turning left Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
7	2013-04-27 Sat 14:05 Cl	ear Daylight Rear end	P.D. only V	1 N 2 N	Dry Dry	Slowing or Stopped	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
8	2013-09-21 Sat 14:22 Ra	in Daylight Turning	Non-fatal V	1 S 2 N	Wet Wet	Turning left Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
FLOWER AV	/E & WOODROFFE AVE								
Former Munici	pality: Ottawa	Traffic Control: Stop s	sign			er of Collisions: 4			
	DATE DAY TIME E	IMPACT NV LIGHT TYPE	CLASS D	IR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
9	2012-07-04 We 16:45 Cl	ear Daylight Angle		1 E 2 S	Dry Dry	Turning left Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
10	2012-08-31 Fri 10:52 Ra	in Daylight Turning	P.D. only V	1 S 2 S	Wet Wet	Turning right Going ahead	Automobile, station Truck - open	Other motor vehicle Other motor vehicle	0
11	2012-12-24 Mo 17:10 CI	ear Dark Angle	Non-fatal V	1 E 2 S	Wet Ice	Slowing or Going ahead	Automobile, station Passenger van	Other motor vehicle Other motor vehicle	0

(Note: Time of Day = "00:00" represents unknown collision time

OnTRAC Reporting System FROM: 2012-01-01 TO: 2014-01-01

Non-fatal V1 N Wet 12 2013-10-18 Fri 09:09 Rain Daylight Rear end Going ahead Automobile, station 0 Other motor vehicle Slowing or V2 N Wet Pick-up truck Other motor vehicle V3 N Wet Stopped Other motor vehicle Automobile, station

(Note: Time of Day = "00:00" represents unknown collision time



City Operations - Transportation Services

Collision Details Report - Public Version

From: January 1, 2014 **To:** December 31, 2016

Location: CARLING AVE @ CARLINGWOOD SC

Traffic Control: Traffic signal Total Collisions: 22

Trainic Control. Tra	o orginal						. Otal G	omsions. Zz	•
Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
2014-Jan-02, Thu,17:20	Clear	Angle	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Mar-29, Sat,15:34	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Passenger van	Other motor vehicle	
2014-May-22, Thu,17:20	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Pick-up truck	Other motor vehicle	
2014-May-29, Thu,17:15	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Pick-up truck	Other motor vehicle	
2014-Nov-13, Thu,16:57	Clear	Turning movement	Non-fatal injury	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	
					East	Turning left	Pick-up truck	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	

Tuesday, February 20, 2018 Page 1 of 13

2014-May-22, Thu,00:00	Clear	Turning movement	P.D. only	Dry	East	Turning left	Pick-up truck	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
2014-Dec-13, Sat,21:53	Clear	Angle	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle
					North	Going ahead	Pick-up truck	Other motor vehicle
2014-Dec-11, Thu,18:01	Clear	Turning movement	P.D. only	Slush	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Turning right	Automobile, station wagon	Other motor vehicle
2016-Jan-11, Mon,10:00	Clear	SMV other	Fatal injury	Dry	South	Turning left	Municipal transit bus	Pedestrian 1
2015-Sep-24, Thu,19:30	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Pick-up truck	Other motor vehicle
2015-Mar-25, Wed,14:45	Clear	SMV other	P.D. only	Dry	South	Turning right	Municipal transit bus	Pedestrian
2016-Oct-19, Wed,17:50	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Pick-up truck	Other motor vehicle
2016-Jun-09, Thu,17:47	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Pick-up truck	Other motor vehicle

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2016-Jun-10, Fri,17:13	Clear	Angle	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle
					North	Going ahead	Pick-up truck	Other motor vehicle
2015-Nov-20, Fri,18:14	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Pick-up truck	Other motor vehicle
2015-Oct-09, Fri,10:57	Rain	Angle	P.D. only	Wet	West	Slowing or stopping	g Pick-up truck	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Jan-29, Fri,12:20	Drifting Snow	Turning movement	P.D. only	Packed snow	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Jun-08, Wed,17:11	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Passenger van	Other motor vehicle
2016-Jul-18, Mon,10:25	Clear	Turning movement	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
2016-May-25, Wed,16:54	Clear	Turning movement	P.D. only	Dry	East	Turning left	Pick-up truck	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
					South	Stopped	Automobile, station wagon	Other motor vehicle

Tuesday, February 20, 2018 Page 3 of 13

2016-May-29, Sun,14:55	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle
					East	Going ahead	Passenger van	Other motor vehicle
2016-Nov-14, Mon,11:51	Clear	Turning movement	Non-fatal injury	Dry	East	Turning left	Automobile,	Other motor
		Terring		,			station wagon	vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle

Location: CARLING AVE @ FAIRLAWN AVE/WOODROFFE AVE E

Traffic Control: Traffic signal Total Collisions: 26

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	Vehicle type	First Event	No. Ped
2014-Jan-31, Fri,13:05	Clear	Turning movement	Non-fatal injury	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2014-Feb-03, Mon,16:30	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	g Pick-up truck	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2014-May-31, Sat,15:48	Clear	SMV other	Non-fatal injury	Dry	West	Going ahead	Motorcycle	Skidding/sliding	
2014-Jun-09, Mon,12:28	Clear	Turning movement	P.D. only	Dry	South	Turning right	Pick-up truck	Other motor vehicle	
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2014-Jun-20, Fri,20:36	Clear	Rear end	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	
					South	Turning left	Automobile, station wagon	Other motor vehicle	

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2014-Jul-22, Tue,16:25	Clear	Turning movement	P.D. only	Dry	East		Automobile, station wagon	Other motor vehicle
					West	Going ahead	Pick-up truck	Other motor vehicle
2014-Oct-11, Sat,11:50	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Pick-up truck	Other motor vehicle
					South	Going ahead	Pick-up truck	Other motor vehicle
2014-Oct-28, Tue,18:00	Rain	Rear end	P.D. only	Wet	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle
					East	Stopped	Pick-up truck	Other motor vehicle
2014-Dec-08, Mon,13:36	Clear	Rear end	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle
					East		Automobile, station wagon	Other motor vehicle
2014-Oct-24, Fri,15:58	Clear	Sideswipe	P.D. only	Dry	East		Automobile, station wagon	Other motor vehicle
					East		Automobile, station wagon	Other motor vehicle
2014-Sep-03, Wed,16:02	Clear	Sideswipe	P.D. only	Dry	South		Automobile, station wagon	Other motor vehicle
					South		Automobile, station wagon	Other motor vehicle
2015-Jan-20, Tue,16:30	Clear	Turning movement	Non-fatal injury	Dry	South		Automobile, station wagon	Other motor vehicle
					North	Going ahead	Pick-up truck	Other motor vehicle

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2015-Mar-24, Tue,12:06	Clear	Angle	P.D. only	Dry	West	•	Automobile, station wagon	Other motor vehicle
					North		Automobile, station wagon	Other motor vehicle
2015-May-04, Mon,19:00	Rain	SMV other	P.D. only	Wet	West		Automobile, station wagon	Curb
2015-May-03, Sun,10:50	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle
					East		Automobile, station wagon	Other motor vehicle
2015-Jan-07, Wed,06:43	Snow	Other	P.D. only	Loose snow	West		Automobile, station wagon	Curb
					East		Automobile, station wagon	Other motor vehicle
2015-Jun-09, Tue,08:54	Rain	Angle	P.D. only	Wet	North	•	Automobile, station wagon	Other motor vehicle
					East		Automobile, station wagon	Other motor vehicle
2015-May-31, Sun,16:43	Clear	Rear end	Non-fatal injury	Dry	East		Automobile, station wagon	Other motor vehicle
					East		Automobile, station wagon	Other motor vehicle
2015-Mar-27, Fri,16:46	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Unknown	Other motor vehicle
					West		Automobile, station wagon	Other motor vehicle
2016-Jan-27, Wed,13:44	Clear	Sideswipe	Non-fatal injury	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle

Tuesday, February 20, 2018 Page 6 of 13

					West	Going ahead	Automobile, station wagon	Other motor vehicle
2015-Oct-28, Wed,20:31	Rain	Sideswipe	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle
					East	Going ahead	Automobile, station wagon	Other motor vehicle
2015-Oct-17, Sat,13:00	Clear	Turning movement	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle
					East	Turning left	Automobile, station wagon	Other motor vehicle
2016-Apr-22, Fri,17:18	Clear	Rear end	P.D. only	Dry	West	Unknown	Unknown	Other motor vehicle
					West	Slowing or stopping	g Pick-up truck	Other motor vehicle
2016-Apr-28, Thu,17:00	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Jul-07, Thu,07:20	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle
					South	Going ahead	Pick-up truck	Other motor vehicle
2016-Dec-17, Sat,16:43	Snow	Turning movement	P.D. only	Slush	South	Turning left	Automobile, station wagon	Other motor vehicle
					North	Going ahead	Pick-up truck	Other motor vehicle

Tuesday, February 20, 2018 Page 7 of 13

Location: CARLING AVE @ IROQUOIS RD

Traffic Control: Traffic signal Total Collisions: 10

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped	
2014-Apr-15, Tue,12:30	Snow	Angle	Non-fatal injury	Wet	West	Going ahead	Pick-up truck	Other motor vehicle		
					South	Turning left	Automobile, station wagon	Other motor vehicle		
2014-Mar-26, Wed,21:15	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle		
					West	Going ahead	Automobile, station wagon	Other motor vehicle		
2014-Sep-08, Mon,08:50	Clear	Angle	P.D. only	Dry	West	Going ahead	Automobile,	Other motor		
2014-00p-00, Worl,00.00	Olcai	Aligio	T.D. Offiny	Diy	VVCSt	Comy ancad	station wagon	vehicle		
					North	Going ahead	Pick-up truck	Other motor vehicle		
2016-May-05, Thu,17:15	Clear	Turning movement	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	2	
					East	Turning left	Automobile, station wagon	Other motor vehicle		
2016-Oct-31, Mon,10:13	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle		
					South	Going ahead	Automobile, station wagon	Other motor vehicle		
2015-Sep-08, Tue,14:35	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle		
					South	Turning left	Automobile, station wagon	Other motor vehicle		
2016-Jun-21, Tue,16:00	Clear	Angle	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle		
2016-Jun-21, Tue,16:00	Clear	Angle	P.D. only	Dry	South	Turning right				

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					East	Going ahead	Pick-up truck	Other motor vehicle
2016-Nov-16, Wed,16:11	Clear	Turning movement	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle
					East	Turning left	Automobile, station wagon	Other motor vehicle
2016-Dec-14, Wed,10:40	Clear	Rear end	P.D. only	Dry	South	Unknown	Automobile, station wagon	Other motor vehicle
					South	Unknown	Truck - closed	Other motor vehicle
2016-Dec-04, Sun,13:50	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle

Location: CARLING AVE @ WOODROFFE AVE W

Traffic Control: Traffic signal Total Collisions: 28

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Jun-01, Sun,12:50	Clear	Rear end	P.D. only	Dry	West	Unknown	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jan-31, Sat,10:20	Clear	Rear end	P.D. only	Wet	North	Slowing or stopping	g Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Apr-02, Thu,15:15	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	g Automobile, station wagon	Other motor vehicle	
					North	Stopped	Pick-up truck	Other motor vehicle	

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2015-Jan-02, Fri,05:47	Clear	SMV other	Non-fatal injury	Dry	West	Going ahead	Pick-up truck	Curb	
2015-May-28, Thu,18:14	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Aug-30, Sun,10:44	Clear	SMV other	Non-fatal injury	Dry	East	Going ahead	Municipal transit	Pedestrian	1
2015-Jul-23, Thu,08:50	Clear	Angle	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Apr-09, Thu,08:00	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2015-Jun-03, Wed,16:34	Clear	Turning movement	Non-fatal injury	Dry	South	Turning right	Pick-up truck	Cyclist	
					South	Going ahead	Bicycle	Other motor vehicle	
2015-Sep-18, Fri,12:19	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Feb-19, Fri,09:09	Clear	Rear end	P.D. only	Slush	South	Slowing or stopping	g Automobile, station wagon	Other motor vehicle	

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					South	Going ahead	Pick-up truck	Other motor vehicle
2016-Oct-24, Mon,07:56	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle
					East	Stopped	Automobile, station wagon	Other motor vehicle
2016-Jun-08, Wed,08:36	Clear	Sideswipe	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle
					East	Stopped	Municipal transit bus	Other motor vehicle
2015-Oct-24, Sat,14:39	Clear	Rear end	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle
					North	Turning right	Automobile, station wagon	Other motor vehicle
					North	Turning right	Automobile, station wagon	Other motor vehicle
2015-Nov-17, Tue,18:46	Clear	Rear end	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle
					East	Stopped	Pick-up truck	Other motor vehicle
2016-Jan-14, Thu,19:03	Clear	Rear end	Non-fatal injury	Slush	West	Going ahead	Automobile, station wagon	Other motor vehicle
					West	Stopped	Pick-up truck	Other motor vehicle
2015-Nov-20, Fri,19:00	Rain	Rear end	P.D. only	Wet	East	Turning right	Pick-up truck	Other motor vehicle
					East	Turning right	Automobile, station wagon	Other motor vehicle

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2016-Mar-14, Mon,15:15	Rain	Rear end	P.D. only	Wet	North	Going ahead	Pick-up truck	Other motor vehicle
					North	Slowing or stopping	g Automobile, station wagon	Other motor vehicle
2016-Sep-09, Fri,16:27	Clear	Turning movement	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Mar-27, Sun,13:29	Clear	Sideswipe	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
2016-May-17, Tue,15:51	Clear	Rear end	P.D. only	Dry	North	Unknown	Pick-up truck	Other motor vehicle
					North	Stopped	Automobile, station wagon	Other motor vehicle
2016-Sep-26, Mon,19:28	Clear	Rear end	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle
					West	Turning left	Automobile, station wagon	Other motor vehicle
2016-Oct-03, Mon,23:44	Clear	Angle	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle
					East	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Dec-03, Sat,13:07	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle
					North	Going ahead	Automobile, station wagon	Other motor vehicle

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2016-Dec-18, Sun,10:45	Snow	Turning movement	P.D. only	Loose snow	East	Making "U" turn	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Passenger van	Other motor vehicle
2016-Sep-15, Thu,17:51	Clear	Turning movement	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle
					North	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Nov-23, Wed,06:45	Clear	SMV other	P.D. only	lce	East	Going ahead	Automobile, station wagon	Curb
2016-Nov-25, Fri,14:01	Clear	Sideswipe	P.D. only	Slush	East	Changing lanes	Automobile, station wagon	Other motor vehicle
					East	Going ahead	Automobile, station wagon	Other motor vehicle

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City Operations - Transportation Services

Collision Details Report - Public Version

From: January 1, 2014 **To:** December 31, 2016

Location: CARLINGWOOD SC @ WOODROFFE AVE

Traffic Control: Traffic signal Total Collisions: 3

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	er Vehicle type	First Event	No. Ped
2014-Feb-12, Wed,14:26	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Nov-19, Thu,16:55	Rain	Rear end	P.D. only	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Jan-04, Mon,10:55	Clear	Angle	Non-fatal injury	Wet	North	Going ahead	Automobile,	Other motor	
							station wagon	vehicle	
					West	Turning left	Pick-up truck	Other motor vehicle	

Location: FLOWER AVE @ WOODROFFE AVE

Traffic Control: Stop sign Total Collisions: 9

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	er Vehicle type	First Event	No. Ped
2014-Jan-07, Tue,11:19	Clear	Rear end	P.D. only	Ice	East	Slowing or stoppin	g Automobile, station wagon	Other motor vehicle	
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2014-Feb-11, Tue,12:30	Clear	SMV other	Non-fatal injury	Dry	East	Turning right	Automobile, station wagon	Pedestrian	1

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2014-Feb-08, Sat,12:49	Clear	SMV other	P.D. only	Dry	South	Going ahead	Pick-up truck	Other
2014-Aug-29, Fri,16:59	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle
					North	Stopped	Pick-up truck	Other motor vehicle
2015-Jan-22, Thu,12:01	Clear	Turning movement	Non-fatal injury	Slush	North	Turning left	Automobile, station wagon	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Other motor vehicle
					East	Stopped	Passenger van	Other motor vehicle
2015-Jan-22, Thu,11:42	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle
					North	Going ahead	Automobile, station wagon	Other motor vehicle
2015-Sep-11, Fri,07:58	Clear	Angle	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					South	Going ahead	Pick-up truck	Other motor vehicle
2015-Oct-28, Wed,15:40	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	g Pick-up truck	Other motor vehicle
					North	Stopped	Pick-up truck	Other motor vehicle
2015-Oct-10, Sat,14:54	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle
					North	Stopped	Automobile, station wagon	Other motor vehicle

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City Operations - Transportation Services

Collision Details Report - Public Version

From: January 1, 2012 **To:** December 31, 2016

Location: WOODROFFE AVE btwn CARLINGWOOD SC & CARLING AVE

Traffic Control: No control

Total Collisions: 15

Traine Control. No	00111101						i otai ot	misions. 10	•
Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Mar-25, Tue,12:45	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Municipal transit bus	Other motor vehicle	
2014-Sep-13, Sat,14:45	Rain	Angle	P.D. only	Wet	East	Turning left	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Pick-up truck	Other motor vehicle	
2014-Oct-29, Wed,17:24	Clear	Angle	P.D. only	Wet	East	Turning left	Pick-up truck	Other motor vehicle	
					South	Going ahead	Pick-up truck	Other motor vehicle	
2015-Jan-22, Thu,14:04	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Sep-24, Thu,13:58	Clear	Angle	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Dec-24, Thu,14:12	Clear	Angle	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	

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					South	Turning left	Pick-up truck	Other motor vehicle
2016-Dec-02, Fri,17:37	Clear	Angle	P.D. only	Dry	East	Turning left	Pick-up truck	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Other motor vehicle
2013-Feb-15, Fri,16:13	Clear	Rear end	Non-fatal injury	Dry	South	Slowing or stopping	g Pick-up truck	Other motor vehicle
					South	Stopped	Pick-up truck	Other motor vehicle
2013-Jul-18, Thu,15:51	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle
					North	Going ahead	Automobile, station wagon	Other motor vehicle
2013-Aug-02, Fri,14:31	Clear	Angle	P.D. only	Dry	East	Turning left	Pick-up truck	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Other motor vehicle
2013-Oct-21, Mon,20:23	Clear	Rear end	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle
					North	Stopped	Automobile, station wagon	Other motor vehicle
2013-Nov-29, Fri,18:30	Clear	Rear end	P.D. only	Dry	North	Going ahead	Passenger van	Other motor vehicle
					North	Stopped	Pick-up truck	Other motor vehicle
2012-Feb-13, Mon,12:21	Clear	Rear end	P.D. only	Dry	North	Going ahead	Passenger van	Other motor vehicle
					North	Stopped	Pick-up truck	Other motor vehicle

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					North		Automobile, station wagon	Other motor vehicle
2012-Nov-22, Thu,13:27	Clear	Angle	P.D. only	Dry	East	•	Automobile, station wagon	Other motor vehicle
					South	Slowing or stopping		Other motor vehicle
2012-Dec-06, Thu,15:15	Clear	Angle	P.D. only	Dry	North	Turning left	Pick-up truck	Other motor vehicle
					West	Going ahead	Truck and trailer	Other motor vehicle

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APPENDIX E Excerpts of 2148 Carling Avenue Transportation Brief



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2148 CARLING AVENUE

PRIMARY AND PASS-BY TRAFFIC VOLUMES

DEC 2013

113002

FIGURE # 2

APPENDIX F

Intersection MMLOS

Appendix F: Intersection MMLOS Analysis

F.1 Pedestrian Level of Service (PLOS)

Exhibit 5 of the Addendum to the MMLOS guidelines has been used to evaluate the existing PLOS at all intersections within the study area. Exhibit 22 of the MMLOS guidelines suggests a target PLOS C for Arterial Main Streets and all roadways within the General Urban Area. The results of the intersection PLOS are as follows:

- Carling Avenue/Woodroffe Avenue West: Table 1;
- Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue: Table 2;
- Carling Avenue/Carlingwood Shopping Centre: Table 3;
- Carling Avenue/Iroquois Road: Table 4;
- Woodroffe Avenue East/Carlingwood Shopping Centre: Table 5.

F.2 Bicycle Level of Service (BLOS)

Exhibit 12 of the MMLOS guidelines has been used to evaluate the existing BLOS at all intersections within the study area. Exhibit 22 of the MMLOS guidelines suggests a target BLOS B for Local Routes in the General Urban Area (Iroquois Road, Flower Avenue), a target BLOS C for Spine Routes in the General Urban Area (Woodroffe Avenue West/East, Fairlawn Avenue), a target BLOS C for Spine Routes along Arterial Main Streets (Carling Avenue), and a target BLOS D for roadways with no bike classification in the General Urban Area (Carlingwood Shopping Centre, Ancaster Avenue). The results of the intersection PLOS are as follows:

• The results of the intersection BLOS analysis are summarized in **Table 6**.

F.3 Transit Level of Service (TLOS)

Exhibit 16 of the MMLOS guidelines has been used to evaluate the existing TLOS at relevant intersections within the study area. Exhibit 22 of the MMLOS guidelines suggests a target TLOS D for Transit Priority Corridors with Isolated Measures along Arterial Main Streets (Carling Avenue). No other roadways within the study area have a transit priority designation. Regardless, Woodroffe Avenue East, Fairlawn Avenue, and Carlingwood Shopping Centre at Carling Avenue have still been evaluated for TLOS, as these roadways do provide transit service within the study area.

The results of the intersection TLOS analysis are summarized in Table 7.

F.4 Truck Level of Service (TkLOS)

Exhibit 21 of the MMLOS guidelines has been used to evaluate the existing TkLOS at relevant intersections within the study area. Exhibit 22 of the MMLOS guidelines suggests a target TkLOS D for Truck Routes along Arterial Main Streets (Carling Avenue), and Truck Routes along arterial roadways in the General Urban Area (Woodroffe Avenue West/East).

The results of the intersection TkLOS analysis are summarized in Table 8.

F.5 Vehicular Level of Service (Auto LOS)

Exhibit 22 of the MMLOS guidelines suggests a target Auto LOS D for Arterial Main Streets and all roadways within the General Urban Area. Detailed Synchro reports are included in **Appendix G**.

- The results of the intersection Auto LOS analysis are summarized in **Table 9**.
- Approaches where queueing issues have been identified are listed with the associated 50th-and 95th-percentile queue lengths are summarized in **Table 10**.

F.6 Intersection MMLOS Summary

A summary of the results of the existing signalized intersection MMLOS analysis is provided in **Table 11**.

Table 1: PLOS Intersection Analysis – Carling Avenue/Woodroffe Avenue West

CRITERIA	North Approach		South Approach		East Approach		West Approach	
			PETSI SCORE					
CROSSING DISTANCE CONDITIONS								
Median > 2.4m in Width	N/A	0	No	72	Yes	45	Yes	45
Lanes Crossed (3.5m Lane Width)	N/A	0	5	12	7	45	7	45
SIGNAL PHASING AND TIMING	•		•			*	•	
Left Turn Conflict	N/A	0	Protected	0	No Left Turn/Prohibited	0	Permissive	-8
Right Turn Conflict	N/A	0	Permissive or Yield	-5	Perm + Prot	-5	No Right Turn/Prohibited	0
Right Turn on Red	N/A	0	RTOR Allowed	-3	N/A	0	N/A	0
Leading Pedestrian Interval	N/A	0	No	-2	No	-2	No	-2
CORNER RADIUS								
Parallel Radius	N/A	0	> 15m to 25m	-8	> 5m to 10m	-5	N/A	0
Parallel Right Turn Channel	N/A	0	Conventional without Receiving	0	No Right Turn Channel	-4	N/A	0
Perpendicular Radius	N/A	0	N/A	0	N/A	0	> 15m to 25m	-8
Perpendicular Right Turn Channel	N/A	0	N/A	0	N/A	0	Conventional without Receiving	0
CROSSING TREATMENT								
Treatment	N/A	0	Standard	-7	Standard	-7	Standard	-7
	PETSI SCORE	-		47		22		20
	LOS	-		D		F		F
			DELAY SCORE					
Cycle Length		-		130		130		130
Pedestrian Walk Time		-		19.3		9.2		9.2
	DELAY SCORE	-		47.1		56.1		56.1
	LOS	-		E		E		E
	OVERALL	-		Е		F		F

Table 2: PLOS Intersection Analysis – Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue

CRITERIA	North Approach		South Approach		East Approach		West Approach	
			PETSI SCORE					
CROSSING DISTANCE CONDITIONS	S							
Median > 2.4m in Width	No	55	No	39	Yes	0	Yes	15
Lanes Crossed (3.5m Lane Width)	6	55	7	39	10 +	0	9	15
SIGNAL PHASING AND TIMING					•		•	•
Left Turn Conflict	Protected	0	Protected	0	Perm + Prot	-8	Permissive	-8
Right Turn Conflict	Permissive or Yield	-5	Permissive or Yield	-5	Permissive or Yield	-5	Perm + Prot	-5
Right Turn on Red	RTOR Allowed	-3	RTOR Allowed	-3	N/A	0	RTOR Allowed	-3
Leading Pedestrian Interval	No	-2	No	-2	No	-2	No	-2
CORNER RADIUS								
Parallel Radius	> 15m to 25m	-8	> 15m to 25m	-8	> 10m to 15m	-6	> 10m to 15m	-6
Parallel Right Turn Channel	Conventional without Receiving	0	No Right Turn Channel	-4	No Right Turn Channel	-4	No Right Turn Channel	-4
Perpendicular Radius	N/A	0	N/A	0	> 15m to 25m	-8	N/A	0
Perpendicular Right Turn Channel	N/A	0	N/A	0	Conventional without Receiving	0	N/A	0
CROSSING TREATMENT								
Treatment	Standard	-7	Standard	-7	Standard	-7	Standard	-7
	PETSI SCORE	30		10		-40		-20
	LOS	E		F		F		F
			DELAY SCORE					
Cycle Length		130		130		130		130
Pedestrian Walk Time		13.9		21.6		23.1		37.1
	DELAY SCORE	51.8		45.2		44.0		33.2
	LOS	E		E		E		D
	OVERALL	E		F		F		F

Table 3: PLOS Intersection Analysis – Carling Avenue/Carlingwood Shopping Centre

CRITERIA	North Approach		South Approach		East Approach		West Approach	
			PETSI SCORI	= '				
CROSSING DISTANCE CONDITIONS	}							
Median > 2.4m in Width	No	23	No	20	No	40	No	40
Lanes Crossed (3.5m Lane Width)	8	23	7	39	10 +	-10	10 +	-10
SIGNAL PHASING AND TIMING	-							
Left Turn Conflict	Perm + Prot	-8	Permissive	-8	Permissive	-8	Permissive	-8
Right Turn Conflict	Permissive or Yield	-5						
Right Turn on Red	RTOR Allowed	-3						
Leading Pedestrian Interval	No	-2	No	-2	No	-2	No	-2
CORNER RADIUS								
Parallel Radius	> 10m to 15m	-6	> 15m to 25m	-8	> 5m to 10m	-5	> 15m to 25m	-8
Parallel Right Turn Channel	No Right Turn Channel	-4						
Perpendicular Radius	N/A	0	N/A	0	N/A	0	N/A	0
Perpendicular Right Turn Channel	N/A	0	N/A	0	N/A	0	N/A	0
CROSSING TREATMENT								•
Treatment	Standard	-7	Standard	-7	Zebra Stripe	-4	Zebra Stripe	-4
	PETSI SCORE	-12		2		-41	•	-44
	LOS	F		F		F		F
			DELAY SCOR	E				
Cycle Length		130		130		130		130
Pedestrian Walk Time		29.8		47.8		28.1		28.1
	DELAY SCORE	38.6		26.0		39.9		39.9
	Los	D		С		D		D
	OVERALL	F		F		F		F

Table 4: PLOS Intersection Analysis – Carling Avenue/Iroquois Road

CRITERIA	North Approach	South Approach	East Approach		West Approach				
PETSI SCORE									
CROSSING DISTANCE CONDITION	S								
Median > 2.4m in Width	No	88	No	88	Yes	0	Yes	0	
Lanes Crossed (3.5m Lane Width)	4	00	4	00	10 +	U	10 +	U	
SIGNAL PHASING AND TIMING									
Left Turn Conflict	Perm + Prot	-8	Permissive	-8	Permissive	-8	Permissive	-8	
Right Turn Conflict	Permissive or Yield	-5	Permissive or Yield	-5	Permissive or Yield	-5	Permissive or Yield	-5	
Right Turn on Red	RTOR Allowed	-3	N/A	0	N/A	0	N/A	0	
Leading Pedestrian Interval	No	-2	No	-2	No	-2	No	-2	
CORNER RADIUS									
Parallel Radius	> 15m to 25m	-8	> 15m to 25m	-8	> 5m to 10m	-5	> 10m to 15m	-6	
Parallel Right Turn Channel	Conventional without Receiving	0	Conventional without Receiving	0	No Right Turn Channel	-4	No Right Turn Channel	-4	
Perpendicular Radius	N/A	0	N/A	0	> 15m to 25m	-8	> 15m to 25m	-8	
Perpendicular Right Turn Channel	N/A	0	N/A	0	Conventional without Receiving	0	Conventional without Receiving	0	
CROSSING TREATMENT									
Treatment	Standard	-7	Standard	-7	Standard	-7	Standard	-7	
	PETSI SCORE	55		58		-39		-40	
	LOS	D		D		F		F	
			DELAY SCORE						
Cycle Length		130		130		130		130	
Pedestrian Walk Time		53.8		67.8		25.7		25.7	
	DELAY SCORE	22.3		14.9		41.8		41.8	
	Los	С		В		E		E	
	OVERALL	D		D		F		F	

Table 5: PLOS Intersection Analysis – Woodroffe Avenue East/Carlingwood Shopping Centre

CRITERIA	North Approach		South Approach		East Approach		West Approach			
PETSI SCORE										
CROSSING DISTANCE CONDITIONS	S									
Median > 2.4m in Width	No	88	No		No	70	N/A			
Lanes Crossed (3.5m Lane Width)	4	88	5	72	5	72	N/A	0		
SIGNAL PHASING AND TIMING	•			•						
_eft Turn Conflict	No Left Turn/Prohibited	0	Permissive	-8	Permissive	-8	N/A	0		
Right Turn Conflict	Permissive or Yield	-5	No Right Turn/Prohibited	0	Permissive or Yield	-5	N/A	0		
Right Turn on Red	N/A	0	RTOR Allowed	-3	RTOR Allowed	-3	N/A	0		
Leading Pedestrian Interval	terval Yes 0 Yes				No	-2	N/A	0		
CORNER RADIUS				•						
Parallel Radius	> 10m to 15m	-6	No Right Turn	0	> 5m to 10m	-5	N/A	0		
Parallel Right Turn Channel	No Right Turn Channel	-4	No Right Turn	0	No Right Turn Channel	-4	N/A	0		
Perpendicular Radius	N/A	0	N/A	0	N/A	0	N/A	0		
Perpendicular Right Turn Channel	N/A	0	N/A	0	N/A	0	N/A	0		
CROSSING TREATMENT										
Treatment	Standard	-7	Standard	-7	Standard	-7	N/A	0		
	PETSI SCORE	66		54		38		-		
	LOS	С		D		E		-		
			DELAY SCORI	E						
Cycle Length		95		95		85		-		
Pedestrian Walk Time		7.3		7.3		30.0		-		
	DELAY SCORE	40.5		40.5		17.8		-		
	LOS	E		E		В		-		
	OVERALL	Е		E		E				

Table 6: BLOS Intersection Analysis

Approach	Bikeway Facility Type	Criteria	Travel Lanes and/or Speed	BLOS
Carling Avenue/W	oodroffe Avenue	West		
South Approach	Mixed Traffic	Right Turn Lane Characteristics	Right turn lane > 50m	F
South Approach	wixed Traffic	Left Turn Accommodation	1 lane crossed; ≥ 60 km/h	F
East Approach	Mixed Traffic	Right Turn Lane Characteristics	No right turn	-
	Wilkou Traillo	Left Turn Accommodation	Dual left turn lanes	F
West Approach	Mixed Traffic	Right Turn Lane Characteristics	Right turn lane > 50m	F
· ·		Left Turn Accommodation	No left turn	-
Carling Avenue/W	oodroffe Avenue	East/Fairlawn Aven	ue	
North Approach	Mixed Traffic	Right Turn Lane Characteristics	Right turn lane > 50m	F
Пошт Арргоасп	Wilked Traffic	Left Turn Accommodation	2 lanes crossed; ≥ 50 km/h	F
South Approach	Mixed Traffic	Right Turn Lane Characteristics	Shared through/right turn lane	Α
Ооши приодон		Left Turn Accommodation	2 lanes crossed; ≥ 50 km/h	F
East Approach	Mixed Traffic	Right Turn Lane Characteristics	Right turn lane > 50m	F
	WIXCU TUINO	Left Turn Accommodation	4 lanes crossed; > 50 km/h	F
West Approach	Mixed Traffic	Right Turn Lane Characteristics	Shared through/right turn lane	Α
		Left Turn Accommodation	Dual left turn lanes	F
Carling Avenue/Ca	arlingwood Shop	ping Centre		
North Approach	Mixed Traffic	Right Turn Lane Characteristics	Shared through/right turn lane	Α
Тотит прргосон	Wilked Traille	Left Turn Accommodation	2 lanes crossed; ≤ 40 km/h	D
South Approach	Mixed Traffic	Right Turn Lane Characteristics	Shared through/right turn lane	Α
	, , , , , , , , , , , , , , , , , , ,	Left Turn Accommodation	No lanes crossed; < 50 km/h	В
East Approach	Mixed Traffic	Right Turn Lane Characteristics	Shared through/right turn lane	Α
		Left Turn Accommodation	4 lanes crossed; ≥ 50 km/h	F
West Approach	Mixed Traffic	Right Turn Lane Characteristics	Shared through/right turn lane	А
		Left Turn Accommodation	3 lanes crossed; ≥ 50 km/h	F

Approach	Bikeway Facility Type	Criteria	Travel Lanes and/or Speed	BLOS
Carling Avenue/Iro	oquois Road			
North Approach	Mixed Traffic	Right Turn Lane Characteristics	Shared through/right turn lane	А
Нопп Арргоасп	wiked Hallic	Left Turn Accommodation	1 lane crossed; 50 km/h	D
South Approach	Mixed Traffic	Right Turn Lane Characteristics	Shared through/right turn lane	Α
South Approach	Wilked Hallic	Left Turn Accommodation	No lanes crossed; ≤ 50 km/h	В
East Approach	Mixed Traffic	Right Turn Lane Characteristics	Right turn lane > 50m	F
Last Approach	Wilked Hallic	Left Turn Accommodation	4 lanes crossed; ≥ 50 km/h	F
West Approach	Mixed Traffic	Right Turn Lane Characteristics	Shared through/right turn lane	Α
West Approach	Wilked Traffic	Left Turn Accommodation	3 lanes crossed; ≥ 50 km/h	F
Woodroffe Avenue	East/Carlingwo	od Shopping Centre		
North Approach	Mixed Traffic	Right Turn Lane Characteristics	No right turn	-
Попп Арргоасп	wiked Hallic	Left Turn Accommodation	1 lane crossed; 60 km/h	F
South Approach	Mixed Traffic	Right Turn Lane Characteristics	Right turn lane > 50m	F
оочи дриоди	WINGU HAIRC	Left Turn Accommodation	No left turn	-
East Approach	Mixed Traffic	Right Turn Lane Characteristics	Right turn lane < 50m; Turning speed < 25 km/h	D
<u> </u>	WINGU HAIRC	Left Turn Accommodation	No lanes crossed; ≤ 50 km/h	В

Table 7: TLOS Intersection Analysis

Approach	Delay ⁽¹⁾	TLOS								
Carling Avenue/Woodroffe Avenue West										
South	-	-								
East	40 sec	Е								
West	35 sec	Е								
Carling Avenue/Woodro	Carling Avenue/Woodroffe Avenue East/Fairlawn Avenue									
North	50 sec	F								
South	50 sec	F								
East	35 sec	Е								
West	40 sec	E								
Carling Avenue/Carlingwood Shopping Centre										
North	10 sec ⁽²⁾	В								
South	-	-								
East	5 sec	В								
West	5 sec	В								
Carling Avenue/Iroquois	Road									
North	-	-								
South	-	-								
East	15 sec	В								
West	5 sec	В								
Woodroffe Avenue East/	Carlingwood Shopping Ce	entre								
North	5 sec	В								
South	5 sec	В								
East	-	-								

Delay based on outputs from Synchro analysis
 Approach has a dedicated bus lane (high level TSP), and has been assigned a delay of 10 seconds

Table 8: TkLOS Intersection Analysis

Tubic of TREGO	Effection Analysis	Name to a contract of the cont								
Approach	Effective Corner Radius	Number of Receiving Lanes on Departure from Intersection	LOS							
Carling Avenue/	Carling Avenue/Woodroffe Avenue West									
South	< 10m	3	D							
East	-	-	-							
West	> 15m	2	Α							
Carling Avenue/	Woodroffe Avenue East/I	Fairlawn Avenue								
North	10m to 15m	3	В							
South	> 15m	3	Α							
East	> 15m	2	Α							
West	> 15m	1	O							
Carling Avenue/Carlingwood Shopping Centre										
North	10m to 15m	4	В							
South	< 10m	3	D							
East	10m to 15m	2	В							
West	> 15m	1	С							
Carling Avenue/	Iroquois Road									
North	10m to 15m	4	В							
South	< 10m	3	D							
East	> 15m	1	С							
West	> 15m	1	O							
Woodroffe Aven	ue East/Carlingwood Sho	opping Centre								
North	-	-	-							
South	< 10m	2	D							
East	10m to 15m	2	В							

Table 9: Auto LOS Intersection Analysis - Existing

Intersection	A	M Peak		PM Peak			
intersection	v/c	LOS	Mvmt	v/c	LOS	Mvmt	
Carling Avenue/ Woodroffe Avenue West	0.85	D	NBR	0.86	D	WBL	
Carling Avenue/ Woodroffe Avenue East/Fairlawn Avenue	0.98	E	SBL	0.96	E	SBR	
Carling Avenue/ Carlingwood Shopping Centre	0.44	Α	EBT	0.32	А	WBT/ NBT	
Carling Avenue/ Iroquois Road	0.50	Α	EBT	0.58	А	SBL	
Woodroffe Avenue East/ Carlingwood Shopping Centre (signalized)	0.29	Α	SBT	0.57	А	WBL	
Woodroffe Avenue East/ Carlingwood Shopping Centre (unsignalized) ⁽¹⁾	26 sec	D	WBL	43 sec	E	WBL	
Carling Avenue/ Ancaster Avenue ⁽¹⁾	10 sec	Α	SBR	10 sec	А	SBR	
Woodroffe Avenue East/ Flower Avenue ⁽¹⁾	15 sec	В	EBL/ EBR	21 sec	С	EBL/ EBR	
Carling Avenue/ Site Access ⁽¹⁾	9 sec	Α	SBR	10 sec	А	SBR	
Woodroffe Avenue East/ Site Access ⁽¹⁾	17 sec	С	EBL/ EBR	19 sec	С	EBL/ EBR	

^{1.} Unsignalized intersection

Table 10: Existing Queues Over Capacity

				AM Peak		PM Peak					
Intersection	Mvmt	v/c	LOS	50 th % Queue (m)	95 th % Queue (m)	v/c	LOS	50 th % Queue (m)	95 th % Queue (m)		
Carling Ave/ Woodroffe Ave West	WBL	0.80	O	67	86	0.86	D	107	m107		
	SBL	0.98	E	~48	#60	0.63	В	30	39		
Carling Ave/	SBR	0.73	С	62	71	0.96	Е	127	#225		
Woodroffe Ave East/ Fairlawn Ave	EBL	0.81	D	60	m78	0.71	С	57	#92		
	EBT	0.80	D	55	#283	0.32	Α	40	77		
	WBT	0.18	Α	14	14	0.84	D	121	#147		

m: volume for the 95th percentile queue is metered by an upstream signal #: volume for the 95th percentile cycle exceeds capacity ~: approach is above capacity

Appendix F

Table 11: Signalized Intersection MMLOS Summary

	Intersection	Ca	rling Avenu		Woodroff	Carling e Avenue E		n Avenue	Car		Avenue/ hopping Ce	entre		Carling Iroquoi	Avenue/ is Road			offe Avenu ood Shoppi	
		SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST	WEST	NORTH	SOUTH	EAST
	Island Refuge	No	Yes	Yes	No	No	Yes	Yes	No	No	No	No	No	No	Yes	Yes	No	No	No
	Lanes	5	7	7	6	7	10	9	8	7	10	10	4	4	10	10	4	5	5
	Conflicting Left Turns	Protected	No Left Turn	Permitted	Protected	Protected	Perm + Prot	Permitted	Perm + Prot	Permitted	Permitted	Permitted	Perm + Prot	Permitted	Permitted	Permitted	No Left Turn	Permitted	Permitted
	Conflicting Right Turns	Permitted/ Yield	Perm + Prot	No Right Turn	Permitted/ Yield	Permitted/ Yield	Permitted/ Yield	Perm + Prot	Permitted/ Yield	Permitted/ Yield	Permitted/ Yield	Permitted/ Yield	Permitted/ Yield	Permitted/ Yield	Permitted/ Yield	Permitted/ Yield	Permitted/ Yield	No Right Turn	Permitted/ Yield
	Right Turn on Red	RTOR Allowed	-	-	RTOR Allowed	RTOR Allowed	-	RTOR Allowed	RTOR Allowed	RTOR Allowed	RTOR Allowed	RTOR Allowed	RTOR Allowed	-	-	-	-	RTOR Allowed	RTOR Allowed
	Pedestrian Leading Interval	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Yes	Yes	No
⊊	Parallel Radius	15m to 25m	5m to 10m	-	15m to 25m	15m to 25m	10m to 15m	10m to 15m	10m to 15m	15m to 25m	5m to 10m	15m to 25m	15m to 25m	15m to 25m	5m to 10m	10m to 15m	10m to 15m	-	5m to 10m
stria	Parallel Channel	Conv w/o Receiving	No Channel	-	Conv w/o Receiving	No Channel	No Channel	No Channel	No Channel	No Channel	No Channel	No Channel	Conv w/o Receiving	Conv w/o Receiving	No Channel	No Channel	No Channel	-	No Channel
Pedestrian	Perpendicular Radius	-	-	15m to 25m	-	-	15m to 25m	-	-	-	-	-	-	-	15m to 25m	15m to 25m	-	-	-
	Perpendicular Channel	-	-	Conv w/o Receiving	-	-	Conv w/o Receiving	-	-	-	-	-	-	-	Conv w/o Receiving	Conv w/o Receiving	-	-	-
	Crosswalk Type	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Standard	Zebra Stripe	Zebra Stripe	Standard	Standard	Standard	Standard	Standard	Standard	Standard
	PETSI Score	47	22	20	30	10	-40	-20	-12	2	-41	-44	55	58	-39	-40	66	54	38
	Delay Score	47.1	56.1	56.1	51.8	45.2	44.0	33.2	38.6	26.0	39.9	39.9	22.3	14.9	41.8	41.8	40.5	40.5	17.8
		D	F	F	Е	F	F	F	F	F	F	F	D	D	F	F	Е	Е	Е
	Level of Service		F								-							Е	
	Target		С								С							С	
		Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed	Mixed
	Type of Bikeway	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic
	Turning Speed	Slow	-	Fast	Slow	Slow	Slow	Slow	Slow	Slow	Slow	Slow	Slow	Slow	Fast	Slow	-	Slow	Slow
	Right Turn Storage	> 50m	-	> 50m	> 50m	-	> 50m	-	-	-	-	-	-	-	> 50m	-	-	> 50m	< 50m
	Dual Right Turn Lanes	No	-	No	No	No	No	No	No	No	No	No	No	No	No	No	-	No	No
Cyclist	Shared Through-Right Lane Bike Box	No No	- No	No No	No No	Yes No	No No	Yes No	Yes No	Yes No	Yes No	Yes No	Yes No	Yes No	No No	Yes No	- No	No No	No No
yc	Lanes Crossed (Left Turns)	1	2	- 100	2	2	4	2	2	0	4	3	1	0	4	3	1	-	0
ပ	Dual Left Turn Lanes	No	Yes	_	No	No	No	Yes	No	No	No	No	No .	No	No	No	No	_	No
	Approach Speed	60 km/h	70 km/h	70 km/h	60 km/h	60 km/h	70 km/h	70 km/h	40 km/h	40 km/h	70 km/h	70 km/h	50 km/h	50 km/h	70 km/h	70 km/h	60 km/h	60 km/h	40 km/h
		F	F	F	F	F	F	F	D	В	F	F	D	В	F	F	F	F	D
	Level of Service		F			ŀ	=				F				=			F	
	Target		С			(C				3			С	
	Average Signal Delay	-	40 sec	35 sec	50 sec	50 sec	35 sec	40 sec	10 sec	-	5 sec	5 sec	-	-	15 sec	5 sec	5 sec	5 sec	-
Transit		-	Е	E	F	F	Е	Е	В	-	В	В	-	-	В	В	В	В	-
ran	Level of Service		Е			ı	=				3				3			В	
F	Target		D			Ī													
	Turning Radius	< 10m	-	> 15m	10m-15m	> 15m	> 15m	> 15m	10m-15m	< 10m	10m-15m	> 15m	10m-15m	< 10m	> 15m	> 15m	_	< 10m	10m-15m
	Receiving Lanes	3	-	2	3	3	2	1	4	3	2	1	4	3	1	1	-	2	2
Truck		D		А	В	А	А	С	В	D	В	С	В	D	С	С	-	D	В
<u> </u>	Level of Service		D															D	
	Target		D)							D	
0	Level of Service		D								Ą			,				Δ	
Auto	Target		D				-)								<u> </u>			D	
4	raiget																		

APPENDIX G

Signal Timing Plans

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

Intersection:Main:CarlingSide:Woodroffe SouthController:MS-3200TSD:5213

 Controller:
 MS-3200
 TSD:
 5213

 Author:
 Spencer Willows
 Date:
 20-Apr-2018

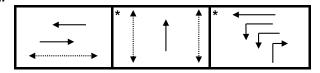
Existing Timing Plans[†]

Plan Ped Minimum Time

	AM Peak	Off Peak	PM Peak	Night	Weekend	Walk	DW	A+R
	1	2	3	4	5			
Cycle	130	110	130	100	105			
Offset	112	18	27	Χ	51			
EB Thru	55	40	40	40	38	11	15	3.7+2.0
WB Thru	86	69	89	56	66	-	-	3.7+2.0
NB Thru	44	41	41	44	39	7	26	3.3+2.5
WB Left (fp)	31	29	49	16	28	-	-	3.7+2.3
NB Right	31	29	49	16	28	-	•	3.7+2.3

Phasing Sequence[‡]

Plan: All



Notes:

- 1) For all plans except Plan 4, there is a minimum recall of 10s green for the NB movment.
- 2) There is a transit signal priority measure for the EW thru that extends the green time by 10 seconds for Plans 1 and 2, and 5 seconds for Plan 3.

Schedule

Weekday

Time	Plan							
0:15	4							
6:30	1							
9:30	2							
15:00	3							
18:30	2							
23:30	4							

Saturday

Plan				
4				
2				
5				
2				
4				

Sunday

Time	Plan
0:15	4
8:00	2
23:30	4

Notes

- †: Time for each direction includes amber and all red intervals
- ‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

→ Pedestrian signal

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

Intersection:	Main:	Carling	Side:	Woodroffe/Fairlawn
Controller:	MS-3200)	TSD:	5283
Author:	Spencer	Willows	Date:	23-Apr-2018

Existing Timing Plans[†]

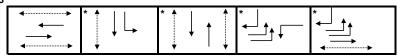
	Plan					Ped Min	imum T	ime
	AM Peak	Off Peak	PM Peak	Night	Weekend	Walk	DW	A+R
	1	2	3	4	5			
Cycle	130	110	130	100	105			
Offset	128	16	0	Х	13			
EB Thru	53.7	37	51.7	42	37	7	24	3.7+2.4
WB Thru	44	37	47	42	37	7	24	3.7+2.4
SB Left	14	11	14	•	12	•	•	3.3+3.0
NB Thru	41	42	43	46	41	23	11	3.3+3.6
SB Thru	55	53	57	46	53	23	11	3.3+3.6
EB Left (fp)	31	20	26	12	15	-	-	3.7+2.6
WB Left (fp)	21.3	20	21.3	12	15	-	•	3.7+2.6
SB Right	31	20	26	12	15	-	-	3.7+2.6

Phasing Sequence[‡]

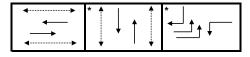
Plan: 2, 5



Plan: 1, 3



Plan: 4



Notes:

- 1) For all plans, if there is no pedestrian actuation for the NS thru movements, the NS thru movments will be forced off 6 seconds early.
- 2) For plan 5, there is a minimum recall of 10s green time for the NS thru movements.
- 3) There is a transit signal priority measure for the EW thru that extends the green time by 14 seconds for Plans 1 and 3.
- 4) The WB left turn has a maximum green time of 15 seconds.

Schedule

Weekday	
Time	Plan
0:15	4
6:30	1
9:30	2
15:00	3
18:30	2
23:30	4

Saturday					
Time	Plan				
0:15	4				
7:00	2				
9:10	5				
18:30	2				
23:30	4				

Sunday						
Time	Plan					
0:15	4					
8:00	2					
23:30	4					

Notes

- †: Time for each direction includes amber and all red intervals
- ‡: Start of first phase should be used as reference point for offset Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

Pedestrian signal

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

Intersection:Main:CarlingSide:Carlingwood SC/Fairlawn PlazaController:MS-3200TSD:5690Author:Spencer WillowsDate:23-Apr-2018

Existing Timing Plans[†]

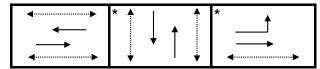
	Plan						Ped Mir	nimum T	ime
	AM Peak	Off Peak	PM Peak	Night	Weekend	Evening	Walk	DW	A+R
	1	2	3	4	5	12			
Cycle	130	110	130	100	105	100			
Offset	128	6	100	Χ	11	Χ			
EB Thru	82	62	82	44	61	44	7	28	3.7+2.5
WB Thru	65	48	64	44	46	44	7	28	3.7+2.5
NB Thru	48	48	48	44	44	44	24	13	3.3+3.6
SB Thru	48	48	48	44	44	44	24	13	3.3+3.6
EB Left	17	14	18	12	15	12	-	-	3.7+2.9

1) The EB Left movement has a maximum green time of 15 seconds.

Phasing Sequence[‡]

Plan: All

Notes:



Schedule

Weekday

Time	Plan
0:15	4
6:30	1
9:30	2
15:00	3
18:30	2
20:00	12
23:30	4

Saturday

Time	Plan
0:15	4
7:00	2
9:10	5
18:30	2
23:30	4

Sunday

Time	Plan
0:15	4
8:00	2
23:30	4

Notes

- †: Time for each direction includes amber and all red intervals
- ‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase (fp): Fully Protected Left Turn

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

 Intersection:
 Main:
 Carling
 Side:
 Iroquois

 Controller:
 MS-3200
 TSD:
 5276

 Author:
 Spencer Willows
 Date:
 23-Apr-2018

Existing Timing Plans[†]

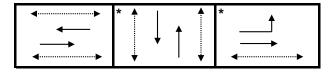
Plan

Ped Minimum Time

	AM Peak	Off Peak	PM Peak	Night	Weekend	Walk	DW	A+R
	1	2	3	4	5			
Cycle	130	110	130	100	105			
Offset	6	107	95	Х	17			
EB Thru	86	66	86	39	63	10	12	3.7+2.5
WB Thru	72	50	74	39	51	10	12	3.7+2.5
NB Thru	44	44	44	49	42	24	11	3.3+4.0
SB Thru	44	44	44	49	42	24	11	3.3+4.0
EB Left	14	16	12	12	12	•	-	3.7+3.3

Phasing Sequence[‡]

Plan: All



Notes:

1) There is a transit priority measure for the EW thru movement that extends the green time by 20 seconds for Plan 1, 3, and 5, and by 17 seconds for Plan 2.

Schedule

Weekday

Time	Plan
0:15	4
6:30	1
9:30	2
15:00	3
18:30	2
23:30	4

Saturday

Time	Plan
0:15	4
7:00	2
9:10	5
18:30	2
23:30	4

Sunday

Time	Plan
0:15	4
8:00	2
23:30	4

Notes

- †: Time for each direction includes amber and all red intervals
- ‡: Start of first phase should be used as reference point for offset

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

City of Ottawa, Transportation Services Department

Traffic Signal Operations Unit

Intersection: Main: Woodroffe Side: 255m N of Carling/Carlingwood SC

Controller: ATC-3 TSD: 5882

Author: Spencer Willows Date: 23-Apr-2018

Existing Timing Plans[†]

Plan Ped Minimum Time

	AM Peak	Off Peak	PM Peak	Night 4	Weekend 5	Walk	DW	A+R				
Cycle	85	75	95	70	80							
Offset	10	5	45	Х	0							
NB Thru	54	44	64	39	49	11	18	3.3+2.7				
SB Thru	54	44	64	39	49	11	18	3.3+2.7				
WB Thru	31	31	31	31	31	7	18	3.3+2.4				

Notes: 1) The east-west advanced walk time is included in the split shown in the timing plan table.

Phasing Sequence[‡]

Plan: All



Schedule

Weekday

Time	Plan
0:15	4
6:30	1
9:30	2
15:00	3
18:30	2
23:30	4

Saturday

Time	Plan
0:15	4
7:00	2
9:10	5
18:30	2
23:30	4

Sunday

Time	Plan
0:15	4
8:00	2
23:30	4

Notes

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

■-----
Pedestrian signal

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

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

APPENDIX H

Synchro Analysis

	-	•	•	←	4	~
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ተተ _ጉ		7575	^	ሻ	7
Traffic Volume (vph)	1338	182	499	291	223	457
Future Volume (vph)	1338	182	499	291	223	457
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
	1000	120.0	0.0	1000	0.0	0.0
Storage Length (m)		120.0				
Storage Lanes		I	2		1	1
Taper Length (m)	0.04	0.04	7.5	0.05	7.5	4.00
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	1.00
Ped Bike Factor	1.00		1.00		0.99	0.98
Frt	0.982					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4713	0	3190	3288	1660	1485
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4713	0	3180	3288	1639	1449
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	22					4
Link Speed (k/h)	60			60	50	
Link Distance (m)	238.7			65.5	242.1	
Travel Time (s)				3.9		
	14.3	40	40	3.9	17.4	11
Confl. Peds. (#/hr)	2.22	13	13	0.00	11	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	4%	4%	3%	3%
Adj. Flow (vph)	1487	202	554	323	248	508
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1689	0	554	323	248	508
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	7.2		_0.0	9.9	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
	3.0			3.0	3.0	
Two way Left Turn Lane	4.07	4.07	4.07	4.07	4.07	4.07
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)		15	25		25	15
Number of Detectors	1		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (m)	10.0		2.0	10.0	2.0	2.0
Trailing Detector (m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Size(m)	10.0		2.0	0.6	2.0	2.0
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
	CITEX		OITEX	OITEX	OITEX	CITEX
Detector 1 Channel	0.0		0.0	0.0	0.0	0.0
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(m)				9.4		
Detector 2 Size(m)				0.6		
Detector 2 Type				CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)				0.0		
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases	_		'	U	U	8
						0
Datastar Dhaca	2		1	6	0	1
Detector Phase Switch Phase	2		1	6	8	1

J.Audia, Novatech Synchro 10 Report

	-	•	•	•	1	_
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0		5.0	10.0	10.0	5.0
Minimum Split (s)	31.7		11.0	31.7	38.8	11.0
Total Split (s)	55.0		31.0	86.0	44.0	31.0
Total Split (%)	42.3%		23.8%	66.2%	33.8%	23.8%
Maximum Green (s)	49.3		25.0	80.3	38.2	25.0
Yellow Time (s)	3.7		3.7	3.7	3.3	3.7
All-Red Time (s)	2.0		2.3	2.0	2.5	2.3
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		6.0	5.7	5.8	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?	· ·					
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Min	None
Walk Time (s)	11.0			11.0	7.0	
Flash Dont Walk (s)	15.0			15.0	26.0	
Pedestrian Calls (#/hr)	7			7	6	
Act Effct Green (s)	59.3		28.4	93.7	24.8	53.0
Actuated g/C Ratio	0.46		0.22	0.72	0.19	0.41
v/c Ratio	0.78		0.80	0.14	0.78	0.85
Control Delay	34.1		55.1	6.1	66.7	44.4
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	34.1		55.1	6.1	66.7	44.4
LOS	С		Е	Α	Е	D
Approach Delay	34.1			37.1	51.7	
Approach LOS	С			D	D	
Queue Length 50th (m)	122.0		67.3	9.0	56.2	94.9
Queue Length 95th (m)	#167.7		85.6	24.7	77.3	117.3
Internal Link Dist (m)	214.7			41.5	218.1	
Turn Bay Length (m)						
Base Capacity (vph)	2161		707	2369	487	606
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.78		0.78	0.14	0.51	0.84
	0.10		0.10	V. 1 1	0.01	0.01

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 112 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.85

Intersection Signal Delay: 38.9 Intersection Capacity Utilization 78.6% Intersection LOS: D 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.



J.Audia, Novatech Synchro 10 Report

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	16.56	∱ ∱		7	ተተተ	7	7	∱ 1≽		¥	+	7
Traffic Volume (vph)	439	1455	45	10	301	90	11	206	46	194	81	503
Future Volume (vph)	439	1455	45	10	301	90	11	206	46	194	81	503
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (m)	20.0			30.0			7.5			100.0		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		1.00		0.97	0.99	0.99		0.99		0.98
Frt		0.996				0.850		0.973				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3252	3335	0	1555	4467	1391	1676	3242	0	1660	1748	1485
Flt Permitted	0.950			0.950			0.699			0.362		
Satd. Flow (perm)	3192	3335	0	1550	4467	1349	1227	3242	0	625	1748	1459
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				191		20				215
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		43.3			162.2			169.9			54.4	
Travel Time (s)		2.6			9.7			12.2			3.9	
Confl. Peds. (#/hr)	14		13	13	V	14	5		18	18	0.0	5
Confl. Bikes (#/hr)						1	•		2			•
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	10%	10%	10%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	488	1617	50	11	334	100	12	229	51	216	90	559
Shared Lane Traffic (%)	100	1017	00		001	100	12	LLU	O1	210	00	000
Lane Group Flow (vph)	488	1667	0	11	334	100	12	280	0	216	90	559
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)	LOIL	10.8	ragin	LOIL	10.8	rtigitt	LOIL	3.6	ragin	LOIL	3.9	rtigitt
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane		0.0			0.0			0.0			0.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.07	1.07	25	1.07	1.07	25	1.07	1.07	25	1.07	1.07
Number of Detectors	1	2	10	1	2	13	1	2	10	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
	2.0	0.6		2.0	0.0	2.0	2.0	0.6		2.0	0.0	2.0
Detector 1 Size(m)											CI+Ex	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex		Cl+Ex	CI+EX	CI+Ex
Detector 1 Channel	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		• • •										
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		pm+pt	NA	pm+ov
Protected Phases		^		1	6			8		7	4	5
	5	2		1	Ü			O			4	
Permitted Phases Detector Phase	5	2		1	6	6	8	8		4 7	4	4

J.Audia, Novatech Synchro 10 Report

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	10.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.3	37.1		11.3	37.1	37.1	40.9	40.9		11.3	40.9	11.3
Total Split (s)	31.0	53.7		21.3	44.0	44.0	41.0	41.0		14.0	55.0	31.0
Total Split (%)	23.8%	41.3%		16.4%	33.8%	33.8%	31.5%	31.5%		10.8%	42.3%	23.8%
Maximum Green (s)	24.7	47.6		15.0	37.9	37.9	34.1	34.1		7.7	48.1	24.7
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.7
All-Red Time (s)	2.6	2.4		2.6	2.4	2.4	3.6	3.6		3.0	3.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1		6.3	6.1	6.1	6.9	6.9		6.3	6.9	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	Min	Min		None	Min	None
Walk Time (s)		7.0			7.0	7.0	23.0	23.0			23.0	
Flash Dont Walk (s)		24.0			24.0	24.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		7			7	7	9	9			9	
Act Effct Green (s)	24.2	81.6		6.5	53.9	53.9	18.6	18.6		33.2	32.6	57.4
Actuated g/C Ratio	0.19	0.63		0.05	0.41	0.41	0.14	0.14		0.26	0.25	0.44
v/c Ratio	0.81	0.80		0.14	0.18	0.15	0.07	0.58		0.98	0.21	0.73
Control Delay	71.9	15.5		75.4	19.1	1.0	44.1	52.1		100.2	37.5	19.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	71.9	15.5		75.4	19.1	1.0	44.1	52.1		100.2	37.5	19.8
LOS	E	В		Е	В	А	D	D		F	D	В
Approach Delay		28.3			16.5			51.7			41.7	
Approach LOS		С			В			D			D	
Queue Length 50th (m)	60.3	55.3		2.8	13.7	0.0	2.6	31.3		~47.5	17.4	62.3
Queue Length 95th (m)	m77.7	#283.4		9.2	12.0	0.2	6.9	37.7		#59.7	25.1	71.3
Internal Link Dist (m)		19.3			138.2			145.9			30.4	
Turn Bay Length (m)				35.0								
Base Capacity (vph)	641	2093		179	1852	671	321	865		220	646	783
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.76	0.80		0.06	0.18	0.15	0.04	0.32		0.98	0.14	0.71

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 128 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98 Intersection Signal Delay: 31.8 Intersection Capacity Utilization 98.2%

Intersection LOS: C
ICU Level of Service F

Analysis Period (min) 15

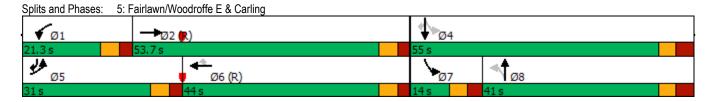
Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ _ጉ		*	4111			4		7	f)	
Traffic Volume (vph)	12	1520	18	26	432	13	7	6	14	26	3	39
Future Volume (vph)	12	1520	18	26	432	13	7	6	14	26	3	39
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0	1000	0.0	65.0	1000	0.0	0.0	1000	0.0	0.0	1000	0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	6.0		•	7.5		•	7.5		•	7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	0.51	1.00	1.00	0.00	1.00	0.99	1.00	0.99	0.98	1.00
Frt	1.00	0.998		1.00	0.996			0.930		0.55	0.860	
Flt Protected	0.950	0.550		0.950	0.550			0.987		0.950	0.000	
Satd. Flow (prot)	1676	4806	0	1676	6044	0	0	1573	0	1221	1109	0
Flt Permitted	0.419	4000	U	0.130	0044	U	U	0.915	U	0.737	1109	U
	738	4806	0	229	6044	0	0	1456	0	941	1109	0
Satd. Flow (perm)	130	4000	Yes	229	0044	Yes	U	1400		941	1109	0 Yes
Right Turn on Red		0	res		F	res		10	Yes		12	res
Satd. Flow (RTOR)		2			5			16			43	
Link Speed (k/h)		60			60			30			40	
Link Distance (m)		162.2			170.6			101.7			102.7	
Travel Time (s)	4	9.7	-	-	10.2	4	-	12.2	7	7	9.2	-
Confl. Peds. (#/hr)	4	0.00	5	5	0.00	4	5	0.00	7	7	0.00	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	40%	0%	40%
Adj. Flow (vph)	13	1689	20	29	480	14	8	7	16	29	3	43
Shared Lane Traffic (%)									_			
Lane Group Flow (vph)	13	1709	0	29	494	0	0	31	0	29	46	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)		9.9			10.8			1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex		CI+Ex	CI+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase		_										

J.Audia, Novatech Synchro 10 Report

Winimum Initial (s) 5.0 10.0 48.0 <th></th> <th>•</th> <th>→</th> <th>*</th> <th>•</th> <th>←</th> <th>•</th> <th>4</th> <th>†</th> <th>~</th> <th>-</th> <th>Ų.</th> <th>4</th>		•	→	*	•	←	•	4	†	~	-	Ų.	4
Winimum Spit (s) 11.6 41.2 41.2 41.2 43.9 43.9 43.9 43.9 Total Spit (s) 17.0 82.0 65.0 65.0 48	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Total Split (%) 13.1% 63.1% 50.0% 50.0% 36.9% 36	Minimum Split (s)	11.6	41.2		41.2	41.2		43.9	43.9		43.9	43.9	
Maximum Green (s) 10.4 75.8 58.8 58.8 41.1 41.1 41.1 41.1 Verillow Time (s) 3.7 3.7 3.7 3.7 3.3 3.0 0.0	Total Split (s)	17.0	82.0		65.0	65.0		48.0	48.0		48.0	48.0	
	Total Split (%)	13.1%	63.1%		50.0%	50.0%		36.9%	36.9%		36.9%	36.9%	
All-Red Time (s) 2.9 2.5 2.5 2.5 3.6 3.6 3.6 3.6 3.6 3.6 2.5 2.5 1.5 2.5 3.6 3.6 3.6 3.6 3.6 2.5 2.5 1.5 3.6 3.6 3.6 3.6 3.6 3.6 2.5 2.5 3.6 3.6 3.6 3.6 3.6 3.6 2.5 2.5 3.6 3.6 3.6 3.6 3.6 3.6 2.5 2.5 3.6 3.6 3.6 3.6 3.6 3.6 2.5 2.5 3.6 3.6 3.6 3.6 3.6 3.6 2.5 2.5 2.5 3.6 3.6 3.6 3.6 3.6 3.6 2.5 2.5 2.5 3.6 3.6 3.6 3.6 3.6 3.6 3.6 2.5 2.5 2.5 3.6 3.6 3.6 3.6 3.6 3.6 3.6 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5 2.5	Maximum Green (s)	10.4	75.8		58.8	58.8		41.1	41.1		41.1	41.1	
Cost Time Adjust (s) 0.0	Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
Total Lost Time (s) 6.6 6.2 6.2 6.2 6.2 6.9 6.9 6.9	All-Red Time (s)	2.9	2.5		2.5	2.5		3.6	3.6		3.6	3.6	
Lead/Lag Lead Lag Lag Lead-Lag Optimize? Vehicle Extension (s) 3.0	Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Lead-Lag Optimize? Cehicle Extension (s) 3.0 3	Total Lost Time (s)	6.6	6.2		6.2	6.2			6.9		6.9	6.9	
Vehicle Extension (s) 3.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 24.0 26.0 27.0 27.0 27.0 27.0 27.0	Lead/Lag	Lead			Lag	Lag							
Recall Mode	Lead-Lag Optimize?												
Walk Time (s) 7.0 7.0 7.0 24.0 24.0 24.0 24.0 Flash Dont Walk (s) 28.0 28.0 28.0 13.0 13.0 13.0 13.0 Pedestrian Calls (#/hr) 3 3 3 4 4 4 4 Act Effct Green (s) 104.2 105.8 100.7 100.7 15.7 15.7 15.7 Actuated g/C Ratio 0.80 0.81 0.77 0.77 0.12 0.12 0.12 I/C Ratio 0.02 0.44 0.16 0.11 0.16 0.26 0.27 Control Delay 2.5 2.0 9.9 4.6 28.5 53.2 17.2 Queue Delay 2.5 2.2 9.9 4.6 28.5 53.2 17.2 LOS A A A A C D B Approach LOS A A A C C C Queue Length 50th (m) 0.3 14	Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Flash Dont Walk (s) 28.0 28.0 28.0 13.0 13.0 13.0 13.0 13.0 Pedestrian Calls (#/hr) 3 3 3 3 4 4 4 4 4 4 Act Effct Green (s) 104.2 105.8 100.7 100.7 15.7 15.7 15.7 Actuated g/C Ratio 0.80 0.81 0.77 0.77 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12	Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Pedestrian Calls (#/hr) 3 3 3 4 4 4 4 4 Act Effct Green (s) 104.2 105.8 100.7 100.7 15.2 15.2 15.2 15.2 15.4 15.4 <td>Walk Time (s)</td> <td></td> <td>7.0</td> <td></td> <td>7.0</td> <td>7.0</td> <td></td> <td>24.0</td> <td>24.0</td> <td></td> <td>24.0</td> <td>24.0</td> <td></td>	Walk Time (s)		7.0		7.0	7.0		24.0	24.0		24.0	24.0	
Act Effet Green (s) 104.2 105.8 100.7 100.7 15.7 15.7 15.7 Actuated g/C Ratio 0.80 0.81 0.77 0.77 0.12 0.12 0.12 0.12 0.12 0.16 Catuated g/C Ratio 0.02 0.44 0.16 0.11 0.16 0.26 0.27 0.17 0.17 0.19 0.16 0.26 0.27 0.17 0.19 0.19 0.19 0.19 0.19 0.19 0.19 0.10 0.10	Flash Dont Walk (s)		28.0		28.0	28.0		13.0	13.0		13.0	13.0	
Actuated g/C Ratio 0.80 0.81 0.77 0.77 0.12 0.12 0.12 0.12 0.12 0.12 0.12 0.12	Pedestrian Calls (#/hr)				3			4			4	4	
A/C Ratio 0.02 0.44 0.16 0.11 0.16 0.26 0.27 Control Delay 2.5 2.0 9.9 4.6 28.5 53.2 17.2 Queue Delay 0.0 0.2 0.0 0.0 0.0 0.0 0.0 Total Delay 2.5 2.2 9.9 4.6 28.5 53.2 17.2 LOS A A A A C D B Approach Delay 2.2 4.9 28.5 31.1 Approach LOS A A A C C Queue Length 50th (m) 0.3 14.8 1.1 5.1 3.4 6.6 0.7 Queue Length 95th (m) m0.5 m19.8 4.4 10.4 9.7 12.4 9.2 Internal Link Dist (m) 138.2 146.6 77.7 78.7 Furn Bay Length (m) 110.0 65.0 Base Capacity (vph) 666 3912 177 4682	Act Effct Green (s)		105.8		100.7	100.7					15.7		
Control Delay 2.5 2.0 9.9 4.6 28.5 53.2 17.2 Queue Delay 0.0 0.2 0.0 0.0 0.0 0.0 0.0 Fotal Delay 2.5 2.2 9.9 4.6 28.5 53.2 17.2 LOS A A A A C D B Approach Delay 2.2 4.9 28.5 31.1 31.1 A C C C C C Queue Length 50th (m) 0.3 14.8 1.1 5.1 3.4 6.6 0.7 0.7 0.2 <	Actuated g/C Ratio	0.80	0.81		0.77	0.77			0.12			0.12	
Queue Delay 0.0 0.2 0.0 0.0 0.0 0.0 0.0 Total Delay 2.5 2.2 9.9 4.6 28.5 53.2 17.2 LOS A A A A C D B Approach Delay 2.2 4.9 28.5 31.1 Approach LOS A A C C C Queue Length 50th (m) 0.3 14.8 1.1 5.1 3.4 6.6 0.7 Queue Length 95th (m) m0.5 m19.8 4.4 10.4 9.7 12.4 9.2 Internal Link Dist (m) 138.2 146.6 77.7 78.7 78.7 Furn Bay Length (m) 110.0 65.0 65.0 65.0 65.0 65.0 Sase Capacity (vph) 666 3912 177 4682 471 297 380 Starvation Cap Reductn 0 0 0 0 0 0 0 Sto	v/c Ratio												
Flotal Delay 2.5 2.2 9.9 4.6 28.5 53.2 17.2 LOS A A A A C D B Approach Delay 2.2 4.9 28.5 31.1 Approach LOS A A C C Queue Length 50th (m) 0.3 14.8 1.1 5.1 3.4 6.6 0.7 Queue Length 95th (m) m0.5 m19.8 4.4 10.4 9.7 12.4 9.2 Internal Link Dist (m) 138.2 146.6 77.7 78.7 Furn Bay Length (m) 110.0 65.0 Base Capacity (vph) 666 3912 177 4682 471 297 380 Starvation Cap Reductn 0 991 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 Storrage Cap Reductn 0 0 0 0 0	Control Delay	2.5			9.9	4.6					53.2	17.2	
Approach Delay 2.2 4.9 28.5 31.1 Approach LOS A A A C C C Queue Length 50th (m) 0.3 14.8 1.1 5.1 3.4 6.6 0.7 Queue Length 95th (m) m0.5 m19.8 4.4 10.4 9.7 12.4 9.2 Internal Link Dist (m) 110.0 65.0 Base Capacity (vph) 666 3912 177 4682 471 297 380 Starvation Cap Reductn 0 991 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0 0	Queue Delay												
Approach Delay 2.2 4.9 28.5 31.1 Approach LOS A A C C C Queue Length 50th (m) 0.3 14.8 1.1 5.1 3.4 6.6 0.7 Queue Length 95th (m) m0.5 m19.8 4.4 10.4 9.7 12.4 9.2 Internal Link Dist (m) 138.2 146.6 77.7 78.7 Furn Bay Length (m) 110.0 65.0 Starvation Cap Reductn 0 991 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0 0 0	Total Delay	2.5	2.2		9.9	4.6			28.5		53.2	17.2	
Approach LOS A A A A C C C Queue Length 50th (m) 0.3 14.8 1.1 5.1 3.4 6.6 0.7 Queue Length 95th (m) m0.5 m19.8 4.4 10.4 9.7 12.4 9.2 Internal Link Dist (m) 138.2 146.6 77.7 78.7 Furn Bay Length (m) 110.0 65.0 Sase Capacity (vph) 666 3912 177 4682 471 297 380 Starvation Cap Reductn 0 991 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0 0	LOS	Α			Α						D		
Queue Length 50th (m) 0.3 14.8 1.1 5.1 3.4 6.6 0.7 Queue Length 95th (m) m0.5 m19.8 4.4 10.4 9.7 12.4 9.2 Internal Link Dist (m) 138.2 146.6 77.7 78.7 Furn Bay Length (m) 110.0 65.0 Base Capacity (vph) 666 3912 177 4682 471 297 380 Starvation Cap Reductn 0 991 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0 0	Approach Delay		2.2			4.9			28.5			31.1	
Queue Length 95th (m) m0.5 m19.8 4.4 10.4 9.7 12.4 9.2 Internal Link Dist (m) 138.2 146.6 77.7 78.7 Furn Bay Length (m) 110.0 65.0 Base Capacity (vph) 666 3912 177 4682 471 297 380 Starvation Cap Reductn 0 991 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0	Approach LOS											-	
Internal Link Dist (m) 138.2 146.6 77.7 78.7 Furn Bay Length (m) 110.0 65.0 Base Capacity (vph) 666 3912 177 4682 471 297 380 Starvation Cap Reductn 0 991 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 0 0 0 Storage Cap Reductn 0	Queue Length 50th (m)	0.3	14.8		1.1	5.1			3.4		6.6		
Furn Bay Length (m) 110.0 65.0 Base Capacity (vph) 666 3912 177 4682 471 297 380 Starvation Cap Reductn 0 991 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0	Queue Length 95th (m)	m0.5	m19.8		4.4	10.4			9.7		12.4	9.2	
Base Capacity (vph) 666 3912 177 4682 471 297 380 Starvation Cap Reductn 0 991 0 0 0 0 0 0 Spillback Cap Reductn 0 0 0 0 0 0 0 0 Storage Cap Reductn 0 0 0 0 0 0 0 0 0	Internal Link Dist (m)		138.2			146.6			77.7			78.7	
Starvation Cap Reductn 0 991 0 <td>Turn Bay Length (m)</td> <td></td>	Turn Bay Length (m)												
Spillback Cap Reductn 0	Base Capacity (vph)	666			177	4682			471		297	380	
Storage Cap Reductn 0 0 0 0 0 0	Starvation Cap Reductn	0	991										
U 1	Spillback Cap Reductn	-	-		0	0					0	-	
Reduced v/c Ratio 0.02 0.59 0.16 0.11 0.07 0.10 0.12	Storage Cap Reductn	0	0		0	0			0		0	0	
	Reduced v/c Ratio	0.02	0.59		0.16	0.11			0.07		0.10	0.12	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 128 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

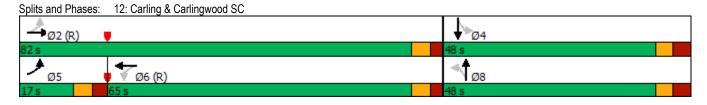
Natural Cycle: 100

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.44 Intersection Signal Delay: 4.0 Intersection Capacity Utilization 55.6%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

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



J.Audia, Novatech Synchro 10 Report

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ተ ተጮ		7	^	7		4		7	ĵ.	
Traffic Volume (vph)	19	1648	5	7	372	60	3	24	30	75	7	27
Future Volume (vph)	19	1648	5	7	372	60	3	24	30	75	7	27
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		0.0	40.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		1.00		0.94		0.98		0.99	0.98	
Frt						0.850		0.929			0.882	
Flt Protected	0.950			0.950				0.998		0.950		
Satd. Flow (prot)	1676	4817	0	1629	4680	1457	0	1612	0	1660	1509	0
Flt Permitted	0.464			0.111				0.988		0.802		
Satd. Flow (perm)	802	4817	0	190	4680	1364	0	1595	0	1384	1509	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				95		18			30	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		170.6			185.0			157.7			163.4	
Travel Time (s)		10.2			11.1			11.4			11.8	
Confl. Peds. (#/hr)	15		12	12		15	13		12	12		13
Confl. Bikes (#/hr)			1			1			4			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	21	1831	6	8	413	67	3	27	33	83	8	30
Shared Lane Traffic (%)			•	•		•	•				•	
Lane Group Flow (vph)	21	1837	0	8	413	67	0	63	0	83	38	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)		10.8			7.2			1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane		0.0			0.0							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.01	15	25	1.01	15	25	1.01	15	25	1.07	15
Number of Detectors	1	2		1	2	1	1	2		1	2	. •
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	OITEX	OITEX		OI LX	OI LX	OITEX	OITEX	OITEX		OI LX	OITEX	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)	0.0	9.4		0.0	9.4	0.0	0.0	9.4		0.0	9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Type Detector 2 Channel		UI+EX			UI+EX			OI+EX			OI+EX	
		0.0			0.0			0.0			0.0	
Detector 2 Extend (s)	m			Dem	0.0	Dema	Dem			De	0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		^	6	_	^	8			4	
Permitted Phases	2	0		6		6	8	0		4	4	
Detector Phase	5	2		6	6	6	8	8		4	4	

J.Audia, Novatech Synchro 10 Report

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.0	28.2		28.2	28.2	28.2	42.3	42.3		42.3	42.3	
Total Split (s)	14.0	86.0		72.0	72.0	72.0	44.0	44.0		44.0	44.0	
Total Split (%)	10.8%	66.2%		55.4%	55.4%	55.4%	33.8%	33.8%		33.8%	33.8%	
Maximum Green (s)	7.0	79.8		65.8	65.8	65.8	36.7	36.7		36.7	36.7	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	3.3	2.5		2.5	2.5	2.5	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.2		6.2	6.2	6.2		7.3		7.3	7.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		10.0		10.0	10.0	10.0	24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		12.0		12.0	12.0	12.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		8		8	8	8	7	7		7	7	
Act Effct Green (s)	98.2	99.0		91.1	91.1	91.1		17.5		17.5	17.5	
Actuated g/C Ratio	0.76	0.76		0.70	0.70	0.70		0.13		0.13	0.13	
v/c Ratio	0.03	0.50		0.06	0.13	0.07		0.28		0.45	0.17	
Control Delay	1.5	1.9		13.6	8.6	1.4		37.1		56.8	19.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	1.5	1.9		13.6	8.6	1.4		37.1		56.8	19.4	
LOS	А	Α		В	Α	Α		D		Е	В	
Approach Delay		1.9			7.7			37.1			45.1	
Approach LOS		Α			Α			D			D	
Queue Length 50th (m)	0.2	6.3		0.6	11.0	0.0		9.9		18.9	1.7	
Queue Length 95th (m)	m0.7	8.7		3.8	24.0	3.3		18.7		28.3	9.3	
Internal Link Dist (m)		146.6			161.0			133.7			139.4	
Turn Bay Length (m)	125.0			40.0								
Base Capacity (vph)	652	3670		132	3278	983		463		390	447	
Starvation Cap Reductn	0	182		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.03	0.53		0.06	0.13	0.07		0.14		0.21	0.09	

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

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

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50 Intersection Signal Delay: 6.0

Intersection Capacity Utilization 62.4%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

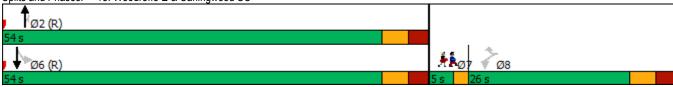
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Iroquois & Carling Ø4 Ø2 (R) 🌹 1 08 Ø6 (R)

	•	•	†	*	/	Ţ	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	*	7	^	7	022	414	~.
Traffic Volume (vph)	21	9	643	72	16	658	
Future Volume (vph)	21	9	643	72	16	658	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	
Ped Bike Factor	0.99	0.98	0.00	0.95	0.00	1.00	
Frt	0.55	0.850		0.850		1.00	
FIt Protected	0.950	0.000		0.000		0.999	
Satd. Flow (prot)	1710	1530	3288	1471	0	3317	
Flt Permitted	0.950	1550	3200	1471	U	0.932	
Satd. Flow (perm)	1693	1504	3288	1401	0	3094	
Right Turn on Red	1093	Yes	3200	Yes	U	3034	
		10					
Satd. Flow (RTOR)	40	10	50	80		50	
ink Speed (k/h) ink Distance (m)	107.1		78.4			86.5	
						6.2	
Fravel Time (s)	9.6	4	5.6	40	40	0.2	
Confl. Peds. (#/hr)	8	4		18	18		
Confl. Bikes (#/hr)	0.00	0.00	0.00	3	0.00	0.00	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	0%	0%	4%	4%	3%	3%	
Adj. Flow (vph)	23	10	714	80	18	731	
Shared Lane Traffic (%)		4.0				- 10	
ane Group Flow (vph)	23	10	714	80	0	749	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(m)	3.6		0.0			0.0	
_ink Offset(m)	0.0		0.0			0.0	
Crosswalk Width(m)	3.0		3.0			3.0	
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Furning Speed (k/h)	25	15		15	25		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
_eading Detector (m)	2.0	2.0	10.0	2.0	2.0	10.0	
railing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Size(m)	2.0	2.0	0.6	2.0	2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(m)			9.4			9.4	
Detector 2 Size(m)			0.6			0.6	
Detector 2 Type			CI+Ex			CI+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
urn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2		. •	6	7
Permitted Phases	8	8		2	6		·
Detector Phase	8	8	2	2	6	6	
Switch Phase	U	U			U	U U	
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	10.0	3.0
Minimum Split (s)	25.7	25.7	35.0	35.0	35.0	35.0	5.0
viiriiiiluili Opiit (5)	25.1	20.1	33.0	33.0	33.0	55.0	0.0

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Total Split (s)	26.0	26.0	54.0	54.0	54.0	54.0	5.0
Total Split (%)	30.6%	30.6%	63.5%	63.5%	63.5%	63.5%	6%
Maximum Green (s)	20.3	20.3	48.0	48.0	48.0	48.0	3.0
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	2.0
All-Red Time (s)	2.4	2.4	2.7	2.7	2.7	2.7	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.7	5.7	6.0	6.0		6.0	
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None
Walk Time (s)	2.0	2.0	11.0	11.0	11.0	11.0	
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0	18.0	
Pedestrian Calls (#/hr)	4	4	9	9	9	9	
Act Effct Green (s)	9.0	9.0	71.2	71.2		71.2	
Actuated g/C Ratio	0.11	0.11	0.84	0.84		0.84	
v/c Ratio	0.13	0.06	0.26	0.07		0.29	
Control Delay	32.9	16.3	3.5	1.5		3.7	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	32.9	16.3	3.5	1.5		3.7	
LOS	С	В	Α	Α		Α	
Approach Delay	27.8		3.3			3.7	
Approach LOS	С		Α			Α	
Queue Length 50th (m)	3.3	0.0	11.5	0.0		12.4	
Queue Length 95th (m)	8.0	3.5	32.6	4.1		35.3	
Internal Link Dist (m)	83.1		54.4			62.5	
Turn Bay Length (m)							
Base Capacity (vph)	404	366	2754	1186		2591	
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.06	0.03	0.26	0.07		0.29	
Intersection Summary							
Area Type:	Other						
Cycle Length: 85							
Actuated Cycle Length: 85							
Offset: 10 (12%), Referenced t	to phase 2:N	BT and 6:9	SBTL, Star	t of Green			
Natural Cycle: 70	'						
Control Type: Actuated-Coordi	inated						
Maximum v/c Ratio: 0.29							
Intersection Signal Delay: 4.0				In	tersection	LOS: A	
Intersection Capacity Utilization	n 53.9%					f Service A	
Analysis Period (min) 15							

Splits and Phases: 18: Woodroffe E & Carlingwood SC



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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			ተተቡ	↑ ↑	
Traffic Volume (vph)	1	1	2	737	779	1
Future Volume (vph)	1	1	2	737	779	1
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1605	0	0	4771	3320	0
FIt Permitted	0.976					
Satd. Flow (perm)	1605	0	0	4771	3320	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	53.6			15.2	70.1	
Travel Time (s)	3.9			1.1	5.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Adj. Flow (vph)	1	1	2	819	866	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2	0	0	821	867	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	on 32.8%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		^	tttî≽			7
Traffic Volume (vph)	0	1940	816	6	0	2
Future Volume (vph)	0	1940	816	6	0	2
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0			0.0	0.0	0.0
Storage Lanes	0			0	0	1
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	0.91	0.86	0.86	1.00	1.00
Ped Bike Factor						
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	4771	5891	0	0	1557
Flt Permitted						1001
Satd. Flow (perm)	0	4771	5891	0	0	1557
Link Speed (k/h)	0	50	50	- 0	50	1001
Link Distance (m)		65.5	85.2		179.2	
Travel Time (s)		4.7	6.1		12.9	
Confl. Peds. (#/hr)		7.1	0.1	10	12.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	5%	5%	0.90	0.90
Adj. Flow (vph)	0	2156	907	7	0	2
Shared Lane Traffic (%)	0	2130	301	1	U	
Lane Group Flow (vph)	0	2156	914	0	0	2
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	Leit	2.7	2.7	Rigiil	0.0	Rigiil
Link Offset(m)		0.0	0.0		0.0	
		3.0	3.0		3.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane	4.07	4.07	4.07	4.07	4.07	4.07
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	_	_	15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	tion 42.9%			IC	U Level of	Service A
Analysis Daried (min) 15						

Intersection Capacity Utilization 42.9% Analysis Period (min) 15

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			41₽	∱ 1≽	
Traffic Volume (vph)	25	78	20	608	576	12
Future Volume (vph)	25	78	20	608	576	12
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.898				0.997	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1581	0	0	3346	3279	0
Flt Permitted	0.988			0.998		
Satd. Flow (perm)	1581	0	0	3346	3279	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	133.7			86.5	82.4	
Travel Time (s)	9.6			6.2	5.9	
Confl. Peds. (#/hr)	8	4	7			7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	2%	2%	4%	4%
Adj. Flow (vph)	28	87	22	676	640	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	115	0	0	698	653	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	n 47.4%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	1111	^	WDIX	ODL	7
Traffic Volume (vph)	0	1940	816	2	0	2
Future Volume (vph)	0	1940	816	2	0	2
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0	1000	1000	0.0	0.0	0.0
Storage Lanes	1			0	0	1
Taper Length (m)	20.0			•	7.5	•
Lane Util. Factor	1.00	0.86	0.91	0.91	1.00	1.00
Frt	1.00	0.00	0.01	0.01	1.00	0.865
Flt Protected						0.000
Satd. Flow (prot)	0	6071	4818	0	0	1526
Flt Permitted		0071	1010			1020
Satd. Flow (perm)	0	6071	4818	0	0	1526
Link Speed (k/h)		50	50	- U	50	1020
Link Distance (m)		85.2	43.3		49.1	
Travel Time (s)		6.1	3.1		3.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0.00	2156	907	2	0.00	2
Shared Lane Traffic (%)	U	2100	301		U	
Lane Group Flow (vph)	0	2156	909	0	0	2
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	Leit	3.6	3.6	ragnt	0.0	rtigrit
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane		5.0	0.0		5.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.07	1.07	1.07	25	1.07
Sign Control	25	Free	Free	10	Stop	10
Sign Control		riee	riee		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizatio	n 33.0%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*	7	ተ ተጮ			414
Traffic Volume (vph)	6	2	725	10	4	774
Future Volume (vph)	6	2	725	10	4	774
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt		0.850	0.998			
Flt Protected	0.950					
Satd. Flow (prot)	1676	1500	4808	0	0	3353
Flt Permitted	0.950					
Satd. Flow (perm)	1676	1500	4808	0	0	3353
Link Speed (k/h)	50		50			50
Link Distance (m)	105.5		70.1			78.4
Travel Time (s)	7.6		5.0			5.6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	7	2	806	11	4	860
Shared Lane Traffic (%)						
Lane Group Flow (vph)	7	2	817	0	0	864
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	ion 35.5%			ICI	J Level of	Service A

Analysis Period (min) 15

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	† †	LDIX	ሻሻ	*	NDL N	7
Traffic Volume (vph)	483	340	758	957	255	393
Future Volume (vph)	483	340	758	957	255	393
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	1000	120.0	0.0	1000	0.0	0.0
Storage Lanes		120.0	2		1	1
Taper Length (m)		I	7.5		7.5	I
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	1.00
	0.91	0.91		0.95	0.99	0.98
Ped Bike Factor	0.938		0.99		0.99	0.98
Frt Elt Drotagtad	0.938		0.050		0.050	0.850
Flt Protected	4450	^	0.950	2252	0.950	4545
Satd. Flow (prot)	4458	0	3252	3353	1693	1515
Flt Permitted			0.950	00=0	0.950	4
Satd. Flow (perm)	4458	0	3220	3353	1677	1486
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	133					62
Link Speed (k/h)	60			60	50	
Link Distance (m)	238.7			65.5	242.1	
Travel Time (s)	14.3			3.9	17.4	
Confl. Peds. (#/hr)		14	14		8	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Adj. Flow (vph)	537	378	842	1063	283	437
Shared Lane Traffic (%)	007	3,0	J 12	.500	200	107
Lane Group Flow (vph)	915	0	842	1063	283	437
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left		Left	Left	Left	Right
		Right	Leit			Right
Median Width(m)	7.2			10.8	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						, -
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)		15	25		25	15
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (m)	10.0		2.0	10.0	2.0	2.0
Trailing Detector (m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Size(m)	0.6		2.0	0.6	2.0	2.0
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	OITLX		OLITEX	OFFLA	OITLA	OITLX
	0.0		0.0	0.0	0.0	0.0
Detector 1 Extend (s)						
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(m)	9.4			9.4		
Detector 2 Size(m)	0.6			0.6		
Detector 2 Type	CI+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Detector Phase	2		1	6	8	1
Switch Phase			I .	U	J	'
OWILLIT HASE						

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0		5.0	10.0	10.0	5.0
Minimum Split (s)	31.7		11.0	31.7	38.8	11.0
Total Split (s)	40.0		49.0	89.0	41.0	49.0
Total Split (%)	30.8%		37.7%	68.5%	31.5%	37.7%
Maximum Green (s)	34.3		43.0	83.3	35.2	43.0
Yellow Time (s)	3.7		3.7	3.7	3.3	3.7
All-Red Time (s)	2.0		2.3	2.0	2.5	2.3
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		6.0	5.7	5.8	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Min	None
Walk Time (s)	11.0			11.0	7.0	
Flash Dont Walk (s)	15.0			15.0	26.0	
Pedestrian Calls (#/hr)	7			7	6	
Act Effct Green (s)	46.3		39.2	91.6	26.9	66.0
Actuated g/C Ratio	0.36		0.30	0.70	0.21	0.51
v/c Ratio	0.55		0.86	0.45	0.81	0.55
Control Delay	31.4		65.4	6.2	66.3	17.1
Queue Delay	0.0		0.0	0.1	0.0	0.0
Total Delay	31.4		65.4	6.4	66.3	17.1
LOS	С		Е	Α	Е	В
Approach Delay	31.4			32.5	36.5	
Approach LOS	С			С	D	
Queue Length 50th (m)	54.4		106.9	30.7	64.1	51.3
Queue Length 95th (m)	76.8		m107.2	m39.9	86.4	59.6
Internal Link Dist (m)	214.7			41.5	218.1	
Turn Bay Length (m)						
Base Capacity (vph)	1674		1078	2361	458	836
Starvation Cap Reductn	0		0	421	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.55		0.78	0.55	0.62	0.52
Intersection Summary						

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 27 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Green

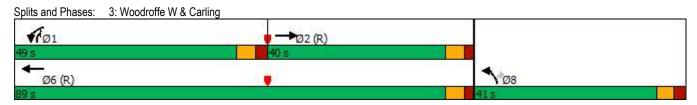
Natural Cycle: 95

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.86 Intersection Signal Delay: 33.0 Intersection Capacity Utilization 76.3%

Intersection LOS: C ICU Level of Service D

Analysis Period (min) 15

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



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Traffic Volume (vph)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	Lane Configurations	44	♦ ₽		7	444	7	ř	∱ Љ		7	•	7
Idea Flow (ryphpi)	Traffic Volume (vph)			84	31	1260	153			39	136		
Storage Length (m)	Future Volume (vph)	458	417	84	31	1260	153	72	240	39	136	171	657
Storage Lanes	Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Taper Length (m)	Storage Length (m)	0.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Lane UNI, Factor	Storage Lanes	2		0	1		1	1		0	1		1
Ped Bike Factor 0.99 0.98 0.95 0.95 0.99 0.97 0.97 0.97	Taper Length (m)	20.0			30.0			7.5			100.0		
Fit	Lane Util. Factor	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Filt Principated 0.950 0.950 0.950 0.950 0.950 0.950 0.950 0.950 0.950 0.950 0.950 0.950 0.950 0.058 0.0565 0.056		0.99			0.95			0.99			0.97		
Satt Flow (prort) 3252 3204 0 1660 4771 1485 1676 3251 0 1676 1765 1500 Fit Permitted 0.950 0.950 0.950 0.638 0.638 0.366 0.366 Fit Permitted 0.950 0.950 0.950 0.638 0.368 0.366 Satd. Flow (perm) 3221 3204 0 1583 4771 1407 1407 1101 3251 0 625 1765 1455 Right Turn on Red 20	Frt		0.975				0.850		0.979				0.850
Fit Permitted	Flt Protected												
Satd Flow (perm) 321 3204 0 1583 4771 1407 1110 3251 0 625 1765 145	Satd. Flow (prot)	3252	3204	0	1660	4771	1485		3251	0		1765	1500
Right Turn on Red	Flt Permitted												
Satid. Flow (RTOR)	Satd. Flow (perm)	3221	3204	0	1583	4771	1407	1110	3251		625	1765	1455
Link Speed (k/h)				Yes						Yes			
Link Distance (m)							147						26
Travel Time (s)	Link Speed (k/h)												
Confi. Peds. (#hr) 32													
Confile Bikes (#/hr)			2.7			9.7			12.2			3.9	
Peak Hour Factor 0.90 0.	Confl. Peds. (#/hr)	32		48	48		32	16		50	50		16
Heavy Vehicles (%)				-									
Adj. Flow (vph) 509 463 93 34 1400 170 80 267 43 151 190 730	Peak Hour Factor												
Shared Lane Traffic (%) Lane Group Flow (yph) 509 556 0 34 1400 170 80 310 0 151 190 730	Heavy Vehicles (%)		2%		3%	3%	3%			2%	2%	2%	2%
Lane Group Flow (vph) 509 556 0 34 1400 170 80 310 0 151 190 730		509	463	93	34	1400	170	80	267	43	151	190	730
Enter Blocked Intersection													
Left Left Right Right Median Width(m) 10.8 10.8 10.8 3.6 3.9	Lane Group Flow (vph)	509	556	~		1400				-	151	190	730
Median Width(m) 10.8													
Link Offset(m)		Left		Right	Left		Right	Left		Right	Left		Right
Crosswalk Width(m) 3.0 3.0 3.0 3.0 3.0 Two way Left Turn Lane Headway Factor 1.07													
Two way Left Turn Lane Headway Factor 1.07													
Headway Factor 1.07			3.0			3.0			3.0			3.0	
Turning Speed (k/h) 1 2 15 25													
Number of Detectors 1 2 1 2 1 1 2 1 0			1.07			1.07			1.07			1.07	
Detector Template	0 1 ()			15						15			
Leading Detector (m) 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 Trailing Detector (m) 0.0		•			-								-
Trailing Detector (m) 0.0													
Detector 1 Position(m) 0.0 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.0 0.0 0.0 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.6 0.0 2.0 0.0													
Detector 1 Size(m) 2.0 0.6 0.0													
Detector 1 Type CI+Ex													
Detector 1 Channel Detector 1 Extend (s) 0.0 <td></td>													
Detector 1 Extend (s) 0.0		CI+Ex	Cl+Ex		Cl+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex		Cl+Ex	CI+Ex	CI+Ex
Detector 1 Queue (s) 0.0													
Detector 1 Delay (s) 0.0	· /												
Detector 2 Position(m) 9.4 9.4 9.4 9.4 Detector 2 Size(m) 0.6 0.6 0.6 0.6 Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex Detector 2 Channel One One <td></td>													
Detector 2 Size(m) 0.6 0.6 0.6 0.6 Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex Detector 2 Channel CI+Ex CI+Ex CI+Ex CI+Ex		0.0			0.0		0.0	0.0			0.0		0.0
Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex													
Detector 2 Channel													
			Cl+Ex			Cl+Ex			CI+Ex			CI+Ex	
\sqrt{I}	Detector 2 Extend (s)		0.0			0.0	_	_	0.0			0.0	
Turn Type Prot NA Prot NA Perm Perm NA pm+pt NA pm+ov							Perm	Perm			· · · · · ·		
Protected Phases 5 2 1 6 8 7 4 5		5	2		1	6			8			4	
Permitted Phases 6 8 4 4			_			_							
Detector Phase 5 2 1 6 6 8 8 7 4 5	Detector Phase	5	2		1	6	6	8	8		7	4	5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	10.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.3	40.1		11.3	40.1	40.1	40.9	40.9		11.3	40.9	11.3
Total Split (s)	26.0	51.7		21.3	47.0	47.0	43.0	43.0		14.0	57.0	26.0
Total Split (%)	20.0%	39.8%		16.4%	36.2%	36.2%	33.1%	33.1%		10.8%	43.8%	20.0%
Maximum Green (s)	19.7	45.6		15.0	40.9	40.9	36.1	36.1		7.7	50.1	19.7
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.7	3.3	3.7
All-Red Time (s)	2.6	2.4		2.6	2.4	2.4	3.6	3.6		2.6	3.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1		6.3	6.1	6.1	6.9	6.9		6.3	6.9	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	Min	Min		None	Min	None
Walk Time (s)		7.0			7.0	7.0	23.0	23.0			23.0	
Flash Dont Walk (s)		24.0			24.0	24.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		20			20	20	20	20			20	
Act Effct Green (s)	28.5	70.9		8.1	45.6	45.6	22.6	22.6		37.2	36.6	65.7
Actuated g/C Ratio	0.22	0.55		0.06	0.35	0.35	0.17	0.17		0.29	0.28	0.51
v/c Ratio	0.71	0.32		0.33	0.84	0.29	0.41	0.54		0.63	0.38	0.96
Control Delay	51.8	26.3		88.0	33.7	6.3	51.5	48.7		47.1	38.2	51.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	51.8	26.3		88.0	33.7	6.3	51.5	48.7		47.1	38.2	51.3
LOS	D	С		F	С	Α	D	D		D	D	D
Approach Delay		38.5			32.0			49.3			48.4	
Approach LOS		D			С			D			D	
Queue Length 50th (m)	56.5	39.5		8.3	120.9	17.0	17.9	35.6		29.7	38.4	126.5
Queue Length 95th (m)	#92.3	77.1		16.8	#147.1	15.9	28.3	42.3		39.3	48.8	#225.4
Internal Link Dist (m)		21.0			138.2			145.9			30.4	
Turn Bay Length (m)				35.0								
Base Capacity (vph)	712	1756		191	1673	588	308	912		241	680	758
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.71	0.32		0.18	0.84	0.29	0.26	0.34		0.63	0.28	0.96

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

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

Natural Cycle: 115

Control Type: Actuated-Coordinated

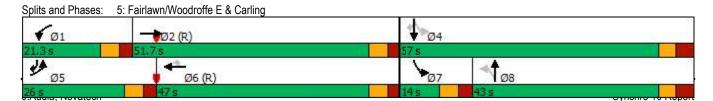
Maximum v/c Ratio: 0.96 Intersection Signal Delay: 39.5 Intersection Capacity Utilization 94.8%

Intersection LOS: D ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተ ቀጮ		7	tttt≽			₽		7	ĵ₃	
Traffic Volume (vph)	27	540	32	122	1088	34	27	12	57	52	15	69
Future Volume (vph)	27	540	32	122	1088	34	27	12	57	52	15	69
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	65.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	6.0			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	1.00			0.98		1.00	0.95	
Frt		0.992			0.995			0.920			0.877	
Flt Protected	0.950			0.950				0.986		0.950		
Satd. Flow (prot)	1644	4676	0	1693	6097	0	0	1556	0	1368	1392	0
Flt Permitted	0.167			0.399				0.890		0.674		
Satd. Flow (perm)	289	4676	0	705	6097	0	0	1389	0	968	1392	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12			6			59			77	
Link Speed (k/h)		60			60			30			40	
Link Distance (m)		162.2			170.6			101.7			121.3	
Travel Time (s)		9.7			10.2			12.2			10.9	
Confl. Peds. (#/hr)	4		12	12		4	43		3	3		43
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	4%	4%	4%	25%	0%	10%
Adj. Flow (vph)	30	600	36	136	1209	38	30	13	63	58	17	77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	636	0	136	1247	0	0	106	0	58	94	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.2			10.8			1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane								0.0				
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	.0
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	OI LX	OI LX		OI LX	OI LX		OI · EX	OITEX		OI LX	OI LX	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)	0.0	9.4		0.0	9.4		0.0	9.4		0.0	9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		OITEX			CITEX			OITEX			OITEX	
		0.0			0.0			0.0			0.0	
Detector 2 Extend (s) Turn Type	nm : nt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	pm+pt	NA 2		reilli	NA 6		Pelli	NA 8		reilli	NA 4	
	5				Ö		0	ð		A	4	
Permitted Phases	2	2		6			8	0		4	1	
Detector Phase	5	Z		6	6		8	8		4	4	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	41.2		41.2	41.2		43.9	43.9		43.9	43.9	
Total Split (s)	18.0	82.0		64.0	64.0		48.0	48.0		48.0	48.0	
Total Split (%)	13.8%	63.1%		49.2%	49.2%		36.9%	36.9%		36.9%	36.9%	
Maximum Green (s)	11.4	75.8		57.8	57.8		41.1	41.1		41.1	41.1	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.5		2.5	2.5		3.6	3.6		3.6	3.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.2		6.2	6.2			6.9		6.9	6.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		28.0		28.0	28.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)		6		6	6		20	20		20	20	
Act Effct Green (s)	90.3	90.7		82.5	82.5			26.2		26.2	26.2	
Actuated g/C Ratio	0.69	0.70		0.63	0.63			0.20		0.20	0.20	
v/c Ratio	0.11	0.19		0.30	0.32			0.32		0.30	0.27	
Control Delay	7.3	6.5		8.1	6.0			20.6		43.6	12.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	7.3	6.5		8.1	6.0			20.6		43.6	12.6	
LOS	Α	Α		Α	Α			С		D	В	
Approach Delay		6.5			6.2			20.6			24.4	
Approach LOS		Α			Α			С			С	
Queue Length 50th (m)	3.1	26.4		4.8	12.7			8.2		10.5	2.9	
Queue Length 95th (m)	m3.5	17.5		7.9	14.8			21.9		21.4	15.0	
Internal Link Dist (m)		138.2			146.6			77.7			97.3	
Turn Bay Length (m)	110.0			65.0								
Base Capacity (vph)	319	3265		447	3873			479		306	492	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	63			1		0	1	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.09	0.19		0.30	0.33			0.22		0.19	0.19	

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 100 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

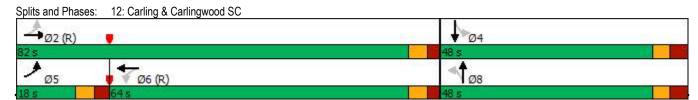
Maximum v/c Ratio: 0.32

Intersection Signal Delay: 8.2 Intersection Capacity Utilization 79.1%

Intersection LOS: A ICU Level of Service D

Analysis Period (min) 15

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



	•	→	•	•	+	•	1	†	/	/		✓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ተተ _ጮ		*	^ ^	7		4		*	^	
Traffic Volume (vph)	41	670	4	17	1449	107	13	20	10	117	23	60
Future Volume (vph)	41	670	4	17	1449	107	13	20	10	117	23	60
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		0.0	40.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		0.90		0.98		0.98	0.97	
Frt		0.999				0.850		0.968			0.892	
Flt Protected	0.950			0.950				0.985		0.950		
Satd. Flow (prot)	1676	4811	0	1693	4865	1515	0	1704	0	1693	1539	0
Flt Permitted	0.104			0.356				0.900		0.726		
Satd. Flow (perm)	184	4811	0	622	4865	1362	0	1544	0	1271	1539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				119		11			67	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		170.6			185.0			157.7			163.4	
Travel Time (s)		10.2			11.1			11.4			11.8	
Confl. Peds. (#/hr)	28	10.2	19	19		28	28		17	17	11.0	28
Confl. Bikes (#/hr)			6						• • •	•••		2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Adj. Flow (vph)	46	744	4	19	1610	119	14	22	11	130	26	67
Shared Lane Traffic (%)	10	, , , ,	•	10	1010	110				100	20	01
Lane Group Flow (vph)	46	748	0	19	1610	119	0	47	0	130	93	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)	Leit	10.8	rtigrit	Leit	7.2	rtigrit	Leit	1.0	rtigrit	Leit	3.6	rtigitt
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane		0.0			3.0			0.0			0.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.07	1.07	25	1.07	1.07	25	1.07	1.07	25	1.07	1.07
Number of Detectors	1	2	13	1	2	13	1	2	13	1	2	10
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m) Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	
	CI+Ex	Cl+Ex		Cl+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		Cl+Ex	CI+Ex	
Detector 1 Type	CI+EX	UI+EX		CI+EX	CI+EX	UI+EX	CI+EX	UI+EX		CI+EX	UI+EX	
Detector 1 Channel	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		^ ^			2.2			^ ^			^ ^	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		6	6	6	8	8		4	4	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.0	28.2		28.2	28.2	28.2	42.3	42.3		42.3	42.3	
Total Split (s)	12.0	86.0		74.0	74.0	74.0	44.0	44.0		44.0	44.0	
Total Split (%)	9.2%	66.2%		56.9%	56.9%	56.9%	33.8%	33.8%		33.8%	33.8%	
Maximum Green (s)	5.0	79.8		67.8	67.8	67.8	36.7	36.7		36.7	36.7	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	3.3	2.5		2.5	2.5	2.5	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.2		6.2	6.2	6.2		7.3		7.3	7.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		10.0		10.0	10.0	10.0	24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		12.0		12.0	12.0	12.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		14		14	14	14	14	14		14	14	
Act Effct Green (s)	92.7	93.5		82.8	82.8	82.8		23.0		23.0	23.0	
Actuated g/C Ratio	0.71	0.72		0.64	0.64	0.64		0.18		0.18	0.18	
v/c Ratio	0.23	0.22		0.05	0.52	0.13		0.17		0.58	0.28	
Control Delay	11.0	4.8		14.2	15.9	3.0		33.6		57.1	16.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	11.0	4.8		14.2	15.9	3.0		33.6		57.1	16.2	
LOS	В	Α		В	В	Α		С		Е	В	
Approach Delay		5.1			15.0			33.6			40.0	
Approach LOS		Α			В			С			D	
Queue Length 50th (m)	1.6	9.6		1.5	67.8	0.0		7.6		29.6	5.4	
Queue Length 95th (m)	8.0	17.6		6.1	110.4	8.4		15.4		42.6	16.7	
Internal Link Dist (m)		146.6			161.0			133.7			139.4	
Turn Bay Length (m)	125.0			40.0								
Base Capacity (vph)	202	3460		395	3097	910		443		358	482	
Starvation Cap Reductn	0	0		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.23	0.22		0.05	0.52	0.13		0.11		0.36	0.19	

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 95 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58 Intersection Signal Delay: 14.5

Intersection Capacity Utilization 70.2%

Intersection LOS: B ICU Level of Service C

Analysis Period (min) 15

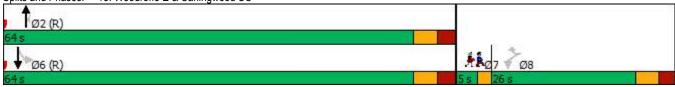
Splits and Phases: 15: Iroquois & Carling



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	*	7	^	7	052	47	~:
Traffic Volume (vph)	121	56	744	83	46	811	
Future Volume (vph)	121	56	744	83	46	811	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	
	0.99	0.98	0.95	0.95	0.95	1.00	
Ped Bike Factor	0.99					1.00	
Frt	0.050	0.850		0.850		0.007	
Flt Protected	0.950	4=00		4=00		0.997	
Satd. Flow (prot)	1710	1530	3353	1500	0	3310	
FIt Permitted	0.950					0.857	
Satd. Flow (perm)	1686	1497	3353	1424	0	2845	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		62		92			
Link Speed (k/h)	40		50			50	
Link Distance (m)	107.1		78.6			86.5	
Travel Time (s)	9.6		5.7			6.2	
Confl. Peds. (#/hr)	10	7		18	10		
Confl. Bikes (#/hr)	.,			3			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	0.90	0.90	2%	2%	3%	3%	
Adj. Flow (vph)	134	62	827	92	51	901	
Shared Lane Traffic (%)	104	02	021	32	31	<i>3</i> 0 I	
	134	62	827	92	^	952	
ane Group Flow (vph)					0		
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(m)	3.6		0.0			0.0	
Link Offset(m)	0.0		0.0			0.0	
Crosswalk Width(m)	3.0		3.0			3.0	
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25	15		15	25		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (m)	2.0	2.0	10.0	2.0	2.0	10.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Size(m)	2.0	2.0	0.6	2.0	2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel	OITLX	OLIFEX	OFFLA	OLYLX	OFFLA	OLITEX	
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
	0.0		0.0	0.0	0.0		
Detector 1 Queue (s)		0.0				0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(m)			9.4			9.4	
Detector 2 Size(m)			0.6			0.6	
			CI+Ex			CI+Ex	
Detector 2 Channel							
Detector 2 Channel			0.0			0.0	
Detector 2 Channel Detector 2 Extend (s)	Perm	Perm	0.0 NA	Perm	Perm	0.0 NA	
Detector 2 Channel Detector 2 Extend (s) Turn Type	Perm	Perm	NA	Perm	Perm		7
Detector 2 Channel Detector 2 Extend (s) Turn Type Protected Phases				Perm 2		NA	7
Detector 2 Channel Detector 2 Extend (s) Turn Type Protected Phases Permitted Phases	8	8	NA 2	2	Perm 6 6	NA 6	7
Detector 2 Type Detector 2 Channel Detector 2 Extend (s) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase			NA		6	NA	7
Detector 2 Channel Detector 2 Extend (s) Turn Type Protected Phases Permitted Phases Detector Phase Switch Phase	8	8	NA 2 2	2 2	6 6	NA 6	
Detector 2 Channel Detector 2 Extend (s) Turn Type Protected Phases Permitted Phases Detector Phase	8	8	NA 2	2	6	NA 6	3.0 5.0

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Total Split (s)	26.0	26.0	64.0	64.0	64.0	64.0	5.0
Total Split (%)	27.4%	27.4%	67.4%	67.4%	67.4%	67.4%	5%
Maximum Green (s)	20.3	20.3	58.0	58.0	58.0	58.0	3.0
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	2.0
All-Red Time (s)	2.4	2.4	2.7	2.7	2.7	2.7	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.7	5.7	6.0	6.0		6.0	
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None
Walk Time (s)	2.0	2.0	11.0	11.0	11.0	11.0	
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0	18.0	
Pedestrian Calls (#/hr)	5	5	5	5	5	5	
Act Effct Green (s)	13.3	13.3	70.0	70.0		70.0	
Actuated g/C Ratio	0.14	0.14	0.74	0.74		0.74	
v/c Ratio	0.57	0.24	0.33	0.09		0.45	
Control Delay	46.8	11.1	5.3	1.3		6.3	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	46.8	11.1	5.3	1.3		6.3	
LOS	D	В	Α	Α		Α	
Approach Delay	35.5		4.9			6.3	
Approach LOS	D		Α			Α	
Queue Length 50th (m)	21.6	0.0	20.8	0.0		27.1	
Queue Length 95th (m)	35.1	9.3	37.7	4.1		49.8	
Internal Link Dist (m)	83.1		54.6			62.5	
Turn Bay Length (m)							
Base Capacity (vph)	360	368	2472	1074		2097	
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.37	0.17	0.33	0.09		0.45	
Intersection Summary							
Area Type:	Other						
Cycle Length: 95							
Actuated Cycle Length: 95							
Offset: 45 (47%), Referenced t	o phase 2:N	BT and 6:9	SBTL, Star	t of Green			
Natural Cycle: 70	'						
Control Type: Actuated-Coordi	nated						
Maximum v/c Ratio: 0.57							
Intersection Signal Delay: 8.5				In	tersection	LOS: A	
Intersection Capacity Utilization	n 73.1%					f Service D	
Analysis Period (min) 15							

Splits and Phases: 18: Woodroffe E & Carlingwood SC



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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			ተተቡ	ተ ኈ	
Traffic Volume (vph)	5	8	10	827	952	4
Future Volume (vph)	5	8	10	827	952	4
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt	0.919				0.999	
Flt Protected	0.980			0.999		
Satd. Flow (prot)	1589	0	0	4766	3317	0
Flt Permitted	0.980			0.999		
Satd. Flow (perm)	1589	0	0	4766	3317	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	53.6			15.2	70.0	
Travel Time (s)	3.9			1.1	5.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Adj. Flow (vph)	6	9	11	919	1058	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	0	930	1062	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6	•		0.0	0.0	•
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	on 37.9%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ተተተ	4111			7
Traffic Volume (vph)	0	961	1991	8	0	5
Future Volume (vph)	0	961	1991	8	0	5
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0			0.0	0.0	0.0
Storage Lanes	0			0	0	1
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	0.91	0.86	0.86	1.00	1.00
Ped Bike Factor						
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	4771	6065	0	0	1526
Flt Permitted						
Satd. Flow (perm)	0	4771	6065	0	0	1526
Link Speed (k/h)		50	50	-	50	
Link Distance (m)		65.5	83.7		179.2	
Travel Time (s)		4.7	6.0		12.9	
Confl. Peds. (#/hr)				27		
Confl. Bikes (#/hr)				6		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	0	1068	2212	9	0	6
Shared Lane Traffic (%)		1000		_		
Lane Group Flow (vph)	0	1068	2221	0	0	6
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	LOIL	3.6	3.6	i agint	0.0	rugiit
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane		0.0	0.0		0.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.07	1.07	1.07	25	1.07
Sign Control	20	Free	Free	10	Stop	10
		1100	1100		Clop	
Intersection Summary	<u> </u>					
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizatio	n 40.6%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			41≯	ተ ኈ	
Traffic Volume (vph)	19	42	47	707	757	23
Future Volume (vph)	19	42	47	707	757	23
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.907				0.996	
Flt Protected	0.985			0.997		
Satd. Flow (prot)	1577	0	0	3343	3340	0
Flt Permitted	0.985			0.997		
Satd. Flow (perm)	1577	0	0	3343	3340	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	133.7			86.5	82.4	
Travel Time (s)	9.6			6.2	5.9	
Confl. Peds. (#/hr)	8		18			18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	21	47	52	786	841	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	838	867	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6	<u> </u>		0.0	0.0	<u> </u>
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 58.8%			IC	U Level of	Service B
Analysis Period (min) 15						

Synchro 10 Report J.Audia, Novatech

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		1111	ተ ቀኈ			7
Traffic Volume (vph)	0	961	1987	5	0	10
Future Volume (vph)	0	961	1987	5	0	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0			0.0	0.0	0.0
Storage Lanes	1			0	0	1
Taper Length (m)	20.0				7.5	
Lane Util. Factor	1.00	0.86	0.91	0.91	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	6071	4818	0	0	1526
Flt Permitted						
Satd. Flow (perm)	0	6071	4818	0	0	1526
Link Speed (k/h)		50	50		50	
Link Distance (m)		83.7	45.0		49.1	
Travel Time (s)		6.0	3.2		3.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1068	2208	6	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1068	2214	0	0	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.6	3.6	•	0.0	<u> </u>
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary	0.11					
Area Type:	Other					
Control Type: Unsignalized	50.00/			10		
Intersection Capacity Utilizatio	n 50.6%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻ	7	ተ ተጮ			41∱
Traffic Volume (vph)	34	14	819	32	12	952
Future Volume (vph)	34	14	819	32	12	952
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt		0.850	0.994			
Flt Protected	0.950					0.999
Satd. Flow (prot)	1676	1500	4789	0	0	3350
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1676	1500	4789	0	0	3350
Link Speed (k/h)	50		50			50
Link Distance (m)	106.6		70.0			78.6
Travel Time (s)	7.7		5.0			5.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	38	16	910	36	13	1058
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	16	946	0	0	1071
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0	<u> </u>		0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 46.7%			IC	U Level of	Service A

Analysis Period (min) 15

	-	\rightarrow	•	←	•	/	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø5
Lane Configurations	ተተ _ጉ		14.14	^	ሻ	7	
Traffic Volume (vph)	1338	182	499	77 291	223	457	
Future Volume (vph)	1338	182	499	291	223	457	
	1800	1800	1800	1800	1800	1800	
Ideal Flow (vphpl)	1800			1800			
Storage Length (m)		120.0	0.0		0.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)			7.5		7.5		
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	1.00	
Ped Bike Factor	1.00		1.00		0.99	0.98	
Frt	0.982					0.850	
Flt Protected			0.950		0.950		
Satd. Flow (prot)	4713	0	3190	3288	1660	1485	
Flt Permitted			0.950		0.950		
Satd. Flow (perm)	4713	0	3180	3288	1639	1449	
Right Turn on Red	77 10	Yes	0100	0200	1000	Yes	
Satd. Flow (RTOR)	22	163				4	
	60			60	50	4	
Link Speed (k/h)							
Link Distance (m)	238.7			65.5	242.1		
Travel Time (s)	14.3			3.9	17.4		
Confl. Peds. (#/hr)		13	13		11	11	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	2%	2%	4%	4%	3%	3%	
Adj. Flow (vph)	1487	202	554	323	248	508	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1689	0	554	323	248	508	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(m)	7.2	rugnt	LGIL	9.9	3.6	rtigiit	
Link Offset(m)	0.0			0.0	0.0		
Crosswalk Width(m)	3.0			3.0	3.0		
Two way Left Turn Lane					, .		
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)		15	25		25	15	
Number of Detectors	1		1	2	1	1	
Detector Template	Thru		Left	Thru	Left	Right	
Leading Detector (m)	10.0		2.0	10.0	2.0	2.0	
Trailing Detector (m)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Size(m)	10.0		2.0	0.6	2.0	2.0	
Detector 1 Type	CI+Ex		CI+Ex	Cl+Ex	Cl+Ex	CI+Ex	
Detector 1 Channel	^ ^			0.0			
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(m)				9.4			
Detector 2 Size(m)				0.6			
Detector 2 Type				CI+Ex			
Detector 2 Channel							
Detector 2 Extend (s)				0.0			
Turn Type	NA		Prot	NA	Prot	pm+ov	
Protected Phases	2		1	6	8	•	5
	۷		ı	Ö	0	1	J
Permitted Phases						8	
	_			_	_		
Detector Phase Switch Phase	2		1	6	8	1	

	-	•	•	•	4	1		
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø5	
Minimum Initial (s)	10.0		5.0	10.0	10.0	5.0	5.0	۰
Minimum Split (s)	31.7		11.0	31.7	38.8	11.0	10.0	
Total Split (s)	55.0		31.0	76.0	44.0	31.0	10.0	
Total Split (%)	42.3%		23.8%	58.5%	33.8%	23.8%	8%	
Maximum Green (s)	49.3		25.0	70.3	38.2	25.0	5.0	
Yellow Time (s)	3.7		3.7	3.7	3.3	3.7	2.0	
All-Red Time (s)	2.0		2.3	2.0	2.5	2.3	3.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.7		6.0	5.7	5.8	6.0		
Lead/Lag	Lag		Lead	Lag		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max		None	C-Max	Min	None	None	
Walk Time (s)	11.0			11.0	7.0		5.0	
Flash Dont Walk (s)	15.0			15.0	26.0		0.0	
Pedestrian Calls (#/hr)	7			7	6		3	
Act Effct Green (s)	59.3		28.4	91.6	24.8	53.0		
Actuated g/C Ratio	0.46		0.22	0.70	0.19	0.41		
v/c Ratio	0.78		0.80	0.14	0.78	0.85		
Control Delay	34.1		55.1	7.7	66.7	44.4		
Queue Delay	0.0		0.0	0.0	0.0	0.0		
Total Delay	34.1		55.1	7.7	66.7	44.4		
LOS	С		Е	Α	Е	D		
Approach Delay	34.1			37.6	51.7			
Approach LOS	С			D	D			
Queue Length 50th (m)	122.0		67.3	9.0	56.2	94.9		
Queue Length 95th (m)	#167.7		85.6	31.6	77.3	117.3		
Internal Link Dist (m)	214.7			41.5	218.1			
Turn Bay Length (m)								
Base Capacity (vph)	2161		707	2316	487	606		
Starvation Cap Reductn	0		0	0	0	0		
Spillback Cap Reductn	0		0	0	0	0		
Storage Cap Reductn	0		0	0	0	0		
Reduced v/c Ratio	0.78		0.78	0.14	0.51	0.84		

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 112 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 105

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.85

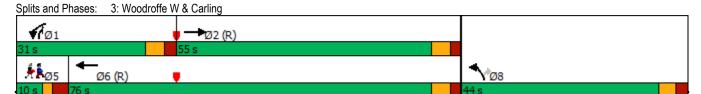
Intersection Signal Delay: 39.1 Intersection Capacity Utilization 78.6% Intersection LOS: D

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.



Lane Group EBL EBT EBR WBL WBT WBR NBL NBT NBR Lane Configurations 7<	SBL SE	BT SBR
Traffic Volume (vph) 439 1455 45 10 301 90 11 206 46	75	אוטט וכ
Traffic Volume (vph) 439 1455 45 10 301 90 11 206 46		* *
11.1	194	81 503
Future Volume (vph) 439 1455 45 10 301 90 11 206 46	194	81 503
Ideal Flow (vphpl) 1800 1800 1800 1800 1800 1800 1800 180	1800 180	00 1800
Storage Length (m) 0.0 0.0 35.0 0.0 0.0 0.0	0.0	0.0
Storage Lanes 2 0 1 1 1 0	1	1
Taper Length (m) 20.0 30.0 7.5	0.00	
Lane Util. Factor 0.97 0.95 0.95 1.00 0.91 1.00 1.00 0.95 0.95	1.00 1.0	00 1.00
	0.99	0.98
Frt 0.996 0.850 0.973		0.850
).950	
	1660 17	48 1485
).362	
Satd. Flow (perm) 3192 3335 0 1550 4467 1349 1227 3242 0	625 17	
Right Turn on Red Yes Yes Yes		Yes
Satd. Flow (RTOR) 3 191 20		215
Link Speed (k/h) 60 60 50		50
Link Distance (m) 43.3 162.2 169.9		1.4
Travel Time (s) 2.6 9.7 12.2		3.9
Confl. Peds. (#/hr) 14 13 13 14 5 18	18	5
Confl. Bikes (#/hr) 1 2		
Peak Hour Factor 0.90 0.90 0.90 0.90 0.90 0.90 0.90 0.9		90 0.90
Heavy Vehicles (%) 2% 2% 10% 10% 10% 2% 2% 2%		3%
Adj. Flow (vph) 488 1617 50 11 334 100 12 229 51	216	90 559
Shared Lane Traffic (%)		
Lane Group Flow (vph) 488 1667 0 11 334 100 12 280 0		90 559
Enter Blocked Intersection No No No No No No No No		No No
Lane Alignment Left Left Right Left Right Left Right		eft Right
Median Width(m) 10.8 10.8 3.6		3.9
Link Offset(m) 0.0 0.0		0.0
Crosswalk Width(m) 3.0 3.0 3.0	3	3.0
Two way Left Turn Lane		
Headway Factor 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07	1.07 1.0	
Turning Speed (k/h) 25 15 25 15	25	15
Number of Detectors 1 2 1 2 1 1 2	1	2 1
Detector Template Left Thru Left Thru Right Left Thru	Left Th	
Leading Detector (m) 2.0 10.0 2.0 10.0 2.0 10.0		0.0 2.0
Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 0.0		0.0
Detector 1 Position(m) 0.0 0.0 0.0 0.0 0.0 0.0 0.0		0.0
Detector 1 Size(m) 2.0 0.6 2.0 0.6 2.0 0.6		0.6 2.0
	CI+Ex CI+I	Ex CI+Ex
Detector 1 Channel		
Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 0.0		0.0
Detector 1 Queue (s) 0.0 0.0 0.0 0.0 0.0 0.0		0.0
Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 0.0		0.0
Detector 2 Position(m) 9.4 9.4		9.4
Detector 2 Size(m) 0.6 0.6 0.6).6
Detector 2 Type CI+Ex CI+Ex CI+Ex	CI+I	Ex
Detector 2 Channel	_	
Detector 2 Extend (s) 0.0 0.0 0.0		0.0
		NA pm+ov
Protected Phases 5 2 1 6 8	7	4 5
Permitted Phases 6 8	4	4
Detector Phase 5 2 1 6 6 8 8	7	4 5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	10.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.3	37.1		11.3	37.1	37.1	40.9	40.9		11.3	40.9	11.3
Total Split (s)	31.0	53.7		21.3	44.0	44.0	41.0	41.0		14.0	55.0	31.0
Total Split (%)	23.8%	41.3%		16.4%	33.8%	33.8%	31.5%	31.5%		10.8%	42.3%	23.8%
Maximum Green (s)	24.7	47.6		15.0	37.9	37.9	34.1	34.1		7.7	48.1	24.7
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.7
All-Red Time (s)	2.6	2.4		2.6	2.4	2.4	3.6	3.6		3.0	3.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1		6.3	6.1	6.1	6.9	6.9		6.3	6.9	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	Min	Min		None	Min	None
Walk Time (s)		7.0			7.0	7.0	23.0	23.0			23.0	
Flash Dont Walk (s)		24.0			24.0	24.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		7			7	7	9	9			9	
Act Effct Green (s)	24.2	81.6		6.5	53.9	53.9	18.6	18.6		33.2	32.6	57.4
Actuated g/C Ratio	0.19	0.63		0.05	0.41	0.41	0.14	0.14		0.26	0.25	0.44
v/c Ratio	0.81	0.80		0.14	0.18	0.15	0.07	0.58		0.98	0.21	0.73
Control Delay	71.9	15.5		75.4	19.1	1.0	44.1	52.1		100.2	37.5	19.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	71.9	15.5		75.4	19.1	1.0	44.1	52.1		100.2	37.5	19.8
LOS	Е	В		Е	В	Α	D	D		F	D	В
Approach Delay		28.3			16.5			51.7			41.7	
Approach LOS		C			В			D			D	20.0
Queue Length 50th (m)	60.3	55.3		2.8	13.7	0.0	2.6	31.3		~47.5	17.4	62.3
Queue Length 95th (m)	m77.7	#283.4		9.2	12.0	0.2	6.9	37.7		#59.7	25.1	71.3
Internal Link Dist (m)		19.3		25.0	138.2			145.9			30.4	
Turn Bay Length (m)	044	2000		35.0	4050	074	204	005		000	0.10	700
Base Capacity (vph)	641	2093		179	1852	671	321	865		220	646	783
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.76	0.80		0.06	0.18	0.15	0.04	0.32		0.98	0.14	0.71

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 128 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.98 Intersection Signal Delay: 31.8 Intersection Capacity Utilization 98.2%

Intersection LOS: C
ICU Level of Service F

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተ ቀኁ		*	tttt≽			4		ሻ	ĥ	
Traffic Volume (vph)	12	1520	18	26	432	13	7	6	14	26	3	39
Future Volume (vph)	12	1520	18	26	432	13	7	6	14	26	3	39
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	65.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	6.0			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99		0.99	0.98	
Frt		0.998			0.996			0.930			0.860	
Flt Protected	0.950			0.950				0.987		0.950		
Satd. Flow (prot)	1676	4806	0	1676	6044	0	0	1573	0	1221	1109	0
Flt Permitted	0.419		•	0.130		•		0.915	-	0.737		
Satd. Flow (perm)	738	4806	0	229	6044	0	0	1456	0	941	1109	0
Right Turn on Red		.000	Yes		• • • • • • • • • • • • • • • • • • • •	Yes	•		Yes	• • • •		Yes
Satd. Flow (RTOR)		2			5			16			43	
Link Speed (k/h)		60			60			30			40	
Link Distance (m)		162.2			170.6			101.7			102.7	
Travel Time (s)		9.7			10.2			12.2			9.2	
Confl. Peds. (#/hr)	4	3.1	5	5	10.2	4	5	12.2	7	7	3.2	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	40%	0.90	40%
Adj. Flow (vph)	13	1689	20	29	480	14	8	7	16	29	3	40 /
	13	1009	20	29	400	14	0	- 1	10	29	3	43
Shared Lane Traffic (%)	13	1709	0	29	494	0	0	31	0	29	46	0
Lane Group Flow (vph)	No	No	No	No	No	No	No	No	No	No	No	No
Enter Blocked Intersection												
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		9.9			10.8			1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	•	15	25	•	15	25	•	15	25	•	15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
		2		6	6		8	8		4	4	
Detector Phase	5			U	U		U	O		7	4	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	41.2		41.2	41.2		43.9	43.9		43.9	43.9	
Total Split (s)	17.0	82.0		65.0	65.0		48.0	48.0		48.0	48.0	
Total Split (%)	13.1%	63.1%		50.0%	50.0%		36.9%	36.9%		36.9%	36.9%	
Maximum Green (s)	10.4	75.8		58.8	58.8		41.1	41.1		41.1	41.1	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.5		2.5	2.5		3.6	3.6		3.6	3.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.2		6.2	6.2			6.9		6.9	6.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		28.0		28.0	28.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)		3		3	3		4	4		4	4	
Act Effct Green (s)	104.2	105.8		100.7	100.7			15.7		15.7	15.7	
Actuated g/C Ratio	0.80	0.81		0.77	0.77			0.12		0.12	0.12	
v/c Ratio	0.02	0.44		0.16	0.11			0.16		0.26	0.27	
Control Delay	2.5	2.0		9.9	4.6			28.5		53.2	17.2	
Queue Delay	0.0	0.2		0.0	0.0			0.0		0.0	0.0	
Total Delay	2.5	2.2		9.9	4.6			28.5		53.2	17.2	
LOS	Α	Α		Α	Α			С		D	В	
Approach Delay		2.2			4.9			28.5			31.1	
Approach LOS		Α			Α			С			С	
Queue Length 50th (m)	0.3	14.8		1.1	5.1			3.4		6.6	0.7	
Queue Length 95th (m)	m0.5	m19.8		4.4	10.4			9.7		12.4	9.2	
Internal Link Dist (m)		138.2			146.6			77.7			78.7	
Turn Bay Length (m)	110.0			65.0								
Base Capacity (vph)	666	3912		177	4682			471		297	380	
Starvation Cap Reductn	0	991		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.02	0.59		0.16	0.11			0.07		0.10	0.12	

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 128 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

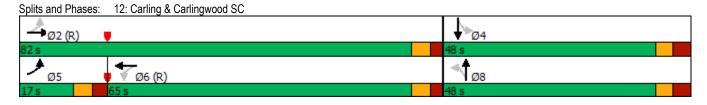
Natural Cycle: 100

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.44 Intersection Signal Delay: 4.0 Intersection Capacity Utilization 55.6%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

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



	۶	→	*	•	+	•	1	†	~	\	↓	✓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ተተኈ		ሻ	^ ^	7		4		7	ĵ _a	
Traffic Volume (vph)	19	1648	5	7	372	60	3	24	30	75	7	27
Future Volume (vph)	19	1648	5	7	372	60	3	24	30	75	7	27
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		0.0	40.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (m)	7.5		•	7.5		•	7.5		•	7.5		•
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00	0.01	1.00	0.01	0.94	1.00	0.98	1.00	0.99	0.98	1.00
Frt	0.00	1.00		1.00		0.850		0.929		0.00	0.882	
Flt Protected	0.950			0.950		0.000		0.998		0.950	0.002	
Satd. Flow (prot)	1676	4817	0	1629	4680	1457	0	1612	0	1660	1509	0
Flt Permitted	0.464	1017	· ·	0.111	1000	1101	v	0.988	· ·	0.802	1000	J
Satd. Flow (perm)	802	4817	0	190	4680	1364	0	1595	0	1384	1509	0
Right Turn on Red	002	TO 17	Yes	150	7000	Yes	U	1000	Yes	1007	1000	Yes
Satd. Flow (RTOR)		1	163			95		18	163		30	163
Link Speed (k/h)		60			60	30		50			50	
Link Distance (m)		170.6			185.0			157.7			163.4	
Travel Time (s)		170.0			11.1			11.4			11.8	
	15	10.2	12	12	11.1	15	13	11.4	12	12	11.0	13
Confl. Peds. (#/hr)	15			12			13			12		13
Confl. Bikes (#/hr)	0.00	0.00	1	0.00	0.00	1	0.00	0.00	4	0.00	0.00	0.00
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	21	1831	6	8	413	67	3	27	33	83	8	30
Shared Lane Traffic (%)	04	4007	^	0	440	07	^	00	^	00	00	0
Lane Group Flow (vph)	21	1837	0	. 8	413	67	0	63	0	83	38	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)		10.8			7.2			1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex		Cl+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		OI) LX			OI! EX			OI LX			OI LX	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	рит-рі 5	2		1 61111	6	1 61111	1 61111	8		1 61111	4	
Permitted Phases	2			6	U	6	8	U		4	4	
Detector Phase	5	2		6	6	6	8	8		4	4	
Detector Fliase	5	Z		0	0	0	0	0		4	4	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.0	28.2		28.2	28.2	28.2	42.3	42.3		42.3	42.3	
Total Split (s)	14.0	86.0		72.0	72.0	72.0	44.0	44.0		44.0	44.0	
Total Split (%)	10.8%	66.2%		55.4%	55.4%	55.4%	33.8%	33.8%		33.8%	33.8%	
Maximum Green (s)	7.0	79.8		65.8	65.8	65.8	36.7	36.7		36.7	36.7	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	3.3	2.5		2.5	2.5	2.5	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.2		6.2	6.2	6.2		7.3		7.3	7.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		10.0		10.0	10.0	10.0	24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		12.0		12.0	12.0	12.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		8		8	8	8	7	7		7	7	
Act Effct Green (s)	98.2	99.0		91.1	91.1	91.1		17.5		17.5	17.5	
Actuated g/C Ratio	0.76	0.76		0.70	0.70	0.70		0.13		0.13	0.13	
v/c Ratio	0.03	0.50		0.06	0.13	0.07		0.28		0.45	0.17	
Control Delay	1.5	1.9		13.6	8.6	1.4		37.1		56.8	19.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	1.5	1.9		13.6	8.6	1.4		37.1		56.8	19.4	
LOS	Α	Α		В	Α	Α		D		Е	В	
Approach Delay		1.9			7.7			37.1			45.1	
Approach LOS		Α			Α			D			D	
Queue Length 50th (m)	0.2	6.3		0.6	11.0	0.0		9.9		18.9	1.7	
Queue Length 95th (m)	m0.7	8.7		3.8	24.0	3.3		18.7		28.3	9.3	
Internal Link Dist (m)		146.6			161.0			133.7			139.4	
Turn Bay Length (m)	125.0			40.0								
Base Capacity (vph)	652	3670		132	3278	983		463		390	447	
Starvation Cap Reductn	0	182		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.03	0.53		0.06	0.13	0.07		0.14		0.21	0.09	

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

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

Natural Cycle: 85

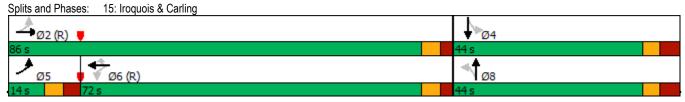
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50 Intersection Signal Delay: 6.0 Intersection Capacity Utilization 62.4%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

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



	•	•	†	/	/		
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	ች	7	^	7	022	414	~
Traffic Volume (vph)	21	9	643	72	16	658	
Future Volume (vph)	21	9	643	72	16	658	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	
Ped Bike Factor	0.99	0.98	0.00	0.95	0.00	1.00	
Frt	0.55	0.850		0.850		1.00	
FIt Protected	0.950	0.000		0.000		0.999	
Satd. Flow (prot)	1710	1530	3288	1471	0	3317	
Flt Permitted	0.950	1000	3200	17/1	U	0.932	
Satd. Flow (perm)	1687	1501	3288	1401	0	3094	
Right Turn on Red	1007	Yes	3200	Yes	U	303 4	
		10		80			
Satd. Flow (RTOR)	40	10	50	00		50	
Link Speed (k/h) Link Distance (m)	107.1		78.4			86.5	
						6.2	
Travel Time (s)	9.6	A	5.6	40	40	0.2	
Confl. Peds. (#/hr)	8	4		18	18		
Confl. Bikes (#/hr)	0.00	0.00	0.00	3	0.00	0.00	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	0%	0%	4%	4%	3%	3%	
Adj. Flow (vph)	23	10	714	80	18	731	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	23	10	714	80	0	749	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(m)	3.6		0.0			0.0	
Link Offset(m)	0.0		0.0			0.0	
Crosswalk Width(m)	3.0		3.0			3.0	
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25	15		15	25		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (m)	2.0	2.0	10.0	2.0	2.0	10.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Size(m)	2.0	2.0	0.6	2.0	2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(m)			9.4			9.4	
Detector 2 Size(m)			0.6			0.6	
Detector 2 Type			CI+Ex			CI+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	7
Permitted Phases	8	8		2	6		
Detector Phase	8	8	2	2	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	21.0	21.0	35.0	35.0	35.0	35.0	10.0
Miliminum Opiit (3)	21.0	21.0	00.0	00.0	00.0	00.0	10.0

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	€	•	†		-	¥		
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7	
Total Split (s)	21.0	21.0	54.0	54.0	54.0	54.0	10.0	
Total Split (%)	24.7%	24.7%	63.5%	63.5%	63.5%	63.5%	12%	
Maximum Green (s)	15.3	15.3	48.0	48.0	48.0	48.0	5.0	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	2.0	
All-Red Time (s)	2.4	2.4	2.7	2.7	2.7	2.7	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	,	0.0	0.0	
Total Lost Time (s)	5.7	5.7	6.0	6.0		6.0		
Lead/Lag	Lag	Lag	0.0	0.0		0.0	Lead	
Lead-Lag Optimize?	Lag	Lag					Leau	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None	
Walk Time (s)	2.0	2.0	11.0	11.0	11.0	11.0	5.0	
Flash Dont Walk (s)	13.0	13.0	18.0	18.0	18.0	18.0	0.0	
Pedestrian Calls (#/hr)	4	4	9	9	9	9	3	
Act Effct Green (s)	8.1	8.1	70.2	70.2		70.2		
Actuated g/C Ratio	0.10	0.10	0.83	0.83		0.83		
v/c Ratio	0.14	0.07	0.26	0.07		0.29		
Control Delay	35.2	18.1	4.3	1.9		4.5		
Queue Delay	0.0	0.0	0.0	0.0		0.0		
Total Delay	35.2	18.1	4.3	1.9		4.5		
LOS	D	В	Α	Α		Α		
Approach Delay	30.0		4.0			4.5		
Approach LOS	С		Α			Α		
Queue Length 50th (m)	3.3	0.0	11.5	0.0		12.4		
Queue Length 95th (m)	8.7	3.8	39.0	4.9		42.3		
nternal Link Dist (m)	83.1		54.4			62.5		
Turn Bay Length (m)								
Base Capacity (vph)	303	278	2715	1170		2554		
Starvation Cap Reductn	0	0	0	0		0		
Spillback Cap Reductn	0	0	0	0		0		
Storage Cap Reductn	0	0	0	0		0		
Reduced v/c Ratio	0.08	0.04	0.26	0.07		0.29		
Intersection Summary								
Area Type:	Other							
Cycle Length: 85								
Actuated Cycle Length: 85								
Offset: 10 (12%), Reference	d to phase 2:N	BT and 6:	SBTL. Star	rt of Green				
Natural Cycle: 70	. , , , , , , , , , , , , , , , , , , ,		,					
Control Type: Actuated-Coo	rdinated							
Maximum v/c Ratio: 0.29								
Intersection Signal Delay: 4.	8			Ir	ntersection	LOS: A		
Intersection Capacity Utilizat						f Service A		
Analysis Period (min) 15					3 231010	. 551710071		
ranaryolo i onou (mm) 10								
Splits and Phases: 18: Wo	oodroffe E & C	arlingwood	d SC_					
. ♠								
[™] Ø2 (R)							_	
54 c								

Lane Group EBL EBR NBL NBT SBT SBR Lane Configurations ★
Lane Configurations Y 4↑ ↑₽ Traffic Volume (vph) 1 1 2 737 779 1 Future Volume (vph) 1 1 2 737 779 1 Ideal Flow (vphpl) 1800 1800 1800 1800 1800 Lane Util. Factor 1.00 1.00 0.91 0.91 0.95 0.95
Traffic Volume (vph) 1 1 2 737 779 1 Future Volume (vph) 1 1 2 737 779 1 Ideal Flow (vphpl) 1800 1800 1800 1800 1800 1800 Lane Util. Factor 1.00 1.00 0.91 0.91 0.95 0.95
Future Volume (vph) 1 1 2 737 779 1 Ideal Flow (vphpl) 1800 1800 1800 1800 1800 1800 Lane Util. Factor 1.00 1.00 0.91 0.91 0.95 0.95
Ideal Flow (vphpl) 1800 1800 1800 1800 1800 1800 Lane Util. Factor 1.00 1.00 0.91 0.91 0.95 0.95
Lane Util. Factor 1.00 1.00 0.91 0.91 0.95 0.95
0.332
Flt Protected 0.976
Satd. Flow (prot) 1605 0 0 4771 3320 0
Flt Permitted 0.976
Satd. Flow (perm) 1605 0 0 4771 3320 0
Link Speed (k/h) 50 50 50
Link Distance (m) 53.6 15.2 70.1
Travel Time (s) 3.9 1.1 5.0
Peak Hour Factor 0.90 0.90 0.90 0.90 0.90 0.90
Heavy Vehicles (%) 2% 2% 3% 3% 3% 3%
Adj. Flow (vph) 1 1 2 819 866 1
Shared Lane Traffic (%)
Lane Group Flow (vph) 2 0 0 821 867 0
Enter Blocked Intersection No No No No No No
Lane Alignment Left Right Left Left Right
Median Width(m) 3.6 0.0 0.0
Link Offset(m) 0.0 0.0 0.0
Crosswalk Width(m) 3.0 3.0 3.0
Two way Left Turn Lane
Headway Factor 1.07 1.07 1.07 1.07 1.07
Turning Speed (k/h) 25 15 25 15
Sign Control Stop Free Free
Intersection Summary
Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 32.8% ICU Level of Service A
Analysis Period (min) 15

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	•	→	←	•	-	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		^	411t			7
Traffic Volume (vph)	0	1940	816	6	0	2
Future Volume (vph)	0	1940	816	6	0	2
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0			0.0	0.0	0.0
Storage Lanes	0			0	0	1
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	0.91	0.86	0.86	1.00	1.00
Ped Bike Factor						
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	4771	5891	0	0	1557
Flt Permitted			5501			. 501
Satd. Flow (perm)	0	4771	5891	0	0	1557
Link Speed (k/h)	0	50	50	- 0	50	1001
Link Opeed (k/h) Link Distance (m)		65.5	85.2		179.2	
Travel Time (s)		4.7	6.1		12.9	
Confl. Peds. (#/hr)		7.1	0.1	10	12.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	5%	5%	0.90	0.90
	3% 0	2156	907	5% 7	0%	2
Adj. Flow (vph)	U	∠100	907	1	U	
Shared Lane Traffic (%)	^	0450	044	_	^	_
Lane Group Flow (vph)	0	2156	914	0	0	2
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		2.7	2.7		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
	Other					
Area Type:	Other					
Control Type: Unsignalized	40 00/			10		0
Intersection Capacity Utilizati	on 42.9%			IC	U Level of	Service A
Analysis Period (min) 15						

7 1111 1 00111 1 1 0 011							
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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	**			41₽	∱ β		
Traffic Volume (vph)	25	78	20	608	576	12	
Future Volume (vph)	25	78	20	608	576	12	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95	
Ped Bike Factor							
Frt	0.898				0.997		
Flt Protected	0.988			0.998			
Satd. Flow (prot)	1581	0	0	3346	3279	0	
FIt Permitted	0.988			0.998			
Satd. Flow (perm)	1581	0	0	3346	3279	0	
Link Speed (k/h)	50			50	50		
Link Distance (m)	133.7			86.5	82.4		
Travel Time (s)	9.6			6.2	5.9		
Confl. Peds. (#/hr)	8	4	7			7	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	1%	1%	2%	2%	4%	4%	
Adj. Flow (vph)	28	87	22	676	640	13	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	115	0	0	698	653	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(m)	3.6			0.0	0.0		
Link Offset(m)	0.0			0.0	0.0		
Crosswalk Width(m)	3.0			3.0	3.0		
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25	15	25			15	
Sign Control	Stop			Free	Free		
Intersection Summary							
Area Type:	Other						
Control Type: Unsignalized							
Intersection Capacity Utilization	on 47.4%			IC	U Level of	Service A	
Analysis Period (min) 15							

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations		1111	ተ ቀኈ			7		
Traffic Volume (vph)	0	1940	816	2	0	2		
Future Volume (vph)	0	1940	816	2	0	2		
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800		
Storage Length (m)	35.0			0.0	0.0	0.0		
Storage Lanes	1			0	0	1		
Taper Length (m)	20.0				7.5			
Lane Util. Factor	1.00	0.86	0.91	0.91	1.00	1.00		
Frt						0.865		
Flt Protected								
Satd. Flow (prot)	0	6071	4818	0	0	1526		
Flt Permitted								
Satd. Flow (perm)	0	6071	4818	0	0	1526		
Link Speed (k/h)		50	50		50			
Link Distance (m)		85.2	43.3		49.1			
Travel Time (s)		6.1	3.1		3.5			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90		
Adj. Flow (vph)	0	2156	907	2	0	2		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	0	2156	909	0	0	2		
Enter Blocked Intersection	Yes	Yes	No	No	No	No		
Lane Alignment	Left	Left	Left	Right	Left	Right		
Median Width(m)		3.6	3.6		0.0			
Link Offset(m)		0.0	0.0		0.0			
Crosswalk Width(m)		3.0	3.0		3.0			
Two way Left Turn Lane								
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07		
Turning Speed (k/h)	25			15	25	15		
Sign Control		Free	Free		Stop			
Intersection Summary								
	Other							
Control Type: Unsignalized								
Intersection Capacity Utilization	n 33.0%			IC	U Level of	Service A	4	
Analysis Period (min) 15								

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	7	7	ተ ቀጭ			414	
Traffic Volume (vph)	6	2	725	10	4	774	
Future Volume (vph)	6	2	725		4		
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.91	10 4 774 10 4 774			
Frt		0.850	0.998				
Flt Protected	0.950						
Satd. Flow (prot)	1676	1500	4808	0	0	3353	
Flt Permitted	0.950						
Satd. Flow (perm)	1676	1500	4808	0	0	3353	
Link Speed (k/h)	50		50				
Link Distance (m)	105.5		70.1			78.4	
Travel Time (s)	7.6		5.0			5.6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90		
Adj. Flow (vph)	7	2	806	11	4	860	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	7	2	817	0	0	864	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	008 0 0 3353 008 0 0 3353 50 50 0.1 78.4 5.0 5.6 90 0.90 0.90 0.90 006 11 4 860 017 0 0 864 No No No No No eft Right Left Left 0.0 0.0 3.0 3.0 07 1.07 1.07 1.07			
Median Width(m)	3.6	<u> </u>	0.0			0.0	
Link Offset(m)	0.0		0.0			0.0	
Crosswalk Width(m)	3.0		3.0			3.0	
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25	15		15	25		
Sign Control	Stop		Free			Free	
Intersection Summary							
Area Type:	Other						
Control Type: Unsignalized							
Intersection Capacity Utilizati	ion 35.5%			IC	U Level of	Service A	

Analysis Period (min) 15

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø5
Lane Configurations	11	LDIN	ሻሻ	*	NDL	TVDIX	20
Traffic Volume (vph)	483	340	758	957	255	393	
Future Volume (vph)	483	340	758	957	255	393	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	1000	120.0	0.0	1000	0.0	0.0	
Storage Lanes		120.0	2		1	1	
		I	7.5		7.5	ļ	
Taper Length (m)	0.01	0.04		0.05		1.00	
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	1.00	
Ped Bike Factor	0.99		0.99		0.99	0.98	
Frt	0.938		0.050		0.050	0.850	
Flt Protected	4450	^	0.950	0050	0.950	4545	
Satd. Flow (prot)	4458	0	3252	3353	1693	1515	
Flt Permitted	/ / 50	^	0.950	0050	0.950	4400	
Satd. Flow (perm)	4458	0	3220	3353	1677	1486	
Right Turn on Red		Yes				Yes	
Satd. Flow (RTOR)	133					62	
Link Speed (k/h)	60			60	50		
Link Distance (m)	238.7			65.5	242.1		
Travel Time (s)	14.3			3.9	17.4		
Confl. Peds. (#/hr)		14	14		8	6	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%	
Adj. Flow (vph)	537	378	842	1063	283	437	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	915	0	842	1063	283	437	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(m)	7.2	J		10.8	3.6	J	
Link Offset(m)	0.0			0.0	0.0		
Crosswalk Width(m)	3.0			3.0	3.0		
Two way Left Turn Lane	0.0			0.0	0.0		
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	1.07	1.07	25	1.01	25	15	
Number of Detectors	2	10	1	2	1	1	
Detector Template	Thru		Left	Thru	Left	Right	
Leading Detector (m)	10.0		2.0	10.0	2.0	2.0	
Trailing Detector (m)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Size(m)	0.6		2.0	0.6	2.0	2.0	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel						- 0 0	
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(m)	9.4			9.4			
Detector 2 Size(m)	0.6			0.6			
Detector 2 Type	CI+Ex			CI+Ex			
Detector 2 Channel							
Detector 2 Extend (s)	0.0			0.0			
Turn Type	NA		Prot	NA	Prot	pm+ov	
Protected Phases	2		1	6	8	1	5
Permitted Phases						8	
Detector Phase	2		1	6	8	1	
Switch Phase			·			·	
Cilitori i ilado							

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø5	
Minimum Initial (s)	10.0		5.0	10.0	10.0	5.0	5.0	•
Minimum Split (s)	31.7		11.0	31.7	38.8	11.0	10.0	
Total Split (s)	40.0		49.0	79.0	41.0	49.0	10.0	
Total Split (%)	30.8%	(37.7%	60.8%	31.5%	37.7%	8%	
Maximum Green (s)	34.3		43.0	73.3	35.2	43.0	5.0	
Yellow Time (s)	3.7		3.7	3.7	3.3	3.7	2.0	
All-Red Time (s)	2.0		2.3	2.0	2.5	2.3	3.0	
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0		
Total Lost Time (s)	5.7		6.0	5.7	5.8	6.0		
Lead/Lag	Lag		Lead	Lag		Lead	Lead	
Lead-Lag Optimize?				Yes			Yes	
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	C-Max		None	C-Max	Min	None	None	
Walk Time (s)	11.0			11.0	7.0		5.0	
Flash Dont Walk (s)	15.0			15.0	26.0		0.0	
Pedestrian Calls (#/hr)	7			7	6		3	
Act Effct Green (s)	46.3		39.2	89.6	26.9	66.0		
Actuated g/C Ratio	0.36		0.30	0.69	0.21	0.51		
v/c Ratio	0.55		0.86	0.46	0.81	0.55		
Control Delay	31.4		65.4	7.0	66.3	17.1		
Queue Delay	0.0		0.0	0.2	0.0	0.0		
Total Delay	31.4		65.4	7.2	66.3	17.1		
LOS	С		Е	Α	E	В		
Approach Delay	31.4			32.9	36.5			
Approach LOS	С			С	D			
Queue Length 50th (m)	54.4		106.9	30.7	64.1	51.3		
Queue Length 95th (m)	76.8	m	107.2	m48.2	86.4	59.6		
Internal Link Dist (m)	214.7			41.5	218.1			
Turn Bay Length (m)								
Base Capacity (vph)	1674		1078	2310	458	836		
Starvation Cap Reductn	0		0	395	0	0		
Spillback Cap Reductn	0		0	0	0	0		
Storage Cap Reductn	0		0	0	0	0		
Reduced v/c Ratio	0.55		0.78	0.56	0.62	0.52		
Interpostion Cummen								

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 27 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Green

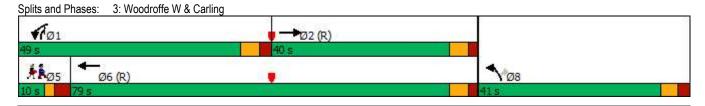
Natural Cycle: 95

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.86

Intersection Signal Delay: 33.2 Intersection LOS: C Intersection Capacity Utilization 76.3% ICU Level of Service D

Analysis Period (min) 15

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



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	76	ħβ		7	ተ ተተ	7	7	∱ ∱		7	•	7
Traffic Volume (vph)	458	417	84	31	1260	153	72	240	39	136	171	657
Future Volume (vph)	458	417	84	31	1260	153	72	240	39	136	171	657
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (m)	20.0			30.0			7.5			100.0		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99	0.98		0.95		0.95	0.99	0.99		0.97		0.97
Frt		0.975				0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3252	3204	0	1660	4771	1485	1676	3251	0	1676	1765	1500
Flt Permitted	0.950		•	0.950			0.638		•	0.366		,,,,,
Satd. Flow (perm)	3221	3204	0	1583	4771	1407	1110	3251	0	625	1765	1455
Right Turn on Red	ULL!	0201	Yes	1000		Yes	1110	0201	Yes	020	1700	Yes
Satd. Flow (RTOR)		20	100			147		14	. 00			26
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		45.0			162.2			169.9			54.4	
Travel Time (s)		2.7			9.7			12.2			3.9	
Confl. Peds. (#/hr)	32	2.1	48	48	5.1	32	16	12.2	50	50	0.0	16
Confl. Bikes (#/hr)	52		1	70		2	10		30	30		10
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	509	463	93	34	1400	170	80	267	43	151	190	730
Shared Lane Traffic (%)	309	403	93	J 1	1400	170	00	201	40	131	190	730
Lane Group Flow (vph)	509	556	0	34	1400	170	80	310	0	151	190	730
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	1 veh	1 veh	1 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		10.8			10.8			3.6			3.9	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	2.0
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	OI · EX	OI - EX		OI LX	OI - EX	OI · EX	OI - EX	OI - EX		OI · EX	OI LX	OI LX
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)	0.0	9.4		0.0	9.4	0.0	0.0	9.4		0.0	9.4	0.0
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		OITEX			OFFEX			OITEX			OITEX	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
	Prot	NA		Prot	NA	Perm	Perm	NA		nm±nt	NA	nm a ou
Turn Type						reiiii	reiiii			pm+pt		pm+ov
Protected Phases	5	2		1	6	^	0	8		7	4	5
Permitted Phases	-	0		1	^	6	8	0		4	1	4
Detector Phase	5	2		1	6	6	8	8		7	4	5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	10.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.3	40.1		11.3	40.1	40.1	40.9	40.9		11.3	40.9	11.3
Total Split (s)	26.0	51.7		21.3	47.0	47.0	43.0	43.0		14.0	57.0	26.0
Total Split (%)	20.0%	39.8%		16.4%	36.2%	36.2%	33.1%	33.1%		10.8%	43.8%	20.0%
Maximum Green (s)	19.7	45.6		15.0	40.9	40.9	36.1	36.1		7.7	50.1	19.7
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.7	3.3	3.7
All-Red Time (s)	2.6	2.4		2.6	2.4	2.4	3.6	3.6		2.6	3.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1		6.3	6.1	6.1	6.9	6.9		6.3	6.9	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	Min	Min		None	Min	None
Walk Time (s)		7.0			7.0	7.0	23.0	23.0			23.0	
Flash Dont Walk (s)		24.0			24.0	24.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		20			20	20	20	20			20	
Act Effct Green (s)	28.5	70.9		8.1	45.6	45.6	22.6	22.6		37.2	36.6	65.7
Actuated g/C Ratio	0.22	0.55		0.06	0.35	0.35	0.17	0.17		0.29	0.28	0.51
v/c Ratio	0.71	0.32		0.33	0.84	0.29	0.41	0.54		0.63	0.38	0.96
Control Delay	51.8	26.3		88.0	33.7	6.3	51.5	48.7		47.1	38.2	51.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	51.8	26.3		88.0	33.7	6.3	51.5	48.7		47.1	38.2	51.3
LOS	D	С		F	С	А	D	D		D	D	D
Approach Delay		38.5			32.0			49.3			48.4	
Approach LOS		D			С			D			D	
Queue Length 50th (m)	56.5	39.5		8.3	120.9	17.0	17.9	35.6		29.7	38.4	126.5
Queue Length 95th (m)	#92.3	77.1		16.8	#147.1	15.9	28.3	42.3		39.3	48.8	#225.4
Internal Link Dist (m)		21.0			138.2			145.9			30.4	
Turn Bay Length (m)				35.0								
Base Capacity (vph)	712	1756		191	1673	588	308	912		241	680	758
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.71	0.32		0.18	0.84	0.29	0.26	0.34		0.63	0.28	0.96

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

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

Natural Cycle: 115

Control Type: Actuated-Coordinated

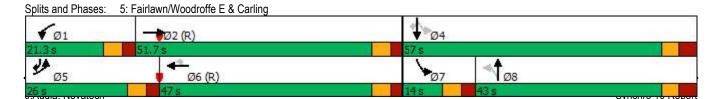
Maximum v/c Ratio: 0.96 Intersection Signal Delay: 39.5 Intersection Capacity Utilization 94.8%

Intersection LOS: D ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



	۶	→	•	•	+	4	1	†	/	/	+	✓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ተ ቀኈ		7	tttt≽			- €		7	₽	
Traffic Volume (vph)	27	540	32	122	1088	34	27	12	57	52	15	69
Future Volume (vph)	27	540	32	122	1088	34	27	12	57	52	15	69
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	65.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	6.0			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	1.00			0.98		1.00	0.95	
Frt		0.992			0.995			0.920			0.877	
Flt Protected	0.950			0.950				0.986		0.950		
Satd. Flow (prot)	1644	4676	0	1693	6097	0	0	1556	0	1368	1392	0
Flt Permitted	0.167			0.399				0.890		0.674		
Satd. Flow (perm)	289	4676	0	705	6097	0	0	1389	0	968	1392	0
Right Turn on Red			Yes			Yes	•		Yes			Yes
Satd. Flow (RTOR)		12			6			59			77	
Link Speed (k/h)		60			60			30			40	
Link Distance (m)		162.2			170.6			101.7			121.3	
Travel Time (s)		9.7			10.2			12.2			10.9	
Confl. Peds. (#/hr)	4	5.1	12	12	10.2	4	43	12.2	3	3	10.5	43
Confl. Bikes (#/hr)	7		1	12		2	70		0	U		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	4%	4%	4%	25%	0.30	10%
Adj. Flow (vph)	30	600	36	136	1209	38	30	13	63	58	17	77
Shared Lane Traffic (%)	30	000	30	130	1203	30	30	13	00	50	17	11
Lane Group Flow (vph)	30	636	0	136	1247	0	0	106	0	58	94	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)	Leit	7.2	Rigiil	Leit	10.8	Rigiil	Leit	1.0	Rigiil	Leit	3.6	Rigili
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
		3.0			3.0			3.0			3.0	
Two way Left Turn Lane	1.07	1.07	4.07	1.07	1.07	1.07	1.07	1.07	4.07	1.07	1.07	1.07
Headway Factor	1.07	1.07	1.07 15	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	2	15	25	2	15	25	2	15	25	2	15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	CI+Ex		CI+Ex	CI+Ex		Cl+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	

	۶	→	•	•	←	•	1	†	/	/	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	41.2		41.2	41.2		43.9	43.9		43.9	43.9	
Total Split (s)	18.0	82.0		64.0	64.0		48.0	48.0		48.0	48.0	
Total Split (%)	13.8%	63.1%		49.2%	49.2%		36.9%	36.9%		36.9%	36.9%	
Maximum Green (s)	11.4	75.8		57.8	57.8		41.1	41.1		41.1	41.1	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.5		2.5	2.5		3.6	3.6		3.6	3.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.2		6.2	6.2			6.9		6.9	6.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		28.0		28.0	28.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)		6		6	6		20	20		20	20	
Act Effct Green (s)	90.3	90.7		82.5	82.5			26.2		26.2	26.2	
Actuated g/C Ratio	0.69	0.70		0.63	0.63			0.20		0.20	0.20	
v/c Ratio	0.11	0.19		0.30	0.32			0.32		0.30	0.27	
Control Delay	7.3	6.5		8.1	6.0			20.6		43.6	12.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	7.3	6.5		8.1	6.0			20.6		43.6	12.6	
LOS	Α	Α		Α	Α			С		D	В	
Approach Delay		6.5			6.2			20.6			24.4	
Approach LOS		Α			Α			С			С	
Queue Length 50th (m)	3.1	26.4		4.8	12.7			8.2		10.5	2.9	
Queue Length 95th (m)	m3.5	17.5		7.9	14.8			21.9		21.4	15.0	
Internal Link Dist (m)		138.2			146.6			77.7			97.3	
Turn Bay Length (m)	110.0			65.0								
Base Capacity (vph)	319	3265		447	3873			479		306	492	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	63			1		0	1	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.09	0.19		0.30	0.33			0.22		0.19	0.19	

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 100 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

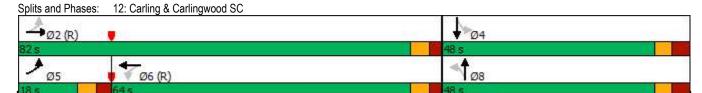
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.32 Intersection Signal Delay: 8.2 Intersection Capacity Utilization 79.1%

Intersection LOS: A ICU Level of Service D

Analysis Period (min) 15

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



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ተ ተ ጮ		7	^	7		4		*	ĵ,	
Traffic Volume (vph)	41	670	4	17	1449	107	13	20	10	117	23	60
Future Volume (vph)	41	670	4	17	1449	107	13	20	10	117	23	60
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		0.0	40.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		0.90		0.98		0.98	0.97	
Frt		0.999				0.850		0.968			0.892	
Flt Protected	0.950			0.950				0.985		0.950		
Satd. Flow (prot)	1676	4811	0	1693	4865	1515	0	1704	0	1693	1539	0
Flt Permitted	0.104			0.356				0.900		0.726		
Satd. Flow (perm)	184	4811	0	622	4865	1362	0	1544	0	1271	1539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				119		11			67	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		170.6			185.0			157.7			163.4	
Travel Time (s)		10.2			11.1			11.4			11.8	
Confl. Peds. (#/hr)	28	10.2	19	19		28	28		17	17	11.0	28
Confl. Bikes (#/hr)			6						•••	•••		2
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Adj. Flow (vph)	46	744	4	19	1610	119	14	22	11	130	26	67
Shared Lane Traffic (%)	10	, , , ,	•	10	1010	110				100	20	O1
Lane Group Flow (vph)	46	748	0	19	1610	119	0	47	0	130	93	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)	Loit	10.8	rtigitt	LOIL	7.2	rtigrit	LOIL	1.0	rugiit	LOIL	3.6	ragin
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane		0.0			0.0			0.0			0.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.07	1.07	25	1.07	1.07	25	1.07	1.07	25	1.07	1.07
Number of Detectors	1	2	10	1	2	1	1	2	10	1	2	10
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	
	CI+Ex	CI+Ex		Cl+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		Cl+Ex	CI+Ex	
Detector 1 Type Detector 1 Channel	CI+EX	CI+EX		CI+EX	CI+EX	CI+EX	UI+EX	UI+EX		CI+EX	UI+EX	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
							0.0					
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		6	6	6	8	8		4	4	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.0	28.2		28.2	28.2	28.2	42.3	42.3		42.3	42.3	
Total Split (s)	12.0	86.0		74.0	74.0	74.0	44.0	44.0		44.0	44.0	
Total Split (%)	9.2%	66.2%		56.9%	56.9%	56.9%	33.8%	33.8%		33.8%	33.8%	
Maximum Green (s)	5.0	79.8		67.8	67.8	67.8	36.7	36.7		36.7	36.7	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	3.3	2.5		2.5	2.5	2.5	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.2		6.2	6.2	6.2		7.3		7.3	7.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		10.0		10.0	10.0	10.0	24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		12.0		12.0	12.0	12.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		14		14	14	14	14	14		14	14	
Act Effct Green (s)	92.7	93.5		82.8	82.8	82.8		23.0		23.0	23.0	
Actuated g/C Ratio	0.71	0.72		0.64	0.64	0.64		0.18		0.18	0.18	
v/c Ratio	0.23	0.22		0.05	0.52	0.13		0.17		0.58	0.28	
Control Delay	11.0	4.8		14.2	15.9	3.0		33.6		57.1	16.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	11.0	4.8		14.2	15.9	3.0		33.6		57.1	16.2	
LOS	В	Α		В	В	Α		С		Е	В	
Approach Delay		5.1			15.0			33.6			40.0	
Approach LOS		Α			В			С			D	
Queue Length 50th (m)	1.6	9.6		1.5	67.8	0.0		7.6		29.6	5.4	
Queue Length 95th (m)	8.0	17.6		6.1	110.4	8.4		15.4		42.6	16.7	
Internal Link Dist (m)		146.6			161.0			133.7			139.4	
Turn Bay Length (m)	125.0			40.0								
Base Capacity (vph)	202	3460		395	3097	910		443		358	482	
Starvation Cap Reductn	0	0		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.23	0.22		0.05	0.52	0.13		0.11		0.36	0.19	

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 95 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 85

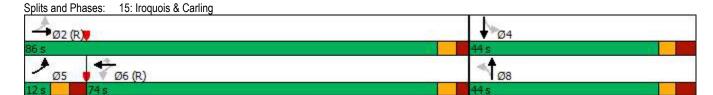
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58 Intersection Signal Delay: 14.5

Intersection Capacity Utilization 70.2%

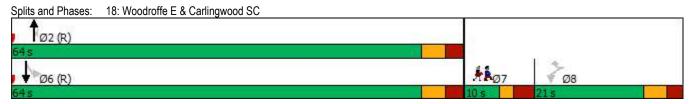
Intersection LOS: B ICU Level of Service C

Analysis Period (min) 15



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	*	7	^	7		414	
Traffic Volume (vph)	121	56	744	83	46	811	
Future Volume (vph)	121	56	744	83	46	811	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	
Ped Bike Factor	0.98	0.97	0.00	0.95	0.00	1.00	
Frt	0.50	0.850		0.850		1.00	
Flt Protected	0.950	0.000		0.000		0.997	
Satd. Flow (prot)	1710	1530	3353	1500	0	3310	
Flt Permitted	0.950	1550	3333	1300	U	0.857	
Satd. Flow (perm)	1678	1492	3353	1424	0	2845	
Right Turn on Red	1070	Yes	3333	Yes	U	2043	
Satd. Flow (RTOR)		62		92			
	40	02	50	92		50	
Link Speed (k/h) Link Distance (m)	40 107.1		50 78.6			50 86.5	
Travel Time (s)	9.6	7	5.7	40	40	6.2	
Confl. Peds. (#/hr)	10	7		18	10		
Confl. Bikes (#/hr)	0.00	0.00	0.00	3	0.00	0.00	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles (%)	0%	0%	2%	2%	3%	3%	
Adj. Flow (vph)	134	62	827	92	51	901	
Shared Lane Traffic (%)	101						
Lane Group Flow (vph)	134	62	827	92	0	952	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(m)	3.6		0.0			0.0	
Link Offset(m)	0.0		0.0			0.0	
Crosswalk Width(m)	3.0		3.0			3.0	
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25	15		15	25		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (m)	2.0	2.0	10.0	2.0	2.0	10.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Size(m)	2.0	2.0	0.6	2.0	2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(m)			9.4			9.4	
Detector 2 Size(m)			0.6			0.6	
Detector 2 Type			CI+Ex			CI+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	7
Permitted Phases	8	8		2	6		
Detector Phase	8	8	2	2	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	10.0	5.0
Minimum Split (s)	21.0	21.0	35.0	35.0	35.0	35.0	10.0
(-)						22.0	

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7	
Total Split (s)	21.0	21.0	64.0	64.0	64.0	64.0	10.0	
Total Split (%)	22.1%	22.1%	67.4%	67.4%	67.4%	67.4%	11%	
Maximum Green (s)	15.3	15.3	58.0	58.0	58.0	58.0	5.0	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	2.0	
All-Red Time (s)	2.4	2.4	2.7	2.7	2.7	2.7	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.7	5.7	6.0	6.0		6.0		
Lead/Lag	Lag	Lag					Lead	
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None	
Walk Time (s)	2.0	2.0	11.0	11.0	11.0	11.0	5.0	
Flash Dont Walk (s)	13.0	13.0	18.0	18.0	18.0	18.0	0.0	
Pedestrian Calls (#/hr)	5	5	5	5	5	5	3	
Act Effct Green (s)	12.3	12.3	69.0	69.0		69.0		
Actuated g/C Ratio	0.13	0.13	0.73	0.73		0.73		
v/c Ratio	0.62	0.25	0.34	0.09		0.46		
Control Delay	51.2	12.2	6.0	1.7		7.2		
Queue Delay	0.0	0.0	0.0	0.0		0.0		
Total Delay	51.2	12.2	6.0	1.7		7.2		
LOS	D	В	A	Α		Α		
Approach Delay	38.9		5.6			7.2		
Approach LOS	D		Α			Α		
Queue Length 50th (m)	21.6	0.0	20.8	0.0		27.1		
Queue Length 95th (m)	37.5	9.9	45.5	5.0		60.2		
Internal Link Dist (m)	83.1		54.6			62.5		
Turn Bay Length (m)	0=0	222	0.40=	40.50		2222		
Base Capacity (vph)	270	292	2435	1059		2066		
Starvation Cap Reductn	0	0	0	0		0		
Spillback Cap Reductn	0	0	0	0		0		
Storage Cap Reductn	0	0	0	0		0		
Reduced v/c Ratio	0.50	0.21	0.34	0.09		0.46		
Intersection Summary								
	Other							
Cycle Length: 95								
Actuated Cycle Length: 95								
Offset: 45 (47%), Referenced to	phase 2:N	BT and 6:8	SBTL, Star	t of Green				
Natural Cycle: 70								
Control Type: Actuated-Coordina	ated							
Maximum v/c Ratio: 0.62								
Intersection Signal Delay: 9.5	70.001				tersection			
Intersection Capacity Utilization	72.2%			IC	CU Level of	f Service C	,	
Analysis Period (min) 15								



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	EDI		ND	, NDT	007	000
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4413	ተ ኈ	
Traffic Volume (vph)	5	8	10	827	952	4
Future Volume (vph)	5	8	10	827	952	4
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt	0.919				0.999	
Flt Protected	0.980			0.999		
Satd. Flow (prot)	1589	0	0	4766	3317	0
Flt Permitted	0.980			0.999		
Satd. Flow (perm)	1589	0	0	4766	3317	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	53.6			15.2	70.0	
Travel Time (s)	3.9			1.1	5.0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Adj. Flow (vph)	6	9	11	919	1058	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	0	930	1062	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane	0.0					
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25	1.01	1.07	15
Sign Control	Stop	10	20	Free	Free	10
	Сюр			1100	1100	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 37.9%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		^	4111		022	7
Traffic Volume (vph)	0	961	1991	8	0	5
Future Volume (vph)	0	961	1991	8	0	5
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0			0.0	0.0	0.0
Storage Lanes	0			0	0	1
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	0.91	0.86	0.86	1.00	1.00
Ped Bike Factor						
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	4771	6065	0	0	1526
Flt Permitted						
Satd. Flow (perm)	0	4771	6065	0	0	1526
Link Speed (k/h)		50	50		50	
Link Distance (m)		65.5	83.7		179.2	
Travel Time (s)		4.7	6.0		12.9	
Confl. Peds. (#/hr)				27		
Confl. Bikes (#/hr)				6		
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	0	1068	2212	9	0	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1068	2221	0	0	6
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.6	3.6		0.0	•
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized	Other					
Intersection Capacity Utilizati	ion 40 6%			IC	U Level of	Convios A
Analysis Period (min) 15	1011 40.0 /6			10	O LEVEI OI	OCI VICE /
Alialysis Fellou (IIIIII) 13						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			414	ተ ኈ	
Traffic Volume (vph)	19	42	47	707	757	23
Future Volume (vph)	19	42	47	707	757	23
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.907				0.996	
Flt Protected	0.985			0.997		
Satd. Flow (prot)	1577	0	0	3343	3340	0
Flt Permitted	0.985			0.997		
Satd. Flow (perm)	1577	0	0	3343	3340	0
Link Speed (k/h)	50	· ·		50	50	
Link Distance (m)	133.7			86.5	82.4	
Travel Time (s)	9.6			6.2	5.9	
Confl. Peds. (#/hr)	8		18			18
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	21	47	52	786	841	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	68	0	0	838	867	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	ion 58.8%			IC	U Level of	Service B
Analysis Davis d (ssis) 45						

Analysis Period (min) 15

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		1111	ተ ተ ጮ			7
Traffic Volume (vph)	0	961	1987	5	0	10
Future Volume (vph)	0	961	1987	5	0	10
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0			0.0	0.0	0.0
Storage Lanes	1			0	0	1
Taper Length (m)	20.0				7.5	
Lane Util. Factor	1.00	0.86	0.91	0.91	1.00	1.00
Frt						0.865
Flt Protected						
Satd. Flow (prot)	0	6071	4818	0	0	1526
Flt Permitted						
Satd. Flow (perm)	0	6071	4818	0	0	1526
Link Speed (k/h)		50	50		50	
Link Distance (m)		83.7	45.0		49.1	
Travel Time (s)		6.0	3.2		3.5	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	1068	2208	6	0	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1068	2214	0	0	11
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.6	3.6	•	0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
					'	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizatio	n 50.6%			IC	U Level of	Service A
Analysis Period (min) 15						

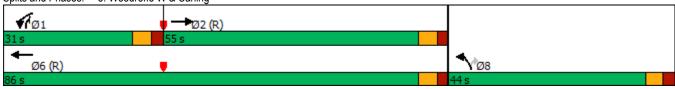
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻ	7	ተተ _ጮ			414
Traffic Volume (vph)	34	14	819	32	12	952
Future Volume (vph)	34	14	819	32	12	952
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt		0.850	0.994			
Flt Protected	0.950					0.999
Satd. Flow (prot)	1676	1500	4789	0	0	3350
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1676	1500	4789	0	0	3350
Link Speed (k/h)	50		50			50
Link Distance (m)	106.6		70.0			78.6
Travel Time (s)	7.7		5.0			5.7
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	38	16	910	36	13	1058
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	16	946	0	0	1071
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0	J		0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 46.7%			IC	U Level of	Service A

Analysis Period (min) 15

Satd. Flow (RTOR) 22		-	•	•	•	•	/
Lane Configurations	Lane Group	FRT	FRR	WRI	WRT	NRI	NRR
Traffic Volume (vph)			LDIX				
Future Volume (vph)		1229	182				
Ideal Flow (yphpl) 1800							
Storage Length (m)							
Storage Lanes		1800			1000		
Taper Length (m) 7.5 7.5 Lane Util. Factor 0.91 0.91 0.97 0.95 1.00 1.00 Ped Bike Factor 1.00 0.982 0.850 0.950 0.850 Fit Protected 0.950 0.950 0.950 Std. Flow (prot) 4713 0 3190 3288 1660 1485 Fit Permitted 0.950 0.950 0.950 Std. Flow (prot) 4713 0 3177 3288 1639 1449 Right Turn on Red Yes Yes 8 1639 1449 Right Turn on Red Yes 8 1639 1449 <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
Lane Util, Factor 0.91 0.91 0.97 0.95 1.00 1.00 Ped Bike Factor 1.00 1.00 0.99 0.98 0.950 Fit Protected 0.950 0.950 0.950 0.950 Satd. Flow (prot) 4713 0.3190 3288 1660 1485 Fit Permitted 0.950 0.950 0.950 0.950 Satd. Flow (perm) 4713 0.3177 3288 1639 1449 Right Turn on Red Yes 2 8 1639 1449 Right Turn on Red Yes 8 1660 50 50 Link Distance (m) 238.7 65.5 242.1 2 2			I				
Ped Bike Factor		0.04	0.04		0.05		4.00
Fit Protected 0.982			0.91		0.95		
Fit Protected				1.00		0.99	
Satd. Flow (prot) 4713 0 3190 3288 1660 1485 FIF Permitted 0.950 0.950 0.950 0.950 1449 Right Turn on Red Yes Yes Yes 8 Satd. Flow (RTOR) 22 8 8 1449 Link Speed (k/h) 60 60 50 65.5 242.1 17avel Time (s) 14.3 3.9 17.4 17.4 17avel Time (s) 14.3 3.9 17.4 11.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 <td< td=""><td></td><td>0.982</td><td></td><td>0.050</td><td></td><td>0.050</td><td>0.850</td></td<>		0.982		0.050		0.050	0.850
Fit Permitted		4=40			0000		4.10=
Satd. Flow (perm) 4713 0 3177 3288 1639 1449 Right Turn on Red Yes 8 1639 1449 Satd. Flow (RTOR) 22 8 8 Link Speed (k/h) 60 60 50 Link Distance (m) 238.7 65.5 242.1 Travel Time (s) 14.3 3.9 17.4 Confl. Peds. (#/hr) 13 13 11 11 Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 Heavy Vehicles (%) 2% 2% 4% 4% 3% 3% Adj. Flow (vph) 1338 182 519 291 232 476 Shared Lane Traffic (%) 138 182 519 291 232 476 Enter Blocked Intersection No		4713	0		3288		1485
Right Turn on Red Yes Yes Satd. Flow (RTOR) 22							
Satd. Flow (RTOR) 22		4713		3177	3288	1639	
Link Speed (k/h) 60 60 50 Link Distance (m) 238.7 65.5 242.1 Travel Time (s) 14.3 3.9 17.4 Confl. Peds. (#/hr) 13 13 11 11 Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 Heavy Vehicles (%) 2% 2% 4% 4% 3% 3% Adj. Flow (vph) 1338 182 519 291 232 476 Shared Lane Traffic (%) Lane Group Flow (vph) 1520 0 519 291 232 476 Enter Blocked Intersection No	Right Turn on Red		Yes				
Link Distance (m) 238.7 65.5 242.1 Travel Time (s) 14.3 3.9 17.4 Confl. Peds. (#/hr) 13 13 11 11 Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 1.00 Heavy Vehicles (%) 2% 2% 4% 4% 3% 3% Adj. Flow (vph) 1338 182 519 291 232 476 Shared Lane Traffic (%) Lane Group Flow (vph) 1520 0 519 291 232 476 Enter Blocked Intersection No N	Satd. Flow (RTOR)						8
Travel Time (s)	Link Speed (k/h)						
Travel Time (s)	Link Distance (m)	238.7			65.5	242.1	
Confl. Peds. (#/hr) 13 13 11 11 Peak Hour Factor 1.00<	Travel Time (s)						
Peak Hour Factor	Confl. Peds. (#/hr)		13	13			11
Heavy Vehicles (%)	Peak Hour Factor	1.00			1.00		
Adj. Flow (vph) 1338 182 519 291 232 476 Shared Lane Traffic (%) Lane Group Flow (vph) 1520 0 519 291 232 476 Enter Blocked Intersection No No </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>							
Shared Lane Traffic (%) Lane Group Flow (vph) 1520 0 519 291 232 476							
Lane Group Flow (vph) 1520 0 519 291 232 476 Enter Blocked Intersection No		1000	102	310	201	202	17.5
Enter Blocked Intersection No Protector Protector Protector Protector Protector Protector Protector Quantity Left Left Left Left Reght No		1520	0	519	291	232	476
Lane Alignment Left Median Width(m) Left 7.2 Left Neght Set (m) Left Neght Ne							
Median Width(m) 7.2 9.9 3.6 Link Offset(m) 0.0 0.0 0.0 Crosswalk Width(m) 3.0 3.0 3.0 Two way Left Turn Lane Headway Factor 1.07 1.07 1.07 1.07 Turning Speed (k/h) 15 25 25 15 Number of Detectors 1 1 2 1 1 Detector Template Thru Left Thru Left Right Leading Detector (m) 10.0 2.0 10.0 2.0 2.0 Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Position(m) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Size(m) 10.0 2.0 0.6 2.0 2.0 Detector 1 Type Cl+Ex Cl+Ex Cl+Ex Cl+Ex Cl+Ex Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 0.0							
Link Offset(m) 0.0 0.0 0.0 Crosswalk Width(m) 3.0 3.0 3.0 Two way Left Turn Lane Headway Factor 1.07 1.07 1.07 1.07 1.07 Turning Speed (k/h) 15 25 25 15 Number of Detectors 1 1 2 1 1 Detector Template Thru Left Thru Left Right Leading Detector (m) 10.0 2.0 10.0 2.0 2.0 Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Position(m) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Size(m) 10.0 2.0 0.6 2.0 2.0 Detector 1 Type Cl+Ex Cl+Ex Cl+Ex Cl+Ex Cl+Ex Detector 1 Letand (s) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 2 Position(m) 9.4			Night	Leit			Nigrit
Crosswalk Width(m) 3.0 3.0 3.0 3.0 Two way Left Turn Lane Headway Factor 1.07 1.00 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>							
Two way Left Turn Lane Headway Factor 1.07 1.07 1.07 1.07 1.07 Turning Speed (k/h) 15 25 25 15 Number of Detectors 1 1 2 1 1 Detector Template Thru Left Thru Left Right Leading Detector (m) 10.0 2.0 10.0 2.0 2.0 Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 Detector 1 Position(m) 0.0 0.0 0.0 0.0 0.0 Detector 1 Size(m) 10.0 2.0 0.6 2.0 2.0 Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex Detector 1 Channel Detector 1 Queue (s) 0.0 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 Detector 2 Position(m) 9.4 Detector 2 Size(m) 0.6 Detector 2 Extend (s) 0.0 Turn Type NA Prot NA Prot pm+ov Protected Phases 2 1 6 8 1 Permitted Phases Betector Phase 2 1 6 8 1							
Headway Factor		3.0			3.0	3.0	
Turning Speed (k/h) 15 25 25 15 Number of Detectors 1 1 2 1 1 Detector Template Thru Left Thru Left Right Leading Detector (m) 10.0 2.0 10.0 2.0 2.0 Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Position(m) 0.0 <td></td> <td>4.0=</td> <td>4.6=</td> <td>4.0=</td> <td>4.0=</td> <td>4.0=</td> <td>4.0=</td>		4.0=	4.6=	4.0=	4.0=	4.0=	4.0=
Number of Detectors 1 1 2 1 1 Detector Template Thru Left Thru Left Right Leading Detector (m) 10.0 2.0 10.0 2.0 2.0 Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 Detector 1 Position(m) 0.0 0.0 0.0 0.0 0.0 Detector 1 Size(m) 10.0 2.0 0.6 2.0 2.0 Detector 1 Type CI+Ex D.0 0.0		1.07			1.07		
Detector Template			15				
Leading Detector (m) 10.0 2.0 10.0 2.0 2.0 Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Position(m) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Size(m) 10.0 2.0 0.6 2.0 2.0 Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex Detector 1 Channel Detector 1 Extend (s) 0.0							-
Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 Detector 1 Position(m) 0.0 0.0 0.0 0.0 0.0 Detector 1 Size(m) 10.0 2.0 0.6 2.0 2.0 Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex Detector 1 Channel Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 Detector 1 Queue (s) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 2 Position(m) 9.4 9.4 9.4 9.4 9.4 Detector 2 Size(m) 0.6 0.6 0.6 0.0	•						
Detector 1 Position(m) 0.0 0.0 0.0 0.0 0.0 Detector 1 Size(m) 10.0 2.0 0.6 2.0 2.0 Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex Detector 1 Channel Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Queue (s) 0.0	Leading Detector (m)						
Detector 1 Size(m) 10.0 2.0 0.6 2.0 2.0 Detector 1 Type CI+Ex CI+Ex CI+Ex CI+Ex CI+Ex Detector 1 Channel 0.0 0.0 0.0 0.0 0.0 Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 Detector 2 Position(m) 9.4 0.6 0.0	Trailing Detector (m)						
Detector 1 Type CI+Ex	Detector 1 Position(m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Type CI+Ex	Detector 1 Size(m)	10.0		2.0	0.6	2.0	2.0
Detector 1 Channel O.0 D.0 D.0 D.0 D.0 Turn Type NA Prot NA Prot pm+ov Protected Phases 2 1 6 8 1 Permitted Phases 2 1 6 8 1 Detector Phase 2 1 6 8 1	Detector 1 Type						
Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 Detector 1 Queue (s) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 0.0 Detector 2 Position(m) 0.6 0.6 0.0 </td <td>Detector 1 Channel</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Detector 1 Channel						
Detector 1 Queue (s) 0.0 0.0 0.0 0.0 0.0 Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 Detector 2 Position(m) 9.4 0.6 0.6 0.6 0.6 0.6 0.0		0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 Detector 2 Position(m) 9.4 0.6 0.6 0.6 0.6 0.6 0.6 0.0							
Detector 2 Position(m) 9.4 Detector 2 Size(m) 0.6 Detector 2 Type CI+Ex Detector 2 Channel 0.0 Detector 2 Extend (s) 0.0 Turn Type NA Prot NA Prot pm+ov Protected Phases 2 1 6 8 1 Permitted Phases 8 1 6 8 1							
Detector 2 Size(m) 0.6 Detector 2 Type CI+Ex Detector 2 Channel 0.0 Detector 2 Extend (s) 0.0 Turn Type NA Prot NA Prot pm+ov Protected Phases 2 1 6 8 1 Permitted Phases 8 1 1 6 8 1 Detector Phase 2 1 6 8 1		0.0		0.0		0.0	0.0
Detector 2 Type CI+Ex Detector 2 Channel 0.0 Detector 2 Extend (s) 0.0 Turn Type NA Prot NA Prot pm+ov Protected Phases 2 1 6 8 1 Permitted Phases 8 8 1 1 6 8 1 Detector Phase 2 1 6 8 1							
Detector 2 Channel Detector 2 Extend (s) 0.0 Turn Type NA Prot NA Prot pm+ov Protected Phases 2 1 6 8 1 Permitted Phases 8 8 1 1 6 8 1 Detector Phase 2 1 6 8 1							
Detector 2 Extend (s) 0.0 Turn Type NA Prot NA Prot pm+ov Protected Phases 2 1 6 8 1 Permitted Phases 8 8 1 1 6 8 1 Detector Phase 2 1 6 8 1					UI+EX		
Turn Type NA Prot NA Prot pm+ov Protected Phases 2 1 6 8 1 Permitted Phases 8 8 1 6 8 1 Detector Phase 2 1 6 8 1					0.0		
Protected Phases 2 1 6 8 1 Permitted Phases 8 8 1 6 8 1 Detector Phase 2 1 6 8 1				г .		.	
Permitted Phases 8 Detector Phase 2 1 6 8 1							•
Detector Phase 2 1 6 8 1		2		1	6	8	
	Permitted Phases						
Switch Phase	Detector Phase	2		1	6	8	1
OWIGHT HOSE	Switch Phase						

	→	\rightarrow	•	←	•	~
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0	LBIX	5.0	10.0	10.0	5.0
Minimum Split (s)	31.7		11.0	31.7	38.8	11.0
Total Split (s)	55.0		31.0	86.0	44.0	31.0
Total Split (%)	42.3%		23.8%	66.2%	33.8%	23.8%
Maximum Green (s)	49.3		25.0	80.3	38.2	25.0
Yellow Time (s)	3.7		3.7	3.7	3.3	3.7
All-Red Time (s)	2.0		2.3	2.0	2.5	2.3
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		6.0	5.7	5.8	6.0
Lead/Lag	Lag		Lead	0.1	0.0	Lead
Lead-Lag Optimize?	Lug		Loud			Loud
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Min	None
Walk Time (s)	11.0		INOHE	11.0	7.0	INUITE
Flash Dont Walk (s)	15.0			15.0	26.0	
Pedestrian Calls (#/hr)	7			7	20.0	
` ,	62.0		26.7	94.6	23.9	50.3
Act Effct Green (s)	02.0		0.21	0.73	0.18	0.39
Actuated g/C Ratio						
v/c Ratio	0.67 29.4		0.79 57.6	0.12 6.1	0.76 65.9	0.83 44.4
Control Delay Queue Delay	0.0		0.0		0.0	0.0
				0.0	65.9	
Total Delay	29.4		57.6	6.1		44.4
LOS	C		E	A	E	D
Approach Delay	29.4			39.1	51.5	
Approach LOS	C		00.0	D	D	00.0
Queue Length 50th (m)	98.4		63.2	8.1	52.6	89.8
Queue Length 95th (m)	135.7		79.7	23.3	72.3	105.8
Internal Link Dist (m)	214.7			41.5	218.1	
Turn Bay Length (m)	22-2			0000		500
Base Capacity (vph)	2258		675	2393	487	582
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.67		0.77	0.12	0.48	0.82
Intersection Summary	011					
Area Type:	Other					
Cycle Length: 130						
Actuated Cycle Length: 130			<u>-</u>			
Offset: 112 (86%), Reference	ed to phase 2:E	BT and 6	:WBT, Sta	rt of Green	1	
Natural Cycle: 95						
Control Type: Actuated-Coord	dinated					
Maximum v/c Ratio: 0.83						
Intersection Signal Delay: 37.					tersection	
Intersection Capacity Utilizati	on 79.5%			IC	CU Level of	Service D
Analysis Period (min) 15						

Splits and Phases: 3: Woodroffe W & Carling



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	∱ %		7	^	7	ř	↑ 1≽		*	*	7
Traffic Volume (vph)	457	1455	45	10	301	90	11	214	48	202	84	523
Future Volume (vph)	457	1455	45	10	301	90	11	214	48	202	84	523
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (m)	20.0			30.0			7.5			100.0		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		1.00		0.97	0.99	0.99		0.99		0.98
Frt		0.995				0.850		0.973				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3252	3332	0	1555	4467	1391	1676	3242	0	1660	1748	1485
Flt Permitted	0.950	****	-	0.950			0.702		-	0.379		
Satd. Flow (perm)	3190	3332	0	1549	4467	1349	1233	3242	0	654	1748	1459
Right Turn on Red	0100	0002	Yes	1010	1101	Yes	1200	OL IL	Yes	001	17.10	Yes
Satd. Flow (RTOR)		3	100			191		20	100			251
Link Speed (k/h)		60			60	101		50			50	201
Link Distance (m)		43.3			162.2			169.9			54.4	
Travel Time (s)		2.6			9.7			12.2			3.9	
Confl. Peds. (#/hr)	14	2.0	13	13	5.1	14	5	12.2	18	18	0.5	5
Confl. Bikes (#/hr)	1-7		10	10		1	0		2	10		0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	10%	10%	10%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	457	1455	45	10%	301	90	11	214	48	202	84	523
Shared Lane Traffic (%)	401	1400	40	10	301	90	- 11	214	40	202	04	323
Lane Group Flow (vph)	457	1500	0	10	301	90	11	262	0	202	84	523
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)	Leit	10.8	Night	Leit	10.8	Night	Leit	3.6	Night	Leit	3.9	Nigiti
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane		3.0			3.0			3.0			3.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.07	1.07	25	1.07	1.07	25	1.07	1.07	25	1.07	1.07
Number of Detectors	1	2	13	1	2	13	1	2	15	25	2	15
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
							0.0					0.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Detector 1 Position(m)	0.0 2.0	0.0		0.0 2.0	0.0	0.0 2.0	0.0 2.0	0.0		0.0 2.0	0.0	0.0
Detector 1 Size(m)					Cl+Ex							2.0
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+EX	CI+Ex	CI+Ex	CI+Ex		Cl+Ex	CI+Ex	CI+Ex
Detector 1 Channel	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		^ ^			2.2			^ ^			^ ^	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6			8		7	4	5
Permitted Phases						6	8			4		4
Detector Phase	5	2		1	6	6	8	8		7	4	5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	10.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.3	37.1		11.3	37.1	37.1	40.9	40.9		11.3	40.9	11.3
Total Split (s)	31.0	53.7		21.3	44.0	44.0	41.0	41.0		14.0	55.0	31.0
Total Split (%)	23.8%	41.3%		16.4%	33.8%	33.8%	31.5%	31.5%		10.8%	42.3%	23.8%
Maximum Green (s)	24.7	47.6		15.0	37.9	37.9	34.1	34.1		7.7	48.1	24.7
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.7
All-Red Time (s)	2.6	2.4		2.6	2.4	2.4	3.6	3.6		3.0	3.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1		6.3	6.1	6.1	6.9	6.9		6.3	6.9	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	Min	Min		None	Min	None
Walk Time (s)		7.0			7.0	7.0	23.0	23.0			23.0	
Flash Dont Walk (s)		24.0			24.0	24.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		7			7	7	9	9			9	
Act Effct Green (s)	23.0	82.1		6.5	55.7	55.7	18.0	18.0		32.6	32.0	55.6
Actuated g/C Ratio	0.18	0.63		0.05	0.43	0.43	0.14	0.14		0.25	0.25	0.43
v/c Ratio	0.79	0.71		0.13	0.16	0.13	0.06	0.56		0.91	0.20	0.68
Control Delay	73.7	13.7		76.0	18.4	0.8	44.2	51.7		83.1	37.6	16.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	73.7	13.7		76.0	18.4	0.8	44.2	51.7		83.1	37.6	16.0
LOS	Е	В		Е	В	Α	D	D		F	D	В
Approach Delay		27.7			15.9			51.4			35.0	
Approach LOS		С			В			D			D	
Queue Length 50th (m)	56.5	50.5		2.5	12.1	0.0	2.4	29.2		42.2	16.3	47.7
Queue Length 95th (m)	m73.5	#240.2		8.2	11.0	0.2	6.5	35.3		52.2	23.8	55.8
Internal Link Dist (m)		19.3			138.2			145.9			30.4	
Turn Bay Length (m)				35.0								
Base Capacity (vph)	626	2106		179	1913	686	323	865		223	646	791
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.73	0.71		0.06	0.16	0.13	0.03	0.30		0.91	0.13	0.66

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 128 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.91 Intersection Signal Delay: 29.9 Intersection Capacity Utilization 98.7%

Intersection LOS: C
ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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

Splits and Phases: 5: Fairlawn/Woodroffe E & Carling



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ _ጮ		7	4111			44		7	f)	
Traffic Volume (vph)	12	1520	18	26	432	13	7	6	14	26	3	39
Future Volume (vph)	12	1520	18	26	432	13	7	6	14	26	3	39
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0	1000	0.0	65.0	1000	0.0	0.0	1000	0.0	0.0	1000	0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	6.0		•	7.5		•	7.5		•	7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	0.51	1.00	1.00	0.00	1.00	0.99	1.00	0.99	0.98	1.00
Frt	1.00	0.998		1.00	0.996			0.930		0.55	0.861	
Flt Protected	0.950	0.550		0.950	0.550			0.987		0.950	0.001	
Satd. Flow (prot)	1676	4806	0	1676	6043	0	0	1573	0	1221	1112	0
Flt Permitted	0.442	4000	U	0.156	0043	U	U	0.917	U	0.740	1112	U
	778	4806	0	275	6043	0	0	1459	0	945	1112	0
Satd. Flow (perm)	110	4000	Yes	2/5	0043	Yes	U	1409		940	1112	0 Yes
Right Turn on Red		0	res		6	res		11	Yes		20	res
Satd. Flow (RTOR)		2			_			14			39	
Link Speed (k/h)		60			60			30			40	
Link Distance (m)		162.2			170.6			101.7			102.7	
Travel Time (s)	4	9.7	-	-	10.2	4	-	12.2	7	7	9.2	-
Confl. Peds. (#/hr)	4	4.00	5	5	4.00	4	5	4.00	7	7	4.00	5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	40%	0%	40%
Adj. Flow (vph)	12	1520	18	26	432	13	7	6	14	26	3	39
Shared Lane Traffic (%)									_			
Lane Group Flow (vph)	12	1538	0	26	445	0	0	27	0	26	42	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)		9.9			10.8			1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
5.mon i naoo												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	41.2		41.2	41.2		43.9	43.9		43.9	43.9	
Total Split (s)	17.0	82.0		65.0	65.0		48.0	48.0		48.0	48.0	
Total Split (%)	13.1%	63.1%		50.0%	50.0%		36.9%	36.9%		36.9%	36.9%	
Maximum Green (s)	10.4	75.8		58.8	58.8		41.1	41.1		41.1	41.1	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.5		2.5	2.5		3.6	3.6		3.6	3.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.2		6.2	6.2			6.9		6.9	6.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		28.0		28.0	28.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)		3		3	3		4	4		4	4	
Act Effct Green (s)	104.3	105.9		100.8	100.8			15.6		15.6	15.6	
Actuated g/C Ratio	0.80	0.81		0.78	0.78			0.12		0.12	0.12	
v/c Ratio	0.02	0.39		0.12	0.09			0.14		0.23	0.25	
Control Delay	2.8	2.1		8.5	4.6			28.7		52.3	17.6	
Queue Delay	0.0	0.1		0.0	0.0			0.0		0.0	0.0	
Total Delay	2.8	2.2		8.5	4.6			28.7		52.3	17.6	
LOS	Α	Α		Α	Α			С		D	В	
Approach Delay		2.2			4.8			28.7			30.9	
Approach LOS		Α			Α			С			С	
Queue Length 50th (m)	0.3	14.3		1.0	4.5			2.9		5.9	0.7	
Queue Length 95th (m)	m0.5	18.8		3.9	9.5			9.0		11.4	8.7	
Internal Link Dist (m)		138.2			146.6			77.7			78.7	
Turn Bay Length (m)	110.0			65.0								
Base Capacity (vph)	696	3917		213	4689			470		298	378	
Starvation Cap Reductn	0	998		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.02	0.53		0.12	0.09			0.06		0.09	0.11	

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 128 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

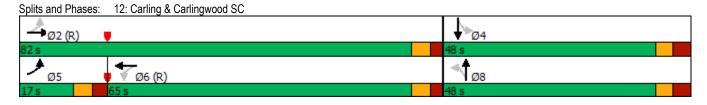
Natural Cycle: 100

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.39 Intersection Signal Delay: 4.0 Intersection Capacity Utilization 55.6%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

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



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	↑ ↑↑		7	ተተተ	7		4		7	f)	
Traffic Volume (vph)	19	1648	5	7	372	60	3	24	30	75	7	27
Future Volume (vph)	19	1648	5	7	372	60	3	24	30	75	7	27
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		0.0	40.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		1.00		0.94		0.98		0.99	0.98	
Frt						0.850		0.929			0.881	
Flt Protected	0.950			0.950				0.997		0.950		
Satd. Flow (prot)	1676	4817	0	1629	4680	1457	0	1610	0	1660	1508	0
Flt Permitted	0.485			0.138				0.985		0.840		
Satd. Flow (perm)	837	4817	0	236	4680	1364	0	1590	0	1450	1508	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				95		27			27	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		170.6			185.0			157.7			163.4	
Travel Time (s)		10.2			11.1			11.4			11.8	
Confl. Peds. (#/hr)	15		12	12		15	13		12	12		13
Confl. Bikes (#/hr)			1			1			4			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	19	1648	5	7	372	60	3	24	30	75	7	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	1653	0	7	372	60	0	57	0	75	34	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)		10.8			7.2	•		1.0	_		3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	Cl+Ex		Cl+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8	-		4		
Detector Phase	5	2		6	6	6	8	8		4	4	
				-								

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.0	28.2		28.2	28.2	28.2	42.3	42.3		42.3	42.3	
Total Split (s)	14.0	86.0		72.0	72.0	72.0	44.0	44.0		44.0	44.0	
Total Split (%)	10.8%	66.2%		55.4%	55.4%	55.4%	33.8%	33.8%		33.8%	33.8%	
Maximum Green (s)	7.0	79.8		65.8	65.8	65.8	36.7	36.7		36.7	36.7	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	3.3	2.5		2.5	2.5	2.5	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.2		6.2	6.2	6.2		7.3		7.3	7.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		10.0		10.0	10.0	10.0	24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		12.0		12.0	12.0	12.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		8		8	8	8	7	7		7	7	
Act Effct Green (s)	102.2	104.3		98.9	98.9	98.9		16.9		16.9	16.9	
Actuated g/C Ratio	0.79	0.80		0.76	0.76	0.76		0.13		0.13	0.13	
v/c Ratio	0.03	0.43		0.04	0.10	0.06		0.25		0.40	0.16	
Control Delay	1.5	1.4		12.1	7.3	1.0		29.6		55.3	19.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	1.5	1.4		12.1	7.3	1.0		29.6		55.3	19.7	
LOS	Α	Α		В	Α	Α		С		Е	В	
Approach Delay		1.4			6.5			29.6			44.2	
Approach LOS		Α			Α			С			D	
Queue Length 50th (m)	0.2	5.7		0.3	5.9	0.0		6.6		17.1	1.5	
Queue Length 95th (m)	m0.7	7.9		3.3	21.7	2.1		15.2		25.8	8.8	
Internal Link Dist (m)		146.6			161.0			133.7			139.4	
Turn Bay Length (m)	125.0			40.0								
Base Capacity (vph)	703	3864		179	3560	1060		468		409	445	
Starvation Cap Reductn	0	311		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.03	0.47		0.04	0.10	0.06		0.12		0.18	80.0	

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

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

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 5.2 Intersection Capacity Utilization 62.4%

Intersection LOS: A ICU Level of Service B

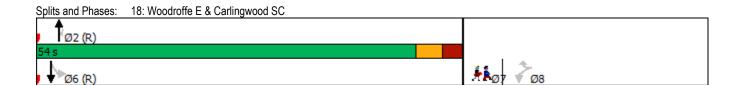
Analysis Period (min) 15

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

Splits and Phases: 15: Iroquois & Carling Ø4 Ø2 (R) 🌹 1<u>ø</u>8 Ø6 (R)

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	*	7	^	7		414	
Traffic Volume (vph)	21	9	669	72	16	685	
Future Volume (vph)	21	9	669	72	16	685	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	
Ped Bike Factor	0.99	0.98		0.95		1.00	
Frt		0.850		0.850			
Flt Protected	0.950					0.999	
Satd. Flow (prot)	1710	1530	3288	1471	0	3317	
Flt Permitted	0.950		0200		<u> </u>	0.936	
Satd. Flow (perm)	1693	1504	3288	1401	0	3107	
Right Turn on Red		Yes	0200	Yes	•	0.0.	
Satd. Flow (RTOR)		9		72			
Link Speed (k/h)	40		50			50	
Link Distance (m)	107.1		78.4			86.5	
Travel Time (s)	9.6		5.6			6.2	
Confl. Peds. (#/hr)	8	4	0.0	18	18	0.2	
Confl. Bikes (#/hr)	U			3	10		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	0%	4%	4%	3%	3%	
Adj. Flow (vph)	21	9	669	72	16	685	
Shared Lane Traffic (%)	21	9	009	12	10	000	
Lane Group Flow (vph)	21	9	669	72	0	701	
. , ,	No	No	No	No	No	No	
Enter Blocked Intersection	Left		Left		Left	Left	
Lane Alignment	3.6	Right	0.0	Right	Leit	0.0	
Median Width(m)	0.0		0.0			0.0	
Link Offset(m)						3.0	
Crosswalk Width(m)	3.0		3.0			3.0	
Two way Left Turn Lane	1.07	1.07	1.07	1.07	1.07	1.07	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25	15	0	15	25	0	
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (m)	2.0	2.0	10.0	2.0	2.0	10.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Size(m)	2.0	2.0	0.6	2.0	2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(m)			9.4			9.4	
Detector 2 Size(m)			0.6			0.6	
Detector 2 Type			CI+Ex			CI+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	7
Permitted Phases	8	8		2	6		
Detector Phase	8	8	2	2	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	10.0	3.0
Minimum Split (s)	25.7	25.7	35.0	35.0	35.0	35.0	5.0
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Total Split (s)	26.0	26.0	54.0	54.0	54.0	54.0	5.0
Total Split (%)	30.6%	30.6%	63.5%	63.5%	63.5%	63.5%	6%
Maximum Green (s)	20.3	20.3	48.0	48.0	48.0	48.0	3.0
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	2.0
All-Red Time (s)	2.4	2.4	2.7	2.7	2.7	2.7	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.7	5.7	6.0	6.0		6.0	
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None
Walk Time (s)	2.0	2.0	11.0	11.0	11.0	11.0	
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0	18.0	
Pedestrian Calls (#/hr)	4	4	9	9	9	9	
Act Effct Green (s)	9.0	9.0	71.2	71.2		71.2	
Actuated g/C Ratio	0.11	0.11	0.84	0.84		0.84	
v/c Ratio	0.12 32.7	0.05	0.24 3.4	0.06		0.27 3.6	
Control Delay	0.0	16.6 0.0	0.0	1.5 0.0		0.0	
Queue Delay Total Delay	32.7	16.6	3.4	1.5		3.6	
LOS	52.7 C	В	3.4 A	1.5 A		3.0 A	
Approach Delay	27.8	U	3.3			3.6	
Approach LOS	27.0 C		0.5 A			3.0 A	
Queue Length 50th (m)	3.0	0.0	10.5	0.0		11.3	
Queue Length 95th (m)	7.5	3.3	30.1	4.0		32.5	
Internal Link Dist (m)	83.1		54.4			62.5	
Turn Bay Length (m)							
Base Capacity (vph)	404	366	2755	1186		2604	
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.05	0.02	0.24	0.06		0.27	
Intersection Summary							
Area Type:	Other						
Cycle Length: 85							
Actuated Cycle Length: 85							
Offset: 10 (12%), Referenced	to phase 2:N	BT and 6:	SBTL, Star	t of Green			
Natural Cycle: 70							
Control Type: Actuated-Coord	inated						
Maximum v/c Ratio: 0.27							
Intersection Signal Delay: 3.9	E 4 00/				tersection		
Intersection Capacity Utilizatio	n 54.6%			IC	CU Level of	f Service A	
Analysis Period (min) 15							



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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	LDIX	INDL	414	† \$	ODIN
Traffic Volume (vph)	0	0	0	765	810	0
Future Volume (vph)	0	0	0	765	810	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt	1.00	1.00	0.01	0.01	0.00	0.00
Flt Protected						
Satd. Flow (prot)	1765	0	0	4771	3320	0
Flt Permitted	1700				0020	
Satd. Flow (perm)	1765	0	0	4771	3320	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	53.6			15.2	70.1	
Travel Time (s)	3.9			1.1	5.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	765	810	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	765	810	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6	•		0.0	0.0	•
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	on 27.0%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ተ ተተ	######################################			7
Traffic Volume (vph)	0	1940	816	6	0	2
Future Volume (vph)	0	1940	816	6	0	2
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0			0.0	0.0	0.0
Storage Lanes	0			0	0	1
Taper Length (m)	7.5			•	7.5	•
Lane Util. Factor	1.00	0.91	0.86	0.86	1.00	1.00
Ped Bike Factor	1.00	0.01	0.00	0.00	1.00	1.00
Frt			0.999			0.865
Flt Protected			0.000			0.000
Satd. Flow (prot)	0	4771	5891	0	0	1557
Flt Permitted	V	7///	0001	U	U	1001
Satd. Flow (perm)	0	4771	5891	0	0	1557
Link Speed (k/h)	U	50	50	U	50	1001
Link Opeed (k/n) Link Distance (m)		65.5	85.2		179.2	
Travel Time (s)		4.7	6.1		12.9	
Confl. Peds. (#/hr)		4.1	0.1	10	12.3	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	5%	5%	0%	0%
Adj. Flow (vph)	0	1940	816	6	0 /0	2
Shared Lane Traffic (%)	U	1940	010	U	U	Z
	0	1940	822	0	0	_
Lane Group Flow (vph)	0			-	0	2
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		2.7	2.7		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane		4.0=	4.0=		4.0=	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	_	_	15	25	15
Sign Control		Free	Free		Stop	
ntersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 42.9%			IC	U Level of	Service A
Analysis Period (min) 15						

Synchro 10 Report J.Audia, Novatech

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			41₽	ሳ ኁ	
Traffic Volume (vph)	25	78	20	633	599	12
Future Volume (vph)	25	78	20	633	599	12
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.898				0.997	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1581	0	0	3346	3279	0
Flt Permitted	0.988			0.998		
Satd. Flow (perm)	1581	0	0	3346	3279	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	133.7			86.5	82.4	
Travel Time (s)	9.6			6.2	5.9	
Confl. Peds. (#/hr)	8	4	7			7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	1%	2%	2%	4%	4%
Adj. Flow (vph)	25	78	20	633	599	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	653	611	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	•
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	on 48.1%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		1111	ተተ _ጮ			7
Traffic Volume (vph)	0	1940	816	0	0	0
Future Volume (vph)	0	1940	816	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0			0.0	0.0	0.0
Storage Lanes	1			0	0	1
Taper Length (m)	20.0				7.5	
Lane Util. Factor	1.00	0.86	0.91	0.91	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	6071	4818	0	0	1765
Flt Permitted				•		
Satd. Flow (perm)	0	6071	4818	0	0	1765
Link Speed (k/h)		50	50	•	50	
Link Distance (m)		85.2	43.3		49.1	
Travel Time (s)		6.1	3.1		3.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1940	816	0	0	0
Shared Lane Traffic (%)	•			•	•	•
Lane Group Flow (vph)	0	1940	816	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.6	3.6		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
					- 117	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizatio	n 33.0%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻ	7	ተ ተጮ			414
Traffic Volume (vph)	6	2	755	10	4	804
Future Volume (vph)	6	2	755	10	4	804
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt		0.850	0.998			
Flt Protected	0.950					
Satd. Flow (prot)	1676	1500	4808	0	0	3353
Flt Permitted	0.950					
Satd. Flow (perm)	1676	1500	4808	0	0	3353
Link Speed (k/h)	50		50			50
Link Distance (m)	105.5		70.1			78.4
Travel Time (s)	7.6		5.0			5.6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	6	2	755	10	4	804
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	2	765	0	0	808
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6	<u> </u>	0.0	<u> </u>		0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	on 36.4%			IC	J Level of	Service A

Analysis Period (min) 15

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		LDIX	WBL P	<u>₩</u>	NDL T	NDIN
Traffic Volume (vph)	ተተ ኑ 483	340	7 9 789	TT 957	2 65	409
Future Volume (vph)	483	340	789 789	957	265	409
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
	1000	120.0	0.0	1000	0.0	0.0
Storage Length (m)		120.0			0.0	0.0
Storage Lanes		I	2			
Taper Length (m)	0.04	0.04	7.5	0.05	7.5	4.00
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	1.00
Ped Bike Factor	0.99		0.99		0.99	0.98
Frt	0.938		0.050		0.050	0.850
Flt Protected			0.950	00=0	0.950	4
Satd. Flow (prot)	4458	0	3252	3353	1693	1515
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4458	0	3216	3353	1677	1486
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	133					83
Link Speed (k/h)	60			60	50	
Link Distance (m)	238.7			65.5	242.1	
Travel Time (s)	14.3			3.9	17.4	
Confl. Peds. (#/hr)		14	14		8	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Adj. Flow (vph)	483	340	789	957	265	409
Shared Lane Traffic (%)	100	3.0	. 00	30.	_00	
Lane Group Flow (vph)	823	0	789	957	265	409
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	7.2	ragni	LEIL	10.8	3.6	ragni
Link Offset(m)	0.0			0.0	0.0	
	3.0			3.0	3.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane	4.07	1.07	1.07	1.07	4.07	4.07
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)		15	25		25	15
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (m)	10.0		2.0	10.0	2.0	2.0
Trailing Detector (m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Size(m)	0.6		2.0	0.6	2.0	2.0
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(m)	9.4			9.4		
Detector 2 Size(m)	0.6			0.6		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel	OI. LX			O1 · L∧		
Detector 2 Extend (s)	0.0			0.0		
	NA		Prot	NA	Prot	nm i ov
Turn Type						pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases	_		4	^	_	8
Detector Phase	2		1	6	8	1
Switch Phase						

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0		5.0	10.0	10.0	5.0
Minimum Split (s)	31.7		11.0	31.7	38.8	11.0
Total Split (s)	40.0		49.0	89.0	41.0	49.0
Total Split (%)	30.8%		37.7%	68.5%	31.5%	37.7%
Maximum Green (s)	34.3		43.0	83.3	35.2	43.0
Yellow Time (s)	3.7		3.7	3.7	3.3	3.7
All-Red Time (s)	2.0		2.3	2.0	2.5	2.3
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		6.0	5.7	5.8	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Min	None
Walk Time (s)	11.0			11.0	7.0	
Flash Dont Walk (s)	15.0			15.0	26.0	
Pedestrian Calls (#/hr)	7			7	6	
Act Effct Green (s)	49.1		37.8	92.9	25.6	63.2
Actuated g/C Ratio	0.38		0.29	0.71	0.20	0.49
v/c Ratio	0.47		0.83	0.40	0.80	0.53
Control Delay	28.1		66.6	6.2	66.6	16.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	28.1		66.6	6.2	66.6	16.5
LOS	С		Е	Α	Е	В
Approach Delay	28.1			33.5	36.2	
Approach LOS	С			С	D	
Queue Length 50th (m)	44.8		97.0	28.4	60.1	45.8
Queue Length 95th (m)	67.0		m99.2	m37.2	81.7	51.3
Internal Link Dist (m)	214.7			41.5	218.1	
Turn Bay Length (m)						
Base Capacity (vph)	1766		1083	2396	458	834
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.47		0.73	0.40	0.58	0.49
Intersection Summary						

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 27 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Green

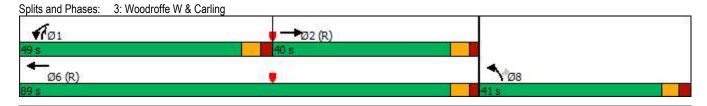
Natural Cycle: 95

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.83 Intersection Signal Delay: 32.7 Intersection Capacity Utilization 77.7%

Intersection LOS: C ICU Level of Service D

Analysis Period (min) 15

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



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	∱ ∱≽		- 1	ተተተ	7	7	∱ ∱≽		7	•	7
Traffic Volume (vph)	477	417	84	31	1260	153	75	250	41	142	178	684
Future Volume (vph)	477	417	84	31	1260	153	75	250	41	142	178	684
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (m)	20.0			30.0			7.5			100.0		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99	0.98		0.95		0.95	0.99	0.99		0.97		0.97
Frt		0.975				0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3252	3204	0	1660	4771	1485	1676	3251	0	1676	1765	1500
Flt Permitted	0.950			0.950			0.645			0.384		
Satd. Flow (perm)	3214	3204	0	1577	4771	1407	1122	3251	0	655	1765	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				147		14				26
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		45.0			162.2			169.9			54.4	
Travel Time (s)		2.7			9.7			12.2			3.9	
Confl. Peds. (#/hr)	32		48	48		32	16		50	50		16
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	477	417	84	31	1260	153	75	250	41	142	178	684
Shared Lane Traffic (%)			•	•					• • •			• • • • • • • • • • • • • • • • • • • •
Lane Group Flow (vph)	477	501	0	31	1260	153	75	291	0	142	178	684
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	1 veh	1 veh	1 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	Loit	10.8	rugiit	Loit	10.8	rugiit	Loit	3.6	rugiit	Loit	3.9	rtigitt
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane		0.0			0.0			0.0			0.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.07	15	25	1.01	15	25	1.07	15	25	1.01	15
Number of Detectors	1	2	10	1	2	1	1	2	10	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	2.0
Detector 1 Type	CI+Ex	Cl+Ex		CI+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex		Cl+Ex	CI+Ex	CI+Ex
Detector 1 Channel	CITEX	CITEX		CITEX	CITEX	CITEX	CITEX	CITEX		CITEX	CITEX	CITEX
	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Extend (s)	0.0			0.0		0.0		0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0			0.0		0.0	0.0			0.0		0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		0.0						0.0			0.0	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6			8		7	4	5
Permitted Phases												
Detector Phase	5	2		1	6	6 6	8	8		4 7	4	4 5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	10.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.3	40.1		11.3	40.1	40.1	40.9	40.9		11.3	40.9	11.3
Total Split (s)	26.0	51.7		21.3	47.0	47.0	43.0	43.0		14.0	57.0	26.0
Total Split (%)	20.0%	39.8%		16.4%	36.2%	36.2%	33.1%	33.1%		10.8%	43.8%	20.0%
Maximum Green (s)	19.7	45.6		15.0	40.9	40.9	36.1	36.1		7.7	50.1	19.7
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.7	3.3	3.7
All-Red Time (s)	2.6	2.4		2.6	2.4	2.4	3.6	3.6		2.6	3.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1		6.3	6.1	6.1	6.9	6.9		6.3	6.9	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	Min	Min		None	Min	None
Walk Time (s)		7.0			7.0	7.0	23.0	23.0			23.0	
Flash Dont Walk (s)		24.0			24.0	24.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		20			20	20	20	20			20	
Act Effct Green (s)	25.5	71.5		7.9	49.0	49.0	22.2	22.2		36.8	36.2	62.3
Actuated g/C Ratio	0.20	0.55		0.06	0.38	0.38	0.17	0.17		0.28	0.28	0.48
v/c Ratio	0.75	0.28		0.31	0.70	0.25	0.39	0.51		0.58	0.36	0.95
Control Delay	55.5	23.2		87.5	27.1	5.2	50.8	48.3		44.7	38.0	50.5
Queue Delay	0.0	0.0		0.0	0.2	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	55.5	23.2		87.5	27.3	5.2	50.8	48.3		44.7	38.0	50.5
LOS	Е	С		F	С	Α	D	D		D	D	D
Approach Delay		39.0			26.2			48.8			47.5	
Approach LOS		D			С			D			D	
Queue Length 50th (m)	54.7	28.4		7.6	95.0	14.3	16.8	33.3		28.0	36.0	130.5
Queue Length 95th (m)	#82.9	69.1		15.5	122.8	14.5	26.9	39.8		37.3	45.9	#166.6
Internal Link Dist (m)		21.0			138.2			145.9			30.4	
Turn Bay Length (m)				35.0								
Base Capacity (vph)	638	1771		191	1797	621	311	912		245	680	720
Starvation Cap Reductn	0	0		0	91	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.75	0.28		0.16	0.74	0.25	0.24	0.32		0.58	0.26	0.95

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

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

Natural Cycle: 115

Control Type: Actuated-Coordinated

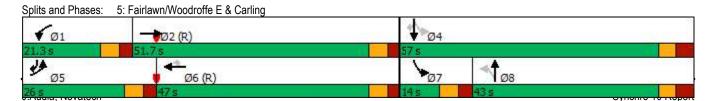
Maximum v/c Ratio: 0.95 Intersection Signal Delay: 37.3 Intersection Capacity Utilization 96.5%

Intersection LOS: D ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



	۶	→	•	•	+	•	1	†	/	/	↓	✓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተ ቀጮ		7	tttt≽			- 43-		7	ĵ₃	
Traffic Volume (vph)	27	540	35	122	1088	34	27	12	57	52	15	69
Future Volume (vph)	27	540	35	122	1088	34	27	12	57	52	15	69
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	65.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	6.0			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	1.00			0.98		1.00	0.95	
Frt		0.991			0.995			0.920			0.877	
Flt Protected	0.950			0.950				0.986		0.950		
Satd. Flow (prot)	1644	4670	0	1693	6097	0	0	1556	0	1368	1391	0
FIt Permitted	0.196			0.425				0.896		0.695		
Satd. Flow (perm)	339	4670	0	750	6097	0	0	1398	0	998	1391	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			6			57			69	
Link Speed (k/h)		60			60			30			40	
Link Distance (m)		162.2			170.6			101.7			121.3	
Travel Time (s)		9.7			10.2			12.2			10.9	
Confl. Peds. (#/hr)	4		12	12		4	43		3	3		43
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	4%	4%	4%	25%	0%	10%
Adj. Flow (vph)	27	540	35	122	1088	34	27	12	57	52	15	69
Shared Lane Traffic (%)		0.0				•			•	V -		
Lane Group Flow (vph)	27	575	0	122	1122	0	0	96	0	52	84	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.2			10.8			1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane		0.0			0.0			0.0			0.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.01	15	25	1.07	15	25	1.01	15	25	1.01	15
Number of Detectors	1	2	10	1	2		1	2	10	1	2	10
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	OITLX	OITLX		OITLX	OITLX		OITEX	OITEX		CITLX	OITLX	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)	0.0	9.4		0.0	9.4		0.0	9.4		0.0	9.4	
		0.6			0.6			0.6			0.6	
Detector 2 Size(m) Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Type Detector 2 Channel		OI+EX			OI+EX			OI+EX			OI+EX	
		0.0			0.0			0.0			0.0	
Detector 2 Extend (s)	nne : ml			Dem			Dem			De		
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		_	6		^	8		4	4	
Permitted Phases	2	^		6	^		8	^		4	4	
Detector Phase	5	2		6	6		8	8		4	4	

	۶	→	•	•	+	•	•	†	~	/	ţ	√
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	41.2		41.2	41.2		43.9	43.9		43.9	43.9	
Total Split (s)	18.0	82.0		64.0	64.0		48.0	48.0		48.0	48.0	
Total Split (%)	13.8%	63.1%		49.2%	49.2%		36.9%	36.9%		36.9%	36.9%	
Maximum Green (s)	11.4	75.8		57.8	57.8		41.1	41.1		41.1	41.1	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.5		2.5	2.5		3.6	3.6		3.6	3.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.2		6.2	6.2			6.9		6.9	6.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		28.0		28.0	28.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)		6		6	6		20	20		20	20	
Act Effct Green (s)	90.3	90.7		82.7	82.7			26.2		26.2	26.2	
Actuated g/C Ratio	0.69	0.70		0.64	0.64			0.20		0.20	0.20	
v/c Ratio	0.09	0.18		0.26	0.29			0.29		0.26	0.25	
Control Delay	8.1	7.4		7.8	6.1			19.2		42.1	12.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	8.1	7.4		7.8	6.1			19.2		42.1	12.7	
LOS	Α	Α		Α	Α			В		D	В	
Approach Delay		7.4			6.3			19.2			24.0	
Approach LOS		Α			Α			В			С	
Queue Length 50th (m)	3.2	27.6		5.6	16.9			6.8		9.3	2.6	
Queue Length 95th (m)	m3.5	17.2		7.4	13.4			19.6		19.4	14.0	
Internal Link Dist (m)		138.2			146.6			77.7			97.3	
Turn Bay Length (m)	110.0			65.0								
Base Capacity (vph)	349	3262		476	3878			480		315	486	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.08	0.18		0.26	0.29			0.20		0.17	0.17	

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 100 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

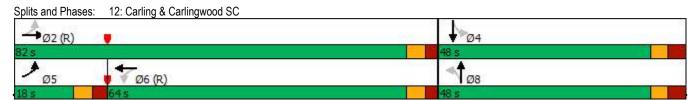
Maximum v/c Ratio: 0.29

Intersection Signal Delay: 8.3
Intersection Capacity Utilization 79.1%

Intersection LOS: A ICU Level of Service D

Analysis Period (min) 15

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



Lane Configurations		۶	→	•	•	+	•	1	†	/	/		4
Traffic Volume (vph)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	Lane Configurations	*	ተ ቀኄ		7	***	7		4		7	î,	
Ideal Flow (ychiph)	Traffic Volume (vph)	41		4	17		107	13		10	117	23	60
Idea Flow (yohph)	Future Volume (vph)	41	670	4	17	1449	107	13	20	10	117	23	60
Storage Length (m) 125.0		1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Lanes	Storage Length (m)	125.0		0.0	40.0		0.0	0.0		0.0	0.0		0.0
Taper Length (m)		1		0	1		1	0		0	1		0
Lane Util. Factor		7.5			7.5			7.5			7.5		
Fit		1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
File Principated 0.950 0	Ped Bike Factor		1.00		0.98		0.90		0.98		0.98	0.97	
Satic Flow (prot) 1676 4811 0 1693 4865 1515 0 1706 0 1693 1539 0 Fit Permitted 0,131 0,384 0,384 0,092 0,729 0,729 Satid. Flow (perm) 231 4811 0 669 4865 1362 0 1549 0 1276 1539 0 Right Tum on Red Yes Ye	Frt		0.999				0.850		0.969			0.892	
File Permitted	Flt Protected	0.950			0.950				0.985		0.950		
File Permitted	Satd. Flow (prot)	1676	4811	0	1693	4865	1515	0	1706	0	1693	1539	0
Satic Flow (perm) 231 4811 0 669 4865 1362 0 1549 0 1276 1539 0 7es Satic Flow (perm) 1706 60 60 50 50 50 50 50		0.131			0.384				0.902		0.729		
Satul. Flow (RTOR)	Satd. Flow (perm)	231	4811	0	669	4865	1362	0	1549	0	1276	1539	0
Satul. Flow (RTOR)				Yes									Yes
Link Speed (k/h)			1						10			60	
Link Distance (m)						60							
Trave Time (s)													
Confile Deds. (#hr)													
Confi. Bikes (#/hr)		28		19	19		28	28		17	17		28
Peak Hour Factor										•••	•••		2
Heavy Vehicles (%)		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (vph)													
Shared Lane Traffic (%) Lane Group Flow (yph) 41 674 0 17 1449 107 0 43 0 117 83 0 0 117 83 0 0 117 83 0 0 0 0 0 0 0 0 0													
Lane Group Flow (vph)			0.0	•		1110	101	10		10			00
Enter Blocked Intersection No No No No No No No		41	674	0	17	1449	107	0	43	0	117	83	0
Left Left Left Right Right Right Right Left Right Right	,			-						~			-
Median Width(m) 10.8 7.2 1.0 3.6 Link Offset(m) 0.0 0.0 0.0 0.0 Crosswalk Width(m) 3.0 3.0 3.0 3.0 Two way Left Turn Lane 1.07													
Link Offset(m) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Crosswalk Width(m) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 Tow way Left Tum Lane Tow way Left Tum Lane 4 4 4 4 4 4 4 4 1.07 </td <td></td> <td>Loit</td> <td></td> <td>ragne</td> <td>Loit</td> <td></td> <td>rugiit</td> <td>Loit</td> <td></td> <td>rugiit</td> <td>Loit</td> <td></td> <td>rtigitt</td>		Loit		ragne	Loit		rugiit	Loit		rugiit	Loit		rtigitt
Crosswalk Width(m) 3.0 3.0 3.0 3.0 3.0 Two way Left Turn Lane Headway Factor 1.07													
Two way Left Turn Lane Headway Factor 1.07													
Headway Factor			0.0			0.0			0.0			0.0	
Turning Speed (k/h) 25 15 25 12 16 20 <td></td> <td>1 07</td>		1 07	1 07	1 07	1 07	1 07	1 07	1 07	1 07	1 07	1 07	1 07	1 07
Number of Detectors 1 2 1 2 1 1 2 1 2 1 2 1 2 1 2 2			1.07			1.01			1.01			1.07	
Detector Template Left Thru Left Thru Right Left Thru Left Thru Left Thru Ledding Detector (m) 2.0 10.0 2.0 2.	0 1 ()		2	10		2			2	10		2	10
Leading Detector (m) 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0		· · · · · · · · · · · · · · · · · · ·						-					
Trailing Detector (m) 0.0													
Detector 1 Position(m) 0.0													
Detector 1 Size(m) 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.6 Detector 1 Type CI+Ex													
Detector 1 Type													
Detector 1 Channel Detector 1 Extend (s) 0.0													
Detector 1 Extend (s) 0.0		CITEX	CITEX		CITEX	CITEX	CITEX	CITEX	CITEX		CITEX	CITEX	
Detector 1 Queue (s) 0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.6 0.0													
Detector 2 Position(m) 9.4 9.4 9.4 9.4 Detector 2 Size(m) 0.6 0.6 0.6 0.6 Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex Detector 2 Channel Detector 2 Extend (s) 0.0 0.0 0.0 0.0 Turn Type pm+pt NA Perm NA Perm NA Perm NA Protected Phases 5 2 6 8 4 Permitted Phases 2 6 6 8 4													
Detector 2 Size(m) 0.6 0.6 0.6 0.6 Detector 2 Type CI+Ex CI+Ex CI+Ex Detector 2 Channel Detector 2 Extend (s) 0.0		0.0			0.0		0.0	0.0			0.0		
Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex Detector 2 Channel Detector 2 Extend (s) 0.0 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>													
Detector 2 Channel Detector 2 Extend (s) 0.0 0.0 0.0 0.0 Turn Type pm+pt NA Perm NA Perm NA Perm NA Protected Phases 5 2 6 8 4 Permitted Phases 2 6 6 8 4													
Detector 2 Extend (s) 0.0 0.0 0.0 0.0 Turn Type pm+pt NA Perm NA Perm<			CI+EX			CI+EX			CI+EX			CI+EX	
Turn Type pm+pt NA Perm NA Perm <th< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>0.0</td><td></td><td></td><td>- 0 0</td><td></td></th<>									0.0			- 0 0	
Protected Phases 5 2 6 8 4 Permitted Phases 2 6 6 8 4					_		_				_		
Permitted Phases 2 6 6 8 4					Perm		Perm	Perm			Perm		
			2			6			8			4	
Detector Phase 5 2 6 6 6 8 8 4 4													
	Detector Phase	5	2		6	6	6	8	8		4	4	

	٠	→	*	•	+	•	•	†	/	\		
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.0	28.2		28.2	28.2	28.2	42.3	42.3		42.3	42.3	
Total Split (s)	12.0	86.0		74.0	74.0	74.0	44.0	44.0		44.0	44.0	
Total Split (%)	9.2%	66.2%		56.9%	56.9%	56.9%	33.8%	33.8%		33.8%	33.8%	
Maximum Green (s)	5.0	79.8		67.8	67.8	67.8	36.7	36.7		36.7	36.7	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	3.3	2.5		2.5	2.5	2.5	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.2		6.2	6.2	6.2		7.3		7.3	7.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		10.0		10.0	10.0	10.0	24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		12.0		12.0	12.0	12.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		14		14	14	14	14	14		14	14	
Act Effct Green (s)	93.4	94.2		83.5	83.5	83.5		22.3		22.3	22.3	
Actuated g/C Ratio	0.72	0.72		0.64	0.64	0.64		0.17		0.17	0.17	
v/c Ratio	0.18	0.19		0.04	0.46	0.12		0.16		0.54	0.27	
Control Delay	6.6	4.2		13.9	14.8	3.1		34.0		55.5	16.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	6.6	4.2		13.9	14.8	3.1		34.0		55.5	16.4	
LOS	Α	Α		В	В	Α		С		Е	В	
Approach Delay		4.3			14.0			34.0			39.3	
Approach LOS		Α			В			С			D	
Queue Length 50th (m)	1.4	8.3		1.3	55.8	0.0		7.0		26.7	4.8	
Queue Length 95th (m)	3.9	13.6		5.7	95.6	8.1		14.6		38.7	15.8	
Internal Link Dist (m)		146.6			161.0			133.7			139.4	
Turn Bay Length (m)	125.0			40.0								
Base Capacity (vph)	234	3486		429	3125	913		444		360	477	
Starvation Cap Reductn	0	0		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.18	0.19		0.04	0.46	0.12		0.10		0.33	0.17	

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 95 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 13.6 Intersection Capacity Utilization 70.2%

Intersection LOS: B ICU Level of Service C

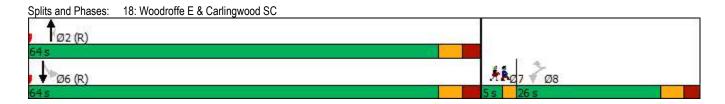
Analysis Period (min) 15

Splits and Phases: 15: Iroquois & Carling



	•	•	†	_	-	↓	
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	VVDL	₩DIX	↑ ↑	TADIX	ODL	41↑	ÐI
Traffic Volume (vph)	121	5 6	TT 774	83	46	41 T 844	
Future Volume (vph)	121	56	774	83	46	844	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	
Ped Bike Factor	0.99	0.98	0.90	0.95	0.90	1.00	
Ped Bike Factor Frt	0.99	0.850		0.95		1.00	
	0.050	0.850		0.850		0.007	
Flt Protected	0.950	4500	2252	4500	^	0.997	
Satd. Flow (prot)	1710	1530	3353	1500	0	3310	
Flt Permitted	0.950	4.407	2252	4404	^	0.871	
Satd. Flow (perm)	1686	1497	3353	1424	0	2891	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)		56		83			
Link Speed (k/h)	40		50			50	
Link Distance (m)	107.1		78.6			86.5	
Travel Time (s)	9.6		5.7			6.2	
Confl. Peds. (#/hr)	10	7		18	10		
Confl. Bikes (#/hr)				3			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	0%	2%	2%	3%	3%	
Adj. Flow (vph)	121	56	774	83	46	844	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	121	56	774	83	0	890	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(m)	3.6		0.0			0.0	
Link Offset(m)	0.0		0.0			0.0	
Crosswalk Width(m)	3.0		3.0			3.0	
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25	1.07	1.01	15	25	1.01	
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (m)	2.0	2.0	10.0	2.0	2.0	10.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	
	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)				0.0			
Detector 1 Size(m)	2.0 Cl+Fx	2.0 CI+Fx	0.6	2.0 Cl+Fx	2.0	0.6	
Detector 1 Type	UI+EX	CI+EX	CI+Ex	CI+EX	CI+Ex	CI+Ex	
Detector 1 Channel	0.0	0.0		2.2	2.2	2.2	
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(m)			9.4			9.4	
Detector 2 Size(m)			0.6			0.6	
Detector 2 Type			CI+Ex			CI+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	7
Permitted Phases	8	8		2	6		
Detector Phase	8	8	2	2	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	10.0	3.0
Minimum Split (s)	25.7	25.7	35.0	35.0	35.0	35.0	5.0
	20.1	_0.1	30.0	30.0	50.0	30.0	3.0

	•	•	†	/	>	↓		
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7	
Total Split (s)	26.0	26.0	64.0	64.0	64.0	64.0	5.0	
Total Split (%)	27.4%	27.4%	67.4%	67.4%	67.4%	67.4%	5%	
Maximum Green (s)	20.3	20.3	58.0	58.0	58.0	58.0	3.0	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	2.0	
All-Red Time (s)	2.4	2.4	2.7	2.7	2.7	2.7	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.7	5.7	6.0	6.0		6.0		
Lead/Lag	Lag	Lag					Lead	
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None	
Walk Time (s)	2.0	2.0	11.0	11.0	11.0	11.0		
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0	18.0		
Pedestrian Calls (#/hr)	5	5	5	5	5	5		
Act Effct Green (s)	12.7	12.7	70.6	70.6		70.6		
Actuated g/C Ratio	0.13	0.13	0.74	0.74		0.74		
v/c Ratio	0.54	0.23	0.31	0.08		0.41		
Control Delay	46.1	11.5	5.0	1.4		5.8		
Queue Delay	0.0	0.0	0.0	0.0		0.0		
Total Delay	46.1	11.5	5.0	1.4		5.8		
LOS	D	В	Α	Α		Α		
Approach Delay	35.1		4.6			5.8		
Approach LOS	D		Α			Α		
Queue Length 50th (m)	19.5	0.0	18.3	0.0		23.4		
Queue Length 95th (m)	32.0	8.8	34.9	4.0		45.0		
Internal Link Dist (m)	83.1		54.6			62.5		
Turn Bay Length (m)								
Base Capacity (vph)	360	363	2491	1079		2147		
Starvation Cap Reductn	0	0	0	0		0		
Spillback Cap Reductn	0	0	0	0		0		
Storage Cap Reductn	0	0	0	0		0		
Reduced v/c Ratio	0.34	0.15	0.31	0.08		0.41		
Intersection Summary								
Area Type:	Other							
Cycle Length: 95								
Actuated Cycle Length: 95								
Offset: 45 (47%), Referenced (Natural Cycle: 70	to phase 2:N	BT and 6:	SBTL, Star	t of Green				
Control Type: Actuated-Coord	inated							
Maximum v/c Ratio: 0.54	matou							
Intersection Signal Delay: 8.0				In	tersection	LOS: A		
Intersection Capacity Utilizatio	n 74.0%					f Service D		
Analysis Period (min) 15	1 1.0 /0			- 10	5 25 00 0	. 55. 7100 D		



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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4412	↑ ↑	
Traffic Volume (vph)	0	0	0	886	1003	0
Future Volume (vph)	0	0	0	886	1003	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1765	0	0	4771	3320	0
Flt Permitted						
Satd. Flow (perm)	1765	0	0	4771	3320	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	53.6			15.2	70.0	
Travel Time (s)	3.9			1.1	5.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	886	1003	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	886	1003	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	on 32.6%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ተተተ	4111			1
Traffic Volume (vph)	0	961	1991	8	0	5
Future Volume (vph)	0	961	1991	8	0	5
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0			0.0	0.0	0.0
Storage Lanes	0			0	0	1
Taper Length (m)	7.5			-	7.5	
Lane Util. Factor	1.00	0.91	0.86	0.86	1.00	1.00
Ped Bike Factor		0.01	0.00	0.00		
Frt			0.999			0.865
Flt Protected			0.000			0.000
Satd. Flow (prot)	0	4771	6065	0	0	1526
Flt Permitted			-0000			1020
Satd. Flow (perm)	0	4771	6065	0	0	1526
Link Speed (k/h)	U	50	50	- 0	50	1020
Link Distance (m)		65.5	83.7		179.2	
Travel Time (s)		4.7	6.0		12.9	
Confl. Peds. (#/hr)		7.1	0.0	27	12.0	
Confl. Bikes (#/hr)				6		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	0	961	1991	8	0	5
Shared Lane Traffic (%)	U	301	1331	U	U	J
Lane Group Flow (vph)	0	961	1999	0	0	5
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	Leit	3.6	3.6	Nigiii	0.0	Right
Link Offset(m)		0.0	0.0		0.0	
			3.0		3.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane	4.07	1.07	1.07	1.07	1.07	4.07
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	_	_	15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 40.6%			IC	U Level of	Service A
Analysis Period (min) 15						
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	•	•	1	†	 	1
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			414	† 1>	
Traffic Volume (vph)	19	42	47	736	788	23
Future Volume (vph)	19	42	47	736	788	23
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.907				0.996	
Flt Protected	0.985			0.997		
Satd. Flow (prot)	1577	0	0	3343	3340	0
Flt Permitted	0.985			0.997		
Satd. Flow (perm)	1577	0	0	3343	3340	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	133.7			86.5	82.4	
Travel Time (s)	9.6			6.2	5.9	
Confl. Peds. (#/hr)	8		18			18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	42	47	736	788	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	783	811	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						

ICU Level of Service B

Intersection Capacity Utilization 60.6% Analysis Period (min) 15

Synchro 10 Report J.Audia, Novatech

I WIT CAN FIOUR							2022 Backgroat
	•	→	—	•	/	4	
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		1111	ተ ተጮ			7	
Traffic Volume (vph)	0	961	1991	0	0	0	
Future Volume (vph)	0	961	1991	0	0	0	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)	35.0			0.0	0.0	0.0	
Storage Lanes	1			0	0	1	
Taper Length (m)	20.0				7.5		
Lane Util. Factor	1.00	0.86	0.91	0.91	1.00	1.00	
Frt							
Flt Protected							
Satd. Flow (prot)	0	6071	4818	0	0	1765	
FIt Permitted							
Satd. Flow (perm)	0	6071	4818	0	0	1765	
Link Speed (k/h)		50	50		50		
Link Distance (m)		83.7	45.0		49.1		
Travel Time (s)		6.0	3.2		3.5		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Adj. Flow (vph)	0	961	1991	0	0	0	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	961	1991	0	0	0	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Left	Left	Right	Left	Right	
Median Width(m)		3.6	3.6		0.0		
Link Offset(m)		0.0	0.0		0.0		
Crosswalk Width(m)		3.0	3.0		3.0		
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25			15	25	15	
Sign Control		Free	Free		Stop		
Intersection Summary							
	Other						
Control Type: Unsignalized							
Intersection Capacity Utilization	n 43.9%			IC	U Level of	Service A	
Analysis Period (min) 15							

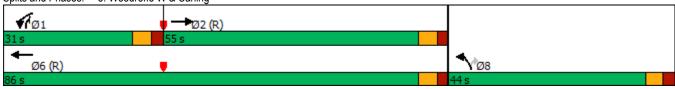
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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*	7	ተ ተጮ			414
Traffic Volume (vph)	34	14	854	32	12	969
Future Volume (vph)	34	14	854	32	12	969
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt		0.850	0.995			
Flt Protected	0.950					0.999
Satd. Flow (prot)	1676	1500	4794	0	0	3350
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1676	1500	4794	0	0	3350
Link Speed (k/h)	50		50			50
Link Distance (m)	106.6		70.0			78.6
Travel Time (s)	7.7		5.0			5.7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	34	14	854	32	12	969
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	14	886	0	0	981
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6	J	0.0	, i		0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	on 47.2%			IC	J Level of	Service A

Analysis Period (min) 15

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations		LUI	NPT LALE	<u></u> ↑↑	NDL T	NDIN
Traffic Volume (vph)	ተተ ጮ 1338	182	าา 546	TT 291	1 244	500
Future Volume (vph)	1338	182	546	291	244	500
	1800	1800	1800	1800	1800	1800
Ideal Flow (vphpl)	1800	120.0	0.0	1000	0.0	0.0
Storage Length (m)		120.0			0.0	0.0
Storage Lanes		T	2			Т
Taper Length (m)	0.04	0.04	7.5	0.05	7.5	4.00
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	1.00
Ped Bike Factor	1.00		1.00		0.99	0.98
Frt	0.982		0.050		0.050	0.850
Flt Protected	.=		0.950	0000	0.950	
Satd. Flow (prot)	4713	0	3190	3288	1660	1485
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4713	0	3177	3288	1639	1449
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	22					8
Link Speed (k/h)	60			60	50	
Link Distance (m)	238.7			65.5	242.1	
Travel Time (s)	14.3			3.9	17.4	
Confl. Peds. (#/hr)		13	13		11	11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	4%	4%	3%	3%
Adj. Flow (vph)	1338	182	546	291	244	500
Shared Lane Traffic (%)	1000	.02	3.0			000
Lane Group Flow (vph)	1520	0	546	291	244	500
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	7.2	ragni	LCIL	9.9	3.6	ragni
	0.0			0.0	0.0	
Link Offset(m)	3.0			3.0	3.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane	4.07	4.07	4.07	4.07	4.07	4.07
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)		15	25		25	15
Number of Detectors	1		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (m)	10.0		2.0	10.0	2.0	2.0
Trailing Detector (m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Size(m)	10.0		2.0	0.6	2.0	2.0
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(m)	0.0			9.4	0.0	
Detector 2 Size(m)				0.6		
Detector 2 Type				CI+Ex		
Detector 2 Channel				OITEX		
Detector 2 Extend (s)				0.0		
	NIA		Prot		Drot	nmiau
Turn Type	NA			NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
					-	
Detector Phase Switch Phase	2		1	6	8	1

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0	LDIX	5.0	10.0	10.0	5.0
Minimum Split (s)	31.7		11.0	31.7	38.8	11.0
Total Split (s)	55.0		31.0	86.0	44.0	31.0
Total Split (%)	42.3%		23.8%	66.2%	33.8%	23.8%
Maximum Green (s)	49.3		25.0	80.3	38.2	25.0
Yellow Time (s)	3.7		3.7	3.7	3.3	3.7
All-Red Time (s)	2.0		2.3	2.0	2.5	2.3
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		6.0	5.7	5.8	6.0
Lead/Lag	Lag		Lead	0.,	0.0	Lead
Lead-Lag Optimize?	Lug		Loud			Loud
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Min	None
Walk Time (s)	11.0		140110	11.0	7.0	140110
Flash Dont Walk (s)	15.0			15.0	26.0	
Pedestrian Calls (#/hr)	7			7	6	
Act Effct Green (s)	59.9		28.0	93.9	24.6	52.4
Actuated g/C Ratio	0.46		0.22	0.72	0.19	0.40
v/c Ratio	0.40		0.22	0.72	0.19	0.40
Control Delay	31.1		56.3	6.1	66.5	43.8
Queue Delay	0.0		0.0	0.1	0.0	0.0
Total Delay	31.1		56.3	6.1	66.5	43.8
LOS	31.1 C		30.3 E	Α	00.5 E	43.0 D
Approach Delay	31.1			38.8	51.3	U
Approach LOS	31.1 C			36.6 D	51.5 D	
Queue Length 50th (m)	102.4		66.2	8.2	55.4	93.1
Queue Length 95th (m)	135.7		84.0	22.5	76.0	113.8
Internal Link Dist (m)	214.7		04.0	41.5	218.1	113.0
Turn Bay Length (m)	Z14.1			41.5	210.1	
Base Capacity (vph)	2184		700	2375	487	602
Starvation Cap Reductn	0		700	23/3	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.70		0.78	0.12	0.50	0.83
	0.70		0.76	0.12	0.50	0.03
Intersection Summary						
Area Type:	Other					
Cycle Length: 130						
Actuated Cycle Length: 130						
Offset: 112 (86%), Reference	ed to phase 2:E	BT and 6	:WBT, Sta	rt of Green	1	
Natural Cycle: 95						
Control Type: Actuated-Coor	dinated					
Maximum v/c Ratio: 0.84	_					
Intersection Signal Delay: 38					tersection	
Intersection Capacity Utilizati	ion 80.8%			IC	CU Level of	Service D
Analysis Period (min) 15						

Splits and Phases: 3: Woodroffe W & Carling



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	77	ት β		7	ተተተ	7	7	ተ ኈ		7	•	7
Traffic Volume (vph)	480	1455	45	10	301	90	12	225	50	212	89	550
Future Volume (vph)	480	1455	45	10	301	90	12	225	50	212	89	550
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (m)	20.0			30.0			7.5			100.0		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		1.00		0.97	0.99	0.99		0.99		0.98
Frt		0.995				0.850		0.973				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3252	3332	0	1555	4467	1391	1676	3242	0	1660	1748	1485
Flt Permitted	0.950			0.950			0.699			0.367		
Satd. Flow (perm)	3190	3332	0	1549	4467	1349	1227	3242	0	633	1748	1459
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				191		20				251
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		43.3			162.2			169.9			54.4	
Travel Time (s)		2.6			9.7			12.2			3.9	
Confl. Peds. (#/hr)	14		13	13		14	5		18	18		5
Confl. Bikes (#/hr)						1			2			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	10%	10%	10%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	480	1455	45	10	301	90	12	225	50	212	89	550
Shared Lane Traffic (%)												
Lane Group Flow (vph)	480	1500	0	10	301	90	12	275	0	212	89	550
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)		10.8			10.8			3.6			3.9	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	2.0
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6			8		7	4	5
Permitted Phases						6	8			4		4
Detector Phase	5	2		1	6	6	8	8		7	4	5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	10.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.3	37.1		11.3	37.1	37.1	40.9	40.9		11.3	40.9	11.3
Total Split (s)	31.0	53.7		21.3	44.0	44.0	41.0	41.0		14.0	55.0	31.0
Total Split (%)	23.8%	41.3%		16.4%	33.8%	33.8%	31.5%	31.5%		10.8%	42.3%	23.8%
Maximum Green (s)	24.7	47.6		15.0	37.9	37.9	34.1	34.1		7.7	48.1	24.7
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.7
All-Red Time (s)	2.6	2.4		2.6	2.4	2.4	3.6	3.6		3.0	3.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1		6.3	6.1	6.1	6.9	6.9		6.3	6.9	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	Min	Min		None	Min	None
Walk Time (s)		7.0			7.0	7.0	23.0	23.0			23.0	
Flash Dont Walk (s)		24.0			24.0	24.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		7			7	7	9	9			9	
Act Effct Green (s)	23.9	81.7		6.5	54.4	54.4	18.4	18.4		33.0	32.4	56.9
Actuated g/C Ratio	0.18	0.63		0.05	0.42	0.42	0.14	0.14		0.25	0.25	0.44
v/c Ratio	0.80	0.72		0.13	0.16	0.13	0.07	0.58		0.96	0.20	0.70
Control Delay	72.6	13.7		76.2	19.0	0.9	44.2	52.0		94.7	37.6	17.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	72.6	13.7		76.2	19.0	0.9	44.2	52.0		94.7	37.6	17.0
LOS	Е	В		Е	В	Α	D	D		F	D	В
Approach Delay		28.0			16.4			51.6			38.5	
Approach LOS		С			В			D			D	
Queue Length 50th (m)	59.2	50.5		2.5	12.2	0.0	2.6	30.7		~45.4	17.2	52.9
Queue Length 95th (m)	m76.7	#240.0		8.2	11.0	0.2	6.9	37.0		#56.4	25.0	62.4
Internal Link Dist (m)		19.3			138.2			145.9			30.4	
Turn Bay Length (m)				35.0								
Base Capacity (vph)	638	2096		179	1868	675	321	865		221	646	799
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.75	0.72		0.06	0.16	0.13	0.04	0.32		0.96	0.14	0.69

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 128 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96 Intersection Signal Delay: 31.1 Intersection Capacity Utilization 99.4%

Intersection LOS: C
ICU Level of Service F

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ _ጮ		7	4111			44		7	f)	
Traffic Volume (vph)	12	1520	18	26	432	13	7	6	14	26	3	39
Future Volume (vph)	12	1520	18	26	432	13	7	6	14	26	3	39
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0	1000	0.0	65.0	1000	0.0	0.0	1000	0.0	0.0	1000	0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	6.0		•	7.5		•	7.5		•	7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	0.51	1.00	1.00	0.00	1.00	0.99	1.00	0.99	0.98	1.00
Frt	1.00	0.998		1.00	0.996			0.930		0.55	0.861	
Flt Protected	0.950	0.550		0.950	0.550			0.987		0.950	0.001	
Satd. Flow (prot)	1676	4806	0	1676	6043	0	0	1573	0	1221	1112	0
Flt Permitted	0.442	4000	U	0.156	0043	U	U	0.917	U	0.740	1112	U
	778	4806	0	275	6043	0	0	1459	0	945	1112	0
Satd. Flow (perm)	110	4000	Yes	2/5	0043	Yes	U	1409		940	1112	0 Yes
Right Turn on Red		0	res		6	res		11	Yes		20	res
Satd. Flow (RTOR)		2			_			14			39	
Link Speed (k/h)		60			60			30			40	
Link Distance (m)		162.2			170.6			101.7			102.7	
Travel Time (s)	4	9.7	-	-	10.2	4	-	12.2	7	7	9.2	-
Confl. Peds. (#/hr)	4	4.00	5	5	4.00	4	5	4.00	7	7	4.00	5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	40%	0%	40%
Adj. Flow (vph)	12	1520	18	26	432	13	7	6	14	26	3	39
Shared Lane Traffic (%)									_			
Lane Group Flow (vph)	12	1538	0	26	445	0	0	27	0	26	42	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)		9.9			10.8			1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase												
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	41.2		41.2	41.2		43.9	43.9		43.9	43.9	
Total Split (s)	17.0	82.0		65.0	65.0		48.0	48.0		48.0	48.0	
Total Split (%)	13.1%	63.1%		50.0%	50.0%		36.9%	36.9%		36.9%	36.9%	
Maximum Green (s)	10.4	75.8		58.8	58.8		41.1	41.1		41.1	41.1	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.5		2.5	2.5		3.6	3.6		3.6	3.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.2		6.2	6.2			6.9		6.9	6.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		28.0		28.0	28.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)		3		3	3		4	4		4	4	
Act Effct Green (s)	104.3	105.9		100.8	100.8			15.6		15.6	15.6	
Actuated g/C Ratio	0.80	0.81		0.78	0.78			0.12		0.12	0.12	
v/c Ratio	0.02	0.39		0.12	0.09			0.14		0.23	0.25	
Control Delay	2.8	2.1		8.5	4.6			28.7		52.3	17.6	
Queue Delay	0.0	0.1		0.0	0.0			0.0		0.0	0.0	
Total Delay	2.8	2.3		8.5	4.6			28.7		52.3	17.6	
LOS	Α	Α		Α	Α			С		D	В	
Approach Delay		2.3			4.8			28.7			30.9	
Approach LOS		Α			Α			С			С	
Queue Length 50th (m)	0.3	14.3		1.0	4.5			2.9		5.9	0.7	
Queue Length 95th (m)	m0.5	m19.4		3.9	9.5			9.0		11.4	8.7	
Internal Link Dist (m)		138.2			146.6			77.7			78.7	
Turn Bay Length (m)	110.0			65.0								
Base Capacity (vph)	696	3917		213	4689			470		298	378	
Starvation Cap Reductn	0	1005		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.02	0.53		0.12	0.09			0.06		0.09	0.11	

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 128 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

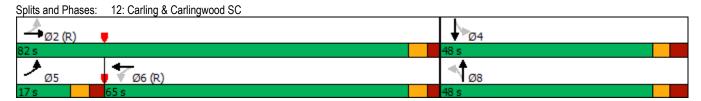
Natural Cycle: 100

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.39 Intersection Signal Delay: 4.1 Intersection Capacity Utilization 55.6%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

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



Storage Length (m) 125.0 0.0 40.0 0.0 0.0 0.0 Storage Lanes 1 0 1 1 0 0 Taper Length (m) 7.5 7.5 7.5 7.5 Lane Util. Factor 1.00 0.91 1.00 0.91 1.00 <th>75 75 1800 0.0 1 7.5 1.00 0.99 0.950 1660 0.840 1450</th> <th>\$BT 7 7 1800 1.00 0.98 0.881 1508</th> <th>27 27 1800 0.0 0 1.00</th>	75 75 1800 0.0 1 7.5 1.00 0.99 0.950 1660 0.840 1450	\$BT 7 7 1800 1.00 0.98 0.881 1508	27 27 1800 0.0 0 1.00
Traffic Volume (vph) 19 1648 5 7 372 60 3 24 30 Future Volume (vph) 19 1648 5 7 372 60 3 24 30 Ideal Flow (vphpl) 1800	75 75 1800 0.0 1 7.5 1.00 0.99 0.950 1660 0.840	7 7 1800 1.00 0.98 0.881 1508	27 1800 0.0 0 1.00
Traffic Volume (vph) 19 1648 5 7 372 60 3 24 30 Future Volume (vph) 19 1648 5 7 372 60 3 24 30 Ideal Flow (vphpl) 1800	75 1800 0.0 1 7.5 1.00 0.99 0.950 1660 0.840	7 7 1800 1.00 0.98 0.881 1508	27 1800 0.0 0 1.00
Ideal Flow (vphpl) 1800 0.0 Storage Length (m) 125.0 0.0 1 1 0 1 0 0 1 0 0 1 0 0 1 0 0 1 0 0 0 98 1 0 0 0 0 0 <td< td=""><td>1800 0.0 1 7.5 1.00 0.99 0.950 1660 0.840</td><td>1.00 0.98 0.881 1508</td><td>1800 0.0 0 1.00</td></td<>	1800 0.0 1 7.5 1.00 0.99 0.950 1660 0.840	1.00 0.98 0.881 1508	1800 0.0 0 1.00
Storage Length (m) 125.0 0.0 40.0 0.0 0.0 0.0 Storage Lanes 1 0 1 1 0 0 Taper Length (m) 7.5 7.5 7.5 7.5 Lane Util. Factor 1.00 0.91 1.00 0.91 1.00 <td>0.0 1 7.5 1.00 0.99 0.950 1660 0.840</td> <td>1.00 0.98 0.881 1508</td> <td>0.0 0 1.00</td>	0.0 1 7.5 1.00 0.99 0.950 1660 0.840	1.00 0.98 0.881 1508	0.0 0 1.00
Storage Lanes 1 0 1 1 0 0 Taper Length (m) 7.5 7.5 7.5 7.5 Lane Util. Factor 1.00 0.91 0.91 1.00 0.91 1.00	1 7.5 1.00 0.99 0.950 1660 0.840	0.98 0.881 1508	0 1.00 0
Taper Length (m) 7.5 7.5 7.5 Lane Util. Factor 1.00 0.91 0.91 1.00 0.91 1.00 1.	7.5 1.00 0.99 0.950 1660 0.840	0.98 0.881 1508	1.00
Taper Length (m) 7.5 7.5 7.5 Lane Util. Factor 1.00 0.91 1.00 0.91 1.00 1.	1.00 0.99 0.950 1660 0.840	0.98 0.881 1508	0
Lane Util. Factor 1.00 0.91 0.91 1.00 0.91 1.00 <td>1.00 0.99 0.950 1660 0.840</td> <td>0.98 0.881 1508</td> <td>0</td>	1.00 0.99 0.950 1660 0.840	0.98 0.881 1508	0
Ped Bike Factor 0.98 1.00 1.00 0.94 0.98 Frt 0.850 0.929 0.997	0.950 1660 0.840	0.881 1508	0
Frt 0.850 0.929 Fit Protected 0.950 0.950 0.997 0 Satd. Flow (prot) 1676 4817 0 1629 4680 1457 0 1610 0 Flt Permitted 0.485 0.138 0.985 0 Satd. Flow (perm) 837 4817 0 236 4680 1364 0 1590 0 Right Turn on Red Yes Yes Yes Yes Satd. Flow (RTOR) 1 95 27	1660 0.840	1508	0
Satd. Flow (prot) 1676 4817 0 1629 4680 1457 0 1610 0 Flt Permitted 0.485 0.138 0.985 0 Satd. Flow (perm) 837 4817 0 236 4680 1364 0 1590 0 Right Turn on Red Yes Yes Yes Yes Satd. Flow (RTOR) 1 95 27	1660 0.840		0
Fit Permitted 0.485 0.138 0.985 0 Satd. Flow (perm) 837 4817 0 236 4680 1364 0 1590 0 Right Turn on Red Yes Yes Yes Yes Satd. Flow (RTOR) 1 95 27	0.840		0
Fit Permitted 0.485 0.138 0.985 0 Satd. Flow (perm) 837 4817 0 236 4680 1364 0 1590 0 Right Turn on Red Yes Yes Yes Yes Satd. Flow (RTOR) 1 95 27		1508	0
Right Turn on Red Yes Yes Yes Satd. Flow (RTOR) 1 95 27	1450	1508	
Right Turn on Red Yes Yes Yes Satd. Flow (RTOR) 1 95 27			
Satd. Flow (RTOR) 1 95 27			Yes
		27	
LIUK ODEEU IK/III DU DU DU 50		50	
Link Distance (m) 170.6 185.0 157.7		163.4	
Travel Time (s) 10.2 11.1 11.4		11.8	
Confl. Peds. (#/hr) 15 12 12 15 13 12	12		13
Confl. Bikes (#/hr) 1 1 4			10
Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	1.00	1.00	1.00
Heavy Vehicles (%) 2% 2% 5% 5% 5% 2% 2% 2%	3%	3%	3%
Adj. Flow (vph) 19 1648 5 7 372 60 3 24 30	75	7	27
Shared Lane Traffic (%)	10	'	21
Lane Group Flow (vph) 19 1653 0 7 372 60 0 57 0	75	34	0
Enter Blocked Intersection No No No No No No No No No	No	No	No
Lane Alignment Left Left Right Left Right Left Right	Left	Left	Right
Median Width(m) 10.8 7.2 1.0	LGIL	3.6	Night
Link Offset(m) 0.0 0.0 0.0		0.0	
Crosswalk Width(m) 3.0 3.0 3.0		3.0	
Two way Left Turn Lane		3.0	
Headway Factor 1.07 1.07 1.07 1.07 1.07 1.07 1.07 1.07	1.07	1.07	1.07
	25	1.07	1.07
Turning Speed (k/h) 25 15 25 15 25 15 Number of Detectors 1 2 1 2 1 1 2	25 1	2	15
	Left	Thru	
Leading Detector (m) 2.0 10.0 2.0 10.0 2.0 10.0	2.0	10.0	
Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	0.0	0.0	
Detector 1 Position(m) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	0.0	0.0	
Detector 1 Size(m) 2.0 0.6 2.0 2.0 0.6	2.0	0.6	
	CI+Ex	CI+Ex	
Detector 1 Channel			
Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 0.0	0.0	0.0	
Detector 1 Queue (s) 0.0 0.0 0.0 0.0 0.0 0.0	0.0	0.0	
Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 0.0	0.0	0.0	
Detector 2 Position(m) 9.4 9.4		9.4	
Detector 2 Size(m) 0.6 0.6 0.6		0.6	
Detector 2 Type CI+Ex CI+Ex CI+Ex		CI+Ex	
Detector 2 Channel			
Detector 2 Extend (s) 0.0 0.0 0.0		0.0	
	Perm	NA	
Protected Phases 5 2 6		4	
Permitted Phases 2 6 8	4		
Detector Phase 5 2 6 6 6 8 8	4	4	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.0	28.2		28.2	28.2	28.2	42.3	42.3		42.3	42.3	
Total Split (s)	14.0	86.0		72.0	72.0	72.0	44.0	44.0		44.0	44.0	
Total Split (%)	10.8%	66.2%		55.4%	55.4%	55.4%	33.8%	33.8%		33.8%	33.8%	
Maximum Green (s)	7.0	79.8		65.8	65.8	65.8	36.7	36.7		36.7	36.7	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	3.3	2.5		2.5	2.5	2.5	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.2		6.2	6.2	6.2		7.3		7.3	7.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		10.0		10.0	10.0	10.0	24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		12.0		12.0	12.0	12.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		8		8	8	8	7	7		7	7	
Act Effct Green (s)	102.2	104.3		98.9	98.9	98.9		16.9		16.9	16.9	
Actuated g/C Ratio	0.79	0.80		0.76	0.76	0.76		0.13		0.13	0.13	
v/c Ratio	0.03	0.43		0.04	0.10	0.06		0.25		0.40	0.16	
Control Delay	1.5	1.4		12.1	7.3	1.0		29.6		55.3	19.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	1.5	1.4		12.1	7.3	1.0		29.6		55.3	19.7	
LOS	Α	Α		В	Α	Α		С		Е	В	
Approach Delay		1.4			6.5			29.6			44.2	
Approach LOS		Α			Α			С			D	
Queue Length 50th (m)	0.2	5.7		0.3	5.9	0.0		6.6		17.1	1.5	
Queue Length 95th (m)	m0.7	8.0		3.3	21.7	2.1		15.2		25.8	8.8	
Internal Link Dist (m)		146.6			161.0			133.7			139.4	
Turn Bay Length (m)	125.0			40.0								
Base Capacity (vph)	703	3864		179	3560	1060		468		409	445	
Starvation Cap Reductn	0	311		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.03	0.47		0.04	0.10	0.06		0.12		0.18	80.0	

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

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

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 5.2 Intersection Capacity Utilization 62.4%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 15: Iroquois & Carling Ø4 Ø2 (R) 🌹 1<u>ø</u>8 Ø6 (R)

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	*	7	^	7	052	414	~1
Traffic Volume (vph)	21	9	703	72	16	720	
Future Volume (vph)	21	9	703	72	16	720	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	
Ped Bike Factor	0.99	0.98	0.00	0.95	0.00	1.00	
Frt	0.55	0.850		0.850		1.00	
FIt Protected	0.950	0.000		0.000		0.999	
Satd. Flow (prot)	1710	1530	3288	1471	0	3317	
Flt Permitted	0.950	1000	3200	1771	U	0.936	
Satd. Flow (perm)	1693	1504	3288	1401	0	3107	
Right Turn on Red	1095	Yes	3200	Yes	U	3107	
				72			
Satd. Flow (RTOR)	40	9	ΕO	12		ΕO	
Link Speed (k/h)	40 107.1		50 70 4			50	
ink Distance (m)			78.4			86.5	
ravel Time (s)	9.6		5.6	40	40	6.2	
Confl. Peds. (#/hr)	8	4		18	18		
Confl. Bikes (#/hr)		4.00	4.00	3	4 00	4.00	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	0%	4%	4%	3%	3%	
Adj. Flow (vph)	21	9	703	72	16	720	
Shared Lane Traffic (%)							
ane Group Flow (vph)	21	9	703	72	0	736	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(m)	3.6		0.0			0.0	
_ink Offset(m)	0.0		0.0			0.0	
Crosswalk Width(m)	3.0		3.0			3.0	
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25	15		15	25		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
eading Detector (m)	2.0	2.0	10.0	2.0	2.0	10.0	
Frailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Size(m)	2.0	2.0	0.6	2.0	2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(m)			9.4			9.4	
Detector 2 Size(m)			0.6			0.6	
Detector 2 Type			CI+Ex			CI+Ex	
Detector 2 Channel			J1: LA			€1 · LA	
Detector 2 Extend (s)			0.0			0.0	
urn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1 CIIII	i Cilli	2	i Gilli	i Gilli	6	7
Permitted Phases	8	8	۷	2	6	U	•
Detector Phase	8	8	2	2	6	6	
Switch Phase	Ö	0			U	Ü	
	E 0	E 0	10.0	10.0	10.0	10.0	3.0
Minimum Initial (s)	5.0	5.0	10.0	10.0			
Minimum Split (s)	25.7	25.7	35.0	35.0	35.0	35.0	5.0

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Total Split (s)	26.0	26.0	54.0	54.0	54.0	54.0	5.0
Total Split (%)	30.6%	30.6%	63.5%	63.5%	63.5%	63.5%	6%
Maximum Green (s)	20.3	20.3	48.0	48.0	48.0	48.0	3.0
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	2.0
All-Red Time (s)	2.4	2.4	2.7	2.7	2.7	2.7	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.7	5.7	6.0	6.0		6.0	
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None
Walk Time (s)	2.0	2.0	11.0	11.0	11.0	11.0	
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0	18.0	
Pedestrian Calls (#/hr)	4	4	9	9	9	9	
Act Effct Green (s)	9.0	9.0	71.2	71.2		71.2	
Actuated g/C Ratio	0.11	0.11	0.84	0.84		0.84	
v/c Ratio	0.12	0.05	0.26	0.06		0.28	
Control Delay	32.7	16.6	3.5	1.5		3.7	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	32.7	16.6	3.5	1.5		3.7	
LOS	C	В	A	Α		A	
Approach Delay	27.8		3.3			3.7	
Approach LOS	С	• •	A			A	
Queue Length 50th (m)	3.0	0.0	11.2	0.0		12.1	
Queue Length 95th (m)	7.5	3.3	32.0	4.0		34.5	
Internal Link Dist (m)	83.1		54.4			62.5	
Turn Bay Length (m)	40.4	000	0755	4400		0004	
Base Capacity (vph)	404	366	2755	1186		2604	
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.05	0.02	0.26	0.06		0.28	
Intersection Summary							
	Other						
Cycle Length: 85							
Actuated Cycle Length: 85							
Offset: 10 (12%), Referenced t	o phase 2:N	BT and 6:	SBTL, Star	t of Green			
Natural Cycle: 70							
Control Type: Actuated-Coordin	nated						
Maximum v/c Ratio: 0.28							
Intersection Signal Delay: 4.0					tersection		
Intersection Capacity Utilization	n 55.7%			IC	CU Level o	f Service B	
Analysis Period (min) 15							



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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			ተተቡ	↑ ↑	
Traffic Volume (vph)	0	0	0	804	851	0
Future Volume (vph)	0	0	0	804	851	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	1765	0	0	4771	3320	0
Flt Permitted						
Satd. Flow (perm)	1765	0	0	4771	3320	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	53.6			15.2	70.1	
Travel Time (s)	3.9			1.1	5.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Adj. Flow (vph)	0	0	0	804	851	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	804	851	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizatio	n 28.2%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ተ ተተ	ttt⊅			7
Traffic Volume (vph)	0	1940	816	6	0	2
Future Volume (vph)	0	1940	816	6	0	2
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0			0.0	0.0	0.0
Storage Lanes	0			0	0	1
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	0.91	0.86	0.86	1.00	1.00
Ped Bike Factor						
Frt			0.999			0.865
Flt Protected						
Satd. Flow (prot)	0	4771	5891	0	0	1557
Flt Permitted						
Satd. Flow (perm)	0	4771	5891	0	0	1557
Link Speed (k/h)		50	50		50	.50.
Link Distance (m)		65.5	85.2		179.2	
Travel Time (s)		4.7	6.1		12.9	
Confl. Peds. (#/hr)			U. 1	10	12.0	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	5%	5%	0%	0%
Adj. Flow (vph)	0	1940	816	6	0	2
Shared Lane Traffic (%)		1010	010			
Lane Group Flow (vph)	0	1940	822	0	0	2
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	Lon	2.7	2.7	ragni	0.0	rtigrit
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane		3.0	3.0		3.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
	25	1.07	1.07	1.07	25	1.07
Turning Speed (k/h) Sign Control	20	Free	Free	15	Stop	10
Sign Control		riee	riee		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	ion 42.9%			IC	U Level of	Service A
Analysis Daried (min) 15						

Intersection Capacity Utilization 42.9% Analysis Period (min) 15

Synchro 10 Report J.Audia, Novatech

Synchro 10 Report

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			414	ተ ኈ	
Traffic Volume (vph)	25	78	20	665	630	12
Future Volume (vph)	25	78	20	665	630	12
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.898				0.997	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1581	0	0	3350	3279	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1581	0	0	3350	3279	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	133.7			86.5	82.4	
Travel Time (s)	9.6			6.2	5.9	
Confl. Peds. (#/hr)	8	4	7			7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	1%	2%	2%	4%	4%
Adj. Flow (vph)	25	78	20	665	630	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	685	642	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6	•		0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 49.0%			IC	U Level of	Service A
Analysis Period (min) 15						

Analysis Period (min) 15

J.Audia, Novatech

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		1111	ተ ተ ኈ			7
Traffic Volume (vph)	0	1940	816	0	0	0
Future Volume (vph)	0	1940	816	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0			0.0	0.0	0.0
Storage Lanes	1			0	0	1
Taper Length (m)	20.0				7.5	
Lane Util. Factor	1.00	0.86	0.91	0.91	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	6071	4818	0	0	1765
Flt Permitted						
Satd. Flow (perm)	0	6071	4818	0	0	1765
Link Speed (k/h)		50	50		50	
Link Distance (m)		85.2	43.3		49.1	
Travel Time (s)		6.1	3.1		3.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	1940	816	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1940	816	0	0	0
Enter Blocked Intersection	Yes	Yes	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.6	3.6	•	0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary					'	
Area Type:	Other					
Control Type: Unsignalized	Other					
Intersection Capacity Utilizati	ion 22 00/			ICI	I I aval of	Service A
	1011 33.0%			IU	J Level of	Service A
Analysis Period (min) 15						

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*	7	ተ ተጉ			41₽
Traffic Volume (vph)	6	2	794	10	4	845
Future Volume (vph)	6	2	794	10	4	845
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt		0.850	0.998			
Flt Protected	0.950					
Satd. Flow (prot)	1676	1500	4808	0	0	3353
Flt Permitted	0.950					
Satd. Flow (perm)	1676	1500	4808	0	0	3353
Link Speed (k/h)	50		50			50
Link Distance (m)	105.5		70.1			78.4
Travel Time (s)	7.6		5.0			5.6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	6	2	794	10	4	845
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	2	804	0	0	849
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6	J -	0.0	J		0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	ion 37.6%			IC	U Level of	Service A
A STATE OF THE STA						2 3

Analysis Period (min) 15

	-	\rightarrow	•	←	•	<i>></i>
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	*	_DIX	ሻሻ	*	NDL 1	TVDIX
Traffic Volume (vph)	483	340	829	957	279	430
Future Volume (vph)	483	340	829	957	279	430
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	1000	120.0	0.0	1000	0.0	0.0
Storage Lanes		120.0	2		1	1
Taper Length (m)			7.5		7.5	
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	1.00
	0.91	0.91		0.95		0.98
Ped Bike Factor Frt	0.938		0.99		0.99	0.98
	0.938		0.050		0.050	0.830
Flt Protected	4450	^	0.950	2252	0.950	4545
Satd. Flow (prot)	4458	0	3252	3353	1693	1515
Flt Permitted	=-		0.950	00=0	0.950	4
Satd. Flow (perm)	4458	0	3216	3353	1677	1486
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	133					83
Link Speed (k/h)	60			60	50	
Link Distance (m)	238.7			65.5	242.1	
Travel Time (s)	14.3			3.9	17.4	
Confl. Peds. (#/hr)		14	14		8	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Adj. Flow (vph)	483	340	829	957	279	430
Shared Lane Traffic (%)	100	310	520	301	210	100
Lane Group Flow (vph)	823	0	829	957	279	430
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	7.2			10.8	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)		15	25		25	15
Number of Detectors	2		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (m)	10.0		2.0	10.0	2.0	2.0
Trailing Detector (m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Size(m)	0.6		2.0	0.6	2.0	2.0
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
	OI+EX		CITEX	OI+EX	OI+EX	OI+EX
Detector 1 Channel			0.0	0.0	0.0	
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(m)	9.4			9.4		
Detector 2 Size(m)	0.6			0.6		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases	_					8
Detector Phase	2		1	6	8	1
Switch Phase	۷		ı	U	U	ı
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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0		5.0	10.0	10.0	5.0
Minimum Split (s)	31.7		11.0	31.7	38.8	11.0
Total Split (s)	40.0		49.0	89.0	41.0	49.0
Total Split (%)	30.8%		37.7%	68.5%	31.5%	37.7%
Maximum Green (s)	34.3		43.0	83.3	35.2	43.0
Yellow Time (s)	3.7		3.7	3.7	3.3	3.7
All-Red Time (s)	2.0		2.3	2.0	2.5	2.3
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		6.0	5.7	5.8	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Min	None
Walk Time (s)	11.0			11.0	7.0	
Flash Dont Walk (s)	15.0			15.0	26.0	
Pedestrian Calls (#/hr)	7			7	6	
Act Effct Green (s)	47.1		38.8	91.9	26.6	65.2
Actuated g/C Ratio	0.36		0.30	0.71	0.20	0.50
v/c Ratio	0.48		0.85	0.40	0.81	0.54
Control Delay	29.4		66.0	6.4	66.5	16.1
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	29.4		66.0	6.4	66.5	16.1
LOS	С		Е	Α	Е	В
Approach Delay	29.4			34.1	35.9	
Approach LOS	С			С	D	
Queue Length 50th (m)	46.3		105.7	28.9	63.2	47.5
Queue Length 95th (m)	67.0		m105.3	m38.2	85.5	55.3
Internal Link Dist (m)	214.7			41.5	218.1	
Turn Bay Length (m)						
Base Capacity (vph)	1699		1077	2370	458	842
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.48		0.77	0.40	0.61	0.51
Intersection Summary						

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 27 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Green

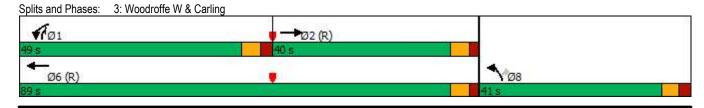
Natural Cycle: 95

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.85

Intersection Signal Delay: 33.3 Intersection Capacity Utilization 79.6%

Analysis Period (min) 15

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



Intersection LOS: C

ICU Level of Service D

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	14.54	↑ Ъ		*	^	7	7	↑ Ъ		7		7
Traffic Volume (vph)	501	417	84	31	1260	153	79	262	43	149	187	719
Future Volume (vph)	501	417	84	31	1260	153	79	262	43	149	187	719
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (m)	20.0			30.0			7.5			100.0		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99	0.98		0.95		0.95	0.99	0.99		0.97		0.97
Frt		0.975				0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3252	3204	0	1660	4771	1485	1676	3251	0	1676	1765	1500
Flt Permitted	0.950	020.	•	0.950			0.640	020.	•	0.371		
Satd. Flow (perm)	3214	3204	0	1577	4771	1407	1113	3251	0	633	1765	1455
Right Turn on Red	0211	0201	Yes	1011		Yes	1110	0201	Yes	000	1700	Yes
Satd. Flow (RTOR)		20	100			147		14	1 00			26
Link Speed (k/h)		60			60			50			50	20
Link Distance (m)		45.0			162.2			169.9			54.4	
Travel Time (s)		2.7			9.7			12.2			3.9	
Confl. Peds. (#/hr)	32	۷.1	48	48	3.1	32	16	12.2	50	50	5.5	16
Confl. Bikes (#/hr)	32		1	+0		2	10		30	30		10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
	501	417	84	31	1260	153	79	262	43	149	187	719
Adj. Flow (vph)	501	417	04	٥١	1200	100	19	202	43	149	101	119
Shared Lane Traffic (%)	F04	E04	0	31	1000	450	70	205	0	110	107	710
Lane Group Flow (vph)	501	501	-		1260	153 No.	79	305	-	149	187	719
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	1 veh	1 veh	1 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		10.8			10.8			3.6			3.9	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	2.0
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6			8		7	4	5
Permitted Phases						6	8			4		4
Detector Phase	5	2		1	6	6	8	8		7	4	5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	10.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.3	40.1		11.3	40.1	40.1	40.9	40.9		11.3	40.9	11.3
Total Split (s)	26.0	51.7		21.3	47.0	47.0	43.0	43.0		14.0	57.0	26.0
Total Split (%)	20.0%	39.8%		16.4%	36.2%	36.2%	33.1%	33.1%		10.8%	43.8%	20.0%
Maximum Green (s)	19.7	45.6		15.0	40.9	40.9	36.1	36.1		7.7	50.1	19.7
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.7	3.3	3.7
All-Red Time (s)	2.6	2.4		2.6	2.4	2.4	3.6	3.6		2.6	3.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1		6.3	6.1	6.1	6.9	6.9		6.3	6.9	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	Min	Min		None	Min	None
Walk Time (s)		7.0			7.0	7.0	23.0	23.0			23.0	
Flash Dont Walk (s)		24.0			24.0	24.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		20			20	20	20	20			20	
Act Effct Green (s)	27.5	71.2		7.9	46.7	46.7	22.5	22.5		37.1	36.5	64.6
Actuated g/C Ratio	0.21	0.55		0.06	0.36	0.36	0.17	0.17		0.29	0.28	0.50
v/c Ratio	0.73	0.28		0.31	0.74	0.26	0.41	0.53		0.62	0.38	0.96
Control Delay	53.1	24.6		87.7	29.4	5.7	51.4	48.6		46.5	38.1	52.2
Queue Delay	0.0	0.0		0.0	0.1	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	53.1	24.6		87.7	29.4	5.7	51.4	48.6		46.5	38.1	52.2
LOS	D	С		F	С	Α	D	D		D	D	D
Approach Delay		38.8			28.2			49.2			48.9	
Approach LOS		D			С			D			D	
Queue Length 50th (m)	56.5	31.8		7.6	100.8	14.3	17.7	35.0		29.3	37.8	130.7
Queue Length 95th (m)	#90.3	69.0		15.5	122.8	14.5	28.0	41.6		39.1	48.2	#205.7
Internal Link Dist (m)		21.0			138.2			145.9			30.4	
Turn Bay Length (m)				35.0								
Base Capacity (vph)	689	1764		191	1712	599	309	912		242	680	746
Starvation Cap Reductn	0	0		0	30	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.73	0.28		0.16	0.75	0.26	0.26	0.33		0.62	0.28	0.96

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

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

Natural Cycle: 115

Control Type: Actuated-Coordinated

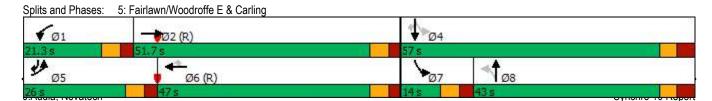
Maximum v/c Ratio: 0.96 Intersection Signal Delay: 38.6 Intersection Capacity Utilization 98.8%

Intersection LOS: D ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



Bane Gloup		٠	→	•	•	—	•	4	†	/	/	ţ	1
Traffic Volume (vph)	Lane Group	EBL	EBT	EBR	WBL		WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	Lane Configurations	*	ተ ቀሴ		7	tttt:			€}-		¥	ĵ.	
	Traffic Volume (vph)	27		35	122		34	27		57	52		69
Storage Length (m)	Future Volume (vph)	27	540	35	122	1088	34	27	12	57	52	15	69
Storage Lanes	Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Taper Length (m)	Storage Length (m)	110.0		0.0	65.0		0.0	0.0		0.0	0.0		0.0
Lane UNIL Factor	Storage Lanes	1		0	1		0	0		0	1		0
Ped Bike Factor 1,00	Taper Length (m)	6.0			7.5			7.5			7.5		
Fit		1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Filt Principated	Ped Bike Factor	1.00	1.00		0.99	1.00			0.98		1.00	0.95	
Satt Flow (prott)	Frt		0.991			0.995						0.877	
Fit Permitted	Flt Protected												
Satid Flow (perm) 339 4670 0 750 6097 0 0 1398 0 998 1391 0 758 76	Satd. Flow (prot)		4670	0		6097	0	0		0		1391	0
Right Turn on Red Yes	Flt Permitted				0.425				0.896		0.695		
Satid. Flow (RTOR)		339	4670	0	750	6097		0	1398		998	1391	
Link Speed (k/h)				Yes			Yes			Yes			Yes
Link Distance (m)	Satd. Flow (RTOR)											69	
Travel Time (s)													
Confi. Peds. (#hr)	Link Distance (m)												
Confile Bikes (#/hr)			9.7			10.2			12.2			10.9	
Peak Hour Factor	Confl. Peds. (#/hr)	4		12	12		4	43		3	3		43
Heavy Vehicles (%)													
Adj. Flow (vph)													
Shared Lane Traffic (%) Lane Group Flow (yph) 27 575 0 122 1122 0 0 96 0 52 84 0 0 0 0 0 0 0 0 0	Heavy Vehicles (%)	4%	4%		1%	1%		4%	4%	4%	25%	0%	10%
Lane Group Flow (vph)	Adj. Flow (vph)	27	540	35	122	1088	34	27	12	57	52	15	69
Enter Blocked Intersection No No No No No No No													
Left Left Right Left Right Left Right Left Right Left Left Right Left Left Left Right Left Left Left Left Right Left Left Left Right Left Left Right Left Left Right Left Left Left Left Right Left Left Left Right Left Left	Lane Group Flow (vph)	27	575	-		1122				~			0
Median Width(m) 7.2			No										No
Link Offset(m) 0.0		Left		Right	Left		Right	Left		Right	Left		Right
Crosswalk Width(m) 3.0 3.0 3.0 3.0 3.0 Two way Left Turn Lane Headway Factor 1.07													
Headway Factor 1.07													
Headway Factor 1.07			3.0			3.0			3.0			3.0	
Turning Speed (k/h) 25													
Number of Detectors 1 2 1 2 1 2 1 2 Detector Template Left Thru Left Thru Left Thru Left Thru Leading Detector (m) 2.0 10.0 2.0 10.0 2.0 10.0 Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Position(m) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Size(m) 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.6 Detector 1 Type Cl+Ex Detector 1 Cl+Ex			1.07			1.07			1.07			1.07	
Detector Template Left Thru Left Thru Left Thru Left Thru Leading Detector (m) 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 Trailing Detector (m) 0.0				15			15			15			15
Leading Detector (m) 2.0 10.0 2.0 10.0 2.0 10.0 Trailing Detector (m) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Position(m) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Detector 1 Size(m) 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.6 0.0<					-						-		
Trailing Detector (m) 0.0													
Detector 1 Position(m) 0.0													
Detector 1 Size(m) 2.0 0.6 2.0 0.6 2.0 0.6 2.0 0.6 Detector 1 Type CI+Ex													
Detector 1 Type CI+Ex													
Detector 1 Channel Detector 1 Extend (s) 0.0 <													
Detector 1 Extend (s) 0.0		CI+Ex	CI+Ex		Cl+Ex	Cl+Ex		CI+Ex	Cl+Ex		CI+Ex	CI+Ex	
Detector 1 Queue (s) 0.0													
Detector 1 Delay (s) 0.0													
Detector 2 Position(m) 9.4 9.4 9.4 9.4 Detector 2 Size(m) 0.6 0.6 0.6 0.6 Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex Detector 2 Channel Detector 2 Extend (s) 0.0 0.0 0.0 0.0													
Detector 2 Size(m) 0.6 0.6 0.6 0.6 Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex Detector 2 Channel Detector 2 Extend (s) 0.0 0.0 0.0 0.0		0.0			0.0			0.0			0.0		
Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex Detector 2 Channel 0.0 0.0 0.0 0.0 Detector 2 Extend (s) 0.0 0.0 0.0 0.0													
Detector 2 Channel Detector 2 Extend (s) 0.0 0.0 0.0													
Detector 2 Extend (s) 0.0 0.0 0.0			CI+Ex			Cl+Ex			CI+Ex			Cl+Ex	
Lime Line NA Deme NA Deme NA Deme	()												
	Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases 5 2 6 8 4			2			6			8			4	
Permitted Phases 2 6 8 4													
Detector Phase 5 2 6 6 8 8 4 4	Detector Phase	5	2		6	6		8	8		4	4	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	41.2		41.2	41.2		43.9	43.9		43.9	43.9	
Total Split (s)	18.0	82.0		64.0	64.0		48.0	48.0		48.0	48.0	
Total Split (%)	13.8%	63.1%		49.2%	49.2%		36.9%	36.9%		36.9%	36.9%	
Maximum Green (s)	11.4	75.8		57.8	57.8		41.1	41.1		41.1	41.1	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.5		2.5	2.5		3.6	3.6		3.6	3.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.2		6.2	6.2			6.9		6.9	6.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		28.0		28.0	28.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)		6		6	6		20	20		20	20	
Act Effct Green (s)	90.3	90.7		82.7	82.7			26.2		26.2	26.2	
Actuated g/C Ratio	0.69	0.70		0.64	0.64			0.20		0.20	0.20	
v/c Ratio	0.09	0.18		0.26	0.29			0.29		0.26	0.25	
Control Delay	7.4	6.7		7.8	6.1			19.2		42.1	12.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	7.4	6.7		7.8	6.1			19.2		42.1	12.7	
LOS	Α	Α		Α	Α			В		D	В	
Approach Delay		6.7			6.3			19.2			24.0	
Approach LOS		Α			Α			В			С	
Queue Length 50th (m)	3.0	25.6		5.6	16.9			6.8		9.3	2.6	
Queue Length 95th (m)	m3.5	16.8		7.4	13.4			19.6		19.4	14.0	
Internal Link Dist (m)		138.2			146.6			77.7			97.3	
Turn Bay Length (m)	110.0			65.0								
Base Capacity (vph)	349	3262		476	3878			480		315	486	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.08	0.18		0.26	0.29			0.20		0.17	0.17	

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 100 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 8.2 Intersection Capacity Utilization 79.1%

Intersection LOS: A ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 12: Carling & Carlingwood SC



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተ ቀጮ		- 1	ተ ተተ	7		ቆ		7	1≽	
Traffic Volume (vph)	41	670	4	17	1449	107	13	20	10	117	23	60
Future Volume (vph)	41	670	4	17	1449	107	13	20	10	117	23	60
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		0.0	40.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		0.90		0.98		0.98	0.97	
Frt		0.999				0.850		0.969			0.892	
Flt Protected	0.950			0.950				0.985		0.950		
Satd. Flow (prot)	1676	4811	0	1693	4865	1515	0	1706	0	1693	1539	0
Flt Permitted	0.131			0.384				0.902		0.729		
Satd. Flow (perm)	231	4811	0	669	4865	1362	0	1549	0	1276	1539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				107		10			60	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		170.6			185.0			157.7			163.4	
Travel Time (s)		10.2			11.1			11.4			11.8	
Confl. Peds. (#/hr)	28		19	19		28	28		17	17		28
Confl. Bikes (#/hr)			6									2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Adj. Flow (vph)	41	670	4	17	1449	107	13	20	10	117	23	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	674	0	17	1449	107	0	43	0	117	83	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)		10.8			7.2			1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	OI LX	OI LX		OI LX	OI LX	OI LX	OI LX	OI · EX		OI LX	OITEX	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)	0.0	9.4		0.0	9.4	0.0	0.0	9.4		0.0	9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		OITEX			OITEX			OITEX			OITEX	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
	nm : nt	NA		Perm	NA	Dorm	Perm	NA		Perm	NA	
Turn Type	pm+pt			reiiii		Perm	reiiii			reiiii	NA 4	
Protected Phases	5	2		•	6		0	8		A	4	
Permitted Phases	2	0		6		6	8	0		4	4	
Detector Phase	5	2		6	6	6	8	8		4	4	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.0	28.2		28.2	28.2	28.2	42.3	42.3		42.3	42.3	
Total Split (s)	12.0	86.0		74.0	74.0	74.0	44.0	44.0		44.0	44.0	
Total Split (%)	9.2%	66.2%		56.9%	56.9%	56.9%	33.8%	33.8%		33.8%	33.8%	
Maximum Green (s)	5.0	79.8		67.8	67.8	67.8	36.7	36.7		36.7	36.7	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	3.3	2.5		2.5	2.5	2.5	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.2		6.2	6.2	6.2		7.3		7.3	7.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		10.0		10.0	10.0	10.0	24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		12.0		12.0	12.0	12.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		14		14	14	14	14	14		14	14	
Act Effct Green (s)	93.4	94.2		83.5	83.5	83.5		22.3		22.3	22.3	
Actuated g/C Ratio	0.72	0.72		0.64	0.64	0.64		0.17		0.17	0.17	
v/c Ratio	0.18	0.19		0.04	0.46	0.12		0.16		0.54	0.27	
Control Delay	6.6	4.2		13.9	14.8	3.1		34.0		55.5	16.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	6.6	4.2		13.9	14.8	3.1		34.0		55.5	16.4	
LOS	Α	Α		В	В	Α		С		Е	В	
Approach Delay		4.3			14.0			34.0			39.3	
Approach LOS		Α			В			С			D	
Queue Length 50th (m)	1.4	8.3		1.3	55.8	0.0		7.0		26.7	4.8	
Queue Length 95th (m)	3.9	13.6		5.7	95.6	8.1		14.6		38.7	15.8	
Internal Link Dist (m)		146.6			161.0			133.7			139.4	
Turn Bay Length (m)	125.0			40.0								
Base Capacity (vph)	234	3486		429	3125	913		444		360	477	
Starvation Cap Reductn	0	0		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.18	0.19		0.04	0.46	0.12		0.10		0.33	0.17	

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 95 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 13.6 Intersection LOS: B Intersection Capacity Utilization 70.2% ICU Level of Service C

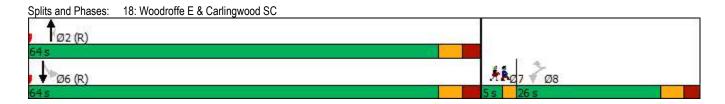
Analysis Period (min) 15

Splits and Phases: 15: Iroquois & Carling



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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	*	7	^	7		414	
Traffic Volume (vph)	121	56	814	83	46	887	
Future Volume (vph)	121	56	814	83	46	887	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	
Ped Bike Factor	0.99	0.98		0.95		1.00	
Frt		0.850		0.850			
Flt Protected	0.950					0.998	
Satd. Flow (prot)	1710	1530	3353	1500	0	3314	
Flt Permitted	0.950				<u> </u>	0.870	
Satd. Flow (perm)	1686	1497	3353	1424	0	2888	
Right Turn on Red	1000	Yes	0000	Yes		2000	
Satd. Flow (RTOR)		56		83			
Link Speed (k/h)	40	00	50	00		50	
Link Distance (m)	107.1		78.6			86.5	
Travel Time (s)	9.6		5.7			6.2	
Confl. Peds. (#/hr)	10	7	3.1	18	10	0.2	
Confl. Bikes (#/hr)	10	1		3	10		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	0%	2%	2%	3%	3%	
	121	56	814	83	46	887	
Adj. Flow (vph)	121	30	014	03	40	001	
Shared Lane Traffic (%)	101	56	814	83	0	933	
Lane Group Flow (vph)	121				0		
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(m)	3.6		0.0			0.0	
Link Offset(m)	0.0		0.0			0.0	
Crosswalk Width(m)	3.0		3.0			3.0	
Two way Left Turn Lane	4.07	4.07	4.07	4.07	4.07	4.07	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25	15	•	15	25	•	
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (m)	2.0	2.0	10.0	2.0	2.0	10.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Size(m)	2.0	2.0	0.6	2.0	2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(m)			9.4			9.4	
Detector 2 Size(m)			0.6			0.6	
Detector 2 Type			CI+Ex			CI+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	7
Permitted Phases	8	8		2	6		
Detector Phase	8	8	2	2	6	6	
Switch Phase							
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	10.0	3.0
Minimum Split (s)	25.7	25.7	35.0	35.0	35.0	35.0	5.0
,							

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7		
Total Split (s)	26.0	26.0	64.0	64.0	64.0	64.0	5.0		
Total Split (%)	27.4%	27.4%	67.4%	67.4%	67.4%	67.4%	5%		
Maximum Green (s)	20.3	20.3	58.0	58.0	58.0	58.0	3.0		
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	2.0		
All-Red Time (s)	2.4	2.4	2.7	2.7	2.7	2.7	0.0		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0			
Total Lost Time (s)	5.7	5.7	6.0	6.0		6.0			
Lead/Lag	Lag	Lag					Lead		
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None		
Walk Time (s)	2.0	2.0	11.0	11.0	11.0	11.0			
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0	18.0			
Pedestrian Calls (#/hr)	5	5	5	5	5	5			
Act Effct Green (s)	12.7	12.7	70.6	70.6		70.6			
Actuated g/C Ratio	0.13	0.13	0.74	0.74		0.74			
v/c Ratio	0.54	0.23	0.33	0.08		0.43			
Control Delay	46.1	11.5	5.1	1.4		6.0			
Queue Delay	0.0	0.0	0.0	0.0		0.0			
Total Delay	46.1	11.5	5.1	1.4		6.0			
LOS	D	В	Α	Α		Α			
Approach Delay	35.1		4.7			6.0			
Approach LOS	D		Α			Α			
Queue Length 50th (m)	19.5	0.0	19.6	0.0		25.1			
Queue Length 95th (m)	32.0	8.8	37.1	4.0		48.1			
Internal Link Dist (m)	83.1		54.6			62.5			
Turn Bay Length (m)									
Base Capacity (vph)	360	363	2491	1079		2145			
Starvation Cap Reductn	0	0	0	0		0			
Spillback Cap Reductn	0	0	0	0		0			
Storage Cap Reductn	0	0	0	0		0			
Reduced v/c Ratio	0.34	0.15	0.33	0.08		0.43			
Intersection Summary									
Area Type:	Other								
Cycle Length: 95									
Actuated Cycle Length: 95									
Offset: 45 (47%), Referenced (Natural Cycle: 70	to phase 2:N	BT and 6:	SBTL, Star	t of Green					
Control Type: Actuated-Coord	inated								
Maximum v/c Ratio: 0.54	matou								
Intersection Signal Delay: 8.0				In	tersection	LOS: A			
Intersection Capacity Utilizatio	n 75.3%					f Service D			
Analysis Period (min) 15	1 0.0 /0			- '		. 55.7100 D			



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EBL	EBR	NBL	NBT	SBT	SBR
W			ቀ ቅሴ	A 12	
0	0	0	931		0
0	0	0	931	1054	0
1800	1800	1800	1800	1800	1800
1.00	1.00	0.91	0.91	0.95	0.95
1765	0	0	4771	3320	0
1765	0	0	4771	3320	0
50			50	50	
53.6			15.2	70.0	
3.9			1.1	5.0	
1.00	1.00	1.00	1.00	1.00	1.00
2%	2%	3%	3%	3%	3%
0	0	0	931	1054	0
0	0	0	931	1054	0
Yes	Yes	Yes	Yes	No	No
Left	Right	Left	Left	Left	Right
3.6			0.0	0.0	
0.0			0.0	0.0	
3.0			3.0	3.0	
1.07	1.07	1.07	1.07	1.07	1.07
25	15	25			15
Stop			Free	Free	
Other					
n 34.1%			IC	U Level of	Service A
	0 0 1800 1.00 1765 50 53.6 3.9 1.00 2% 0 Yes Left 3.6 0.0 3.0	0 0 0 1800 1800 1.00 1.00 1.00 1.00 1.00	0 0 0 0 0 1800 1800 1.00 1.00 1.00 0.91 1765 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 931 1800 1800 1800 1800 1.00 1.00 0.91 1765 0 0 4771 1765 0 0 4771 50 50 53.6 15.2 3.9 1.1 1.00 1.00 1.00 1.00 2% 2% 3% 3% 0 0 0 931 Yes Yes Yes Yes Left Right Left Left 3.6 0.0 0.0 3.0 3.0 1.07 1.07 1.07 1.07 25 15 25 Stop Free	0 0 0 931 1054 0 0 0 931 1054 1800 1800 1800 1800 1800 1.00 1.00 0.91 0.91 0.95 1765 0 0 4771 3320 50 50 50 50 53.6 15.2 70.0 3.9 1.1 5.0 1.00 1.00 1.00 1.00 2% 2% 3% 3% 3% 0 0 931 1054 Yes Yes Yes No Left Right Left Left Left 3.6 0.0 0.0 0.0 3.0 3.0 3.0 3.0 1.07 1.07 1.07 1.07 1.07 25 15 25 5 Free Free

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ተተተ	4111			1
Traffic Volume (vph)	0	961	1991	8	0	5
Future Volume (vph)	0	961	1991	8	0	5
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0			0.0	0.0	0.0
Storage Lanes	0			0	0	1
Taper Length (m)	7.5			-	7.5	
Lane Util. Factor	1.00	0.91	0.86	0.86	1.00	1.00
Ped Bike Factor		0.01	0.00	0.00		
Frt			0.999			0.865
Flt Protected			0.000			0.000
Satd. Flow (prot)	0	4771	6065	0	0	1526
Flt Permitted			-0000			1020
Satd. Flow (perm)	0	4771	6065	0	0	1526
Link Speed (k/h)	U	50	50	- 0	50	1020
Link Distance (m)		65.5	83.7		179.2	
Travel Time (s)		4.7	6.0		12.9	
Confl. Peds. (#/hr)		7.1	0.0	27	12.0	
Confl. Bikes (#/hr)				6		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	0	961	1991	8	0	5
Shared Lane Traffic (%)	U	301	1331	U	U	J
Lane Group Flow (vph)	0	961	1999	0	0	5
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	Leit	3.6	3.6	Nigiii	0.0	Right
Link Offset(m)		0.0	0.0		0.0	
			3.0		3.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane	4.07	1.07	1.07	1.07	1.07	4.07
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	_	_	15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 40.6%			IC	U Level of	Service A
Analysis Period (min) 15						
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	۶	•	4	†	Ţ	4
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			414	† 1>	
Traffic Volume (vph)	19	42	47	773	828	23
Future Volume (vph)	19	42	47	773	828	23
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.907				0.996	
Flt Protected	0.985			0.997		
Satd. Flow (prot)	1577	0	0	3343	3340	0
Flt Permitted	0.985			0.997		-
Satd. Flow (perm)	1577	0	0	3343	3340	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	133.7			86.5	82.4	
Travel Time (s)	9.6			6.2	5.9	
Confl. Peds. (#/hr)	8		18			18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	42	47	773	828	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	820	851	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6	, and		0.0	0.0	ŭ .
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						

Control Type: Unsignalized Intersection Capacity Utilization 62.8% Analysis Period (min) 15

ICU Level of Service B

Synchro 10 Report J.Audia, Novatech

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		1111	ተ ተጮ			#
Traffic Volume (vph)	0	961	1991	0	0	0
Future Volume (vph)	0	961	1991	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	35.0			0.0	0.0	0.0
Storage Lanes	1			0	0	1
Taper Length (m)	20.0				7.5	
Lane Util. Factor	1.00	0.86	0.91	0.91	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	6071	4818	0	0	1765
FIt Permitted						
Satd. Flow (perm)	0	6071	4818	0	0	1765
Link Speed (k/h)		50	50		50	
Link Distance (m)		83.7	45.0		49.1	
Travel Time (s)		6.0	3.2		3.5	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	961	1991	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	961	1991	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.6	3.6	•	0.0	•
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
Intersection Summary					•	
Area Type:	Other					
Control Type: Unsignalized	Otriei					
Intersection Capacity Utilizati	on 43 0%			ICI	J Level of	Sonioo A
	011 43.9%			101	o Level of	Service A
Analysis Period (min) 15						

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WBL	WBR	NBT	NBR	SBL	SBT
*	7	ተ ቀሴ			41∱
34	14	899	32	12	1020
34	14	899	32	12	1020
1800	1800	1800	1800	1800	1800
1.00	1.00	0.91	0.91	0.95	0.95
	0.850	0.995			
0.950					0.999
1676	1500	4794	0	0	3350
0.950					0.999
1676	1500	4794	0	0	3350
50		50			50
106.6		70.0			78.6
7.7		5.0			5.7
1.00	1.00	1.00	1.00	1.00	1.00
34	14	899	32	12	1020
34	14	931	0	0	1032
No	No	No	No	No	No
Left	Right	Left	Right	Left	Left
3.6	Ŭ	0.0	Ŭ		0.0
0.0		0.0			0.0
3.0		3.0			3.0
1.07	1.07	1.07	1.07	1.07	1.07
25	15		15	25	
Stop		Free			Free
Other					
on 48.7%			IC	U Level of	Service A
	34 34 1800 1.00 0.950 1676 0.950 106.6 7.7 1.00 34 34 No Left 3.6 0.0 3.0	34 14 34 14 1800 1800 1.00 1.00 0.850 0.950 1676 1500 0.950 1676 1500 50 106.6 7.7 1.00 1.00 34 14 No No Left Right 3.6 0.0 3.0 1.07 1.07 25 15 Stop	34 14 899 34 14 899 1800 1800 1800 1.00 0.91 0.850 0.995 0.950 1676 1500 4794 0.950 1676 1500 4794 50 50 106.6 70.0 7.7 5.0 1.00 1.00 1.00 34 14 899 34 14 931 No No No No Left Right Left 3.6 0.0 0.0 3.0 3.0 1.07 1.07 1.07 25 15 Stop Free	34 14 899 32 1800 1800 1800 1800 1.00 1.00 0.91 0.91 0.850 0.995 0.950 1676 1500 4794 0 0.950 1676 1500 4794 0 50 50 106.6 70.0 7.7 5.0 1.00 1.00 1.00 1.00 34 14 899 32 34 14 931 0 No No No No No Left Right 3.6 0.0 0.0 3.0 3.0 1.07 1.07 1.07 1.07 25 15 15 Stop Free	34 14 899 32 12 1800 1800 1800 1800 1800 1.00 1.00 0.91 0.91 0.95 0.850 0.995 0.950 1676 1500 4794 0 0 0.950 1676 1500 4794 0 0 0.950 106.6 70.0 7.7 5.0 1.00 1.00 1.00 1.00 1.00 34 14 899 32 12 34 14 899 32 12 34 14 899 32 12 34 14 899 32 12 34 15 899 32 12 34 16 899 32 12 35 16 899 899 899 899 899 899 899 899 899 89

Analysis Period (min) 15

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	*	LDI	ሻሻ	^	NDE.	7
Traffic Volume (vph)	1344	182	535	305	232	482
Future Volume (vph)	1344	182	535	305	232	482
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	1000	120.0	0.0	1000	0.0	0.0
Storage Lanes		120.0	2		1	1
Taper Length (m)			7.5		7.5	
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	1.00
Ped Bike Factor	1.00	0.91	1.00	0.95	0.99	0.98
Frt	0.982		1.00		0.99	0.850
FIt Protected	0.902		0.950		0.950	0.000
	1710	0		2200		1405
Satd. Flow (prot)	4713	0	3190	3288	1660	1485
Flt Permitted	1710	^	0.950	2000	0.950	4 4 4 0
Satd. Flow (perm)	4713	0	3177	3288	1639	1449
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	22					7
Link Speed (k/h)	60			60	50	
Link Distance (m)	238.7			65.5	242.1	
Travel Time (s)	14.3			3.9	17.4	
Confl. Peds. (#/hr)		13	13		11	11
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	4%	4%	3%	3%
Adj. Flow (vph)	1344	182	535	305	232	482
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1526	0	535	305	232	482
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	7.2	. vigiti	LOIL	9.9	3.6	. vigin
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
	3.0			3.0	3.0	
Two way Left Turn Lane	1.07	1.07	1.07	1.07	1.07	1.07
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)		15	25	_	25	15
Number of Detectors	1		1	2	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (m)	10.0		2.0	10.0	2.0	2.0
Trailing Detector (m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Size(m)	10.0		2.0	0.6	2.0	2.0
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(m)	0.0		0.0	9.4	0.0	0.0
Detector 2 Size(m)				0.6		
Detector 2 Type				CI+Ex		
Detector 2 Channel				2.2		
Detector 2 Extend (s)			Б (0.0	Г,	
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Detector Phase	2		1	6	8	1
Switch Phase						

	→	\rightarrow	€	←	4	/
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0		5.0	10.0	10.0	5.0
Minimum Split (s)	31.7		11.0	31.7	38.8	11.0
Total Split (s)	55.0		31.0	86.0	44.0	31.0
Total Split (%)	42.3%	2	3.8%	66.2%	33.8%	23.8%
Maximum Green (s)	49.3		25.0	80.3	38.2	25.0
Yellow Time (s)	3.7		3.7	3.7	3.3	3.7
All-Red Time (s)	2.0		2.3	2.0	2.5	2.3
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		6.0	5.7	5.8	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Min	None
Walk Time (s)	11.0			11.0	7.0	
Flash Dont Walk (s)	15.0			15.0	26.0	
Pedestrian Calls (#/hr)	7			7	6	
Act Effct Green (s)	61.2		27.5	94.6	23.9	51.1
Actuated g/C Ratio	0.47		0.21	0.73	0.18	0.39
v/c Ratio	0.68		0.79	0.13	0.76	0.83
Control Delay	30.1		57.3	6.2	65.9	43.8
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	30.1		57.3	6.2	65.9	43.8
LOS	C		E	Α	E	D
Approach Delay	30.1		_	38.7	50.9	
Approach LOS	C			D	D	
Queue Length 50th (m)	100.3		65.1	8.4	52.6	90.6
Queue Length 95th (m)	136.7		82.5	24.3	72.3	107.9
Internal Link Dist (m)	214.7		02.0	41.5	218.1	101.0
Turn Bay Length (m)	2			11.0	210.1	
Base Capacity (vph)	2229		691	2393	487	589
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.68		0.77	0.13	0.48	0.82
	0.00		0.77	0.10	0.40	0.02
Intersection Summary	Other					
Area Type:	Other					
Cycle Length: 130						
Actuated Cycle Length: 130 Offset: 112 (86%) Reference	- d to uboss 0.F	DT and CAME	OT 04-			

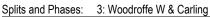
Offset: 112 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green

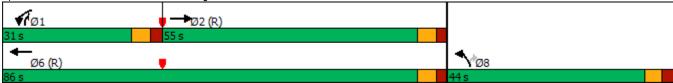
Natural Cycle: 95

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.83 Intersection Signal Delay: 37.3
Intersection Capacity Utilization 80.1%

Intersection LOS: D ICU Level of Service D

Analysis Period (min) 15





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Lane Condigurations		۶	→	•	•	+	•	1	†	/	/	+	-√
Traffic Volume (vph)	Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Volume (vph)	Lane Configurations	14.54	♦ 13-		7	444	7	7	∱ Љ		7	•	7
	Traffic Volume (vph)			45	10	306	97	11		48	233		523
Storage Langthr (m)	Future Volume (vph)	469	1455	45	10	306	97	11	214	48	233	84	523
Storage Lanes	Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Taper Length (m)	Storage Length (m)	75.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Lane Utili, Factor	Storage Lanes	1		0	1		1	1		0	1		1
Ped Bike Factor 0.98	Taper Length (m)	20.0			30.0			7.5			100.0		
Fit	Lane Util. Factor	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Fit Protected 0.950 0.95		0.98			1.00			0.99			0.99		
Satid Flow (prot) 3252 3332 0 1555 4467 1391 1676 3242 0 1660 1748 1485 1848 1485 1848	Frt		0.995				0.850		0.973				0.850
Fit Permitted	Flt Protected												
Satic Flow (perm) 3190 3332 0 1549 4467 1349 1233 3242 0 654 1748 1459 1748 1	Satd. Flow (prot)	3252	3332	0		4467	1391		3242	0	1660	1748	1485
Right Turn on Red	Flt Permitted												
Satid Flow (RTOR)	Satd. Flow (perm)	3190	3332	0	1549	4467	1349	1233	3242		654	1748	1459
Link Speed (k/h)				Yes						Yes			
Link Distance (m)	Satd. Flow (RTOR)						191						245
Travel Time (s)	,												
Confl. Bikes (#/hr)													
Confl. Bikes (#/hr)			7.7			9.7			12.2			3.9	
Peak Hour Factor	Confl. Peds. (#/hr)	14		13	13		14	5		18	18		5
Heavy Vehicles (%) 2% 2% 2% 10% 10% 10% 2% 2% 2% 3% 3% 3% 3% Adj. Flow (vph) 469 1455 45 10 306 97 11 214 48 233 84 523 53 54 523 54 54 54 54 54 54 54 5	Confl. Bikes (#/hr)						-						
Adj. Flow (vph) 469 1455 45 10 306 97 11 214 48 233 84 523													
Shared Lane Traffic (%) Lane Group Flow (vph) 469 1500 0 10 306 97 11 262 0 233 84 523	Heavy Vehicles (%)												
Lane Group Flow (vph) 469 1500 0 10 306 97 11 262 0 233 84 523		469	1455	45	10	306	97	11	214	48	233	84	523
Enter Blocked Intersection No No No No No No No													
Left Left Right Median Width(m) 10.8 10.8 3.6 3.9	Lane Group Flow (vph)	469	1500	~		306	97			~			523
Median Width(m) 10.8 10.8 3.6 3.9 Link Offset(m) 0.0 0.0 0.0 0.0 Crosswalk Width(m) 3.0 3.0 3.0 3.0 Two way Left Turn Lane 1.07													
Link Offset(m) 0.0 0.0 0.0 0.0 Crosswalk Width(m) 3.0 3.0 3.0 3.0 Two way Left Turn Lane Headway Factor 1.07		Left		Right	Left		Right	Left		Right	Left		Right
Crosswalk Width(m) 3.0 3.0 3.0 3.0 3.0 Two way Left Turn Lane Headway Factor 1.07													
Two way Left Turn Lane Headway Factor 1.07													
Headway Factor 1.07			3.0			3.0			3.0			3.0	
Turning Speed (k/h) 25 15 25 15 25 15 25 15 Number of Detectors 1 2 1 2 1 1 2 1 2 1 Detector Template Left Thru Left Thru Right Left Thru Left Thru Right Leading Detector (m) 2.0 10.0 10.0 10.0 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>													
Number of Detectors 1 2 0			1.07			1.07			1.07			1.07	
Detector Template Left Thru Left Thru Right Left Thru Left Thru Right Leading Detector (m) 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 0.0 <t< td=""><td>0 1</td><td></td><td></td><td>15</td><td></td><td></td><td></td><td></td><td></td><td>15</td><td></td><td></td><td></td></t<>	0 1			15						15			
Leading Detector (m) 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 10.0 2.0 0		· · · · · · · · · · · · · · · · · · ·			-								
Trailing Detector (m) 0.0	•												
Detector 1 Position(m) 0.0													
Detector 1 Size(m) 2.0 0.6 2.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0													
Detector 1 Type CI+Ex													
Detector 1 Channel Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.													
Detector 1 Extend (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0		CI+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	CI+Ex		Cl+Ex	CI+Ex	CI+Ex
Detector 1 Queue (s) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0													
	Detector 1 Queue (s)												
Detector 1 Delay (s) 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.		0.0			0.0		0.0	0.0			0.0		0.0
Detector 2 Position(m) 9.4 9.4 9.4 9.4													
Detector 2 Size(m) 0.6 0.6 0.6													
Detector 2 Type CI+Ex CI+Ex CI+Ex CI+Ex			Cl+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel													
Detector 2 Extend (s) 0.0 0.0 0.0					_		_	_					
Turn Type Prot NA Prot NA Perm Perm NA pm+pt NA pm+ov							Perm	Perm			· · · · · ·		-
Protected Phases 5 2 1 6 8 7 4 5		5	2		1	6			8		•	4	
Permitted Phases 6 8 4 4													
Detector Phase 5 2 1 6 6 8 8 7 4 5	Detector Phase	5	2		1	6	6	8	8		7	4	5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	10.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.3	37.1		11.3	37.1	37.1	40.9	40.9		11.3	40.9	11.3
Total Split (s)	31.0	53.7		21.3	44.0	44.0	41.0	41.0		14.0	55.0	31.0
Total Split (%)	23.8%	41.3%		16.4%	33.8%	33.8%	31.5%	31.5%		10.8%	42.3%	23.8%
Maximum Green (s)	24.7	47.6		15.0	37.9	37.9	34.1	34.1		7.7	48.1	24.7
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.7
All-Red Time (s)	2.6	2.4		2.6	2.4	2.4	3.6	3.6		3.0	3.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1		6.3	6.1	6.1	6.9	6.9		6.3	6.9	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	Min	Min		None	Min	None
Walk Time (s)		7.0			7.0	7.0	23.0	23.0			23.0	
Flash Dont Walk (s)		24.0			24.0	24.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		7			7	7	9	9			9	
Act Effct Green (s)	23.4	82.1		6.5	55.3	55.3	18.0	18.0		32.6	32.0	56.0
Actuated g/C Ratio	0.18	0.63		0.05	0.43	0.43	0.14	0.14		0.25	0.25	0.43
v/c Ratio	0.80	0.71		0.13	0.16	0.14	0.06	0.56		1.04	0.20	0.68
Control Delay	74.4	13.5		75.8	18.5	0.9	44.2	51.7		115.6	37.6	16.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	74.4	13.5		75.8	18.5	0.9	44.2	51.7		115.6	37.6	16.3
LOS	Е	В		Е	В	Α	D	D		F	D	В
Approach Delay		28.0			15.8			51.4			46.0	
Approach LOS		С			В			D			D	
Queue Length 50th (m)	58.4	50.2		2.5	12.4	0.1	2.4	29.2		~56.3	16.3	48.6
Queue Length 95th (m)	m75.6	#240.5		8.2	11.1	0.2	6.5	35.3		#67.4	23.8	56.9
Internal Link Dist (m)		104.3			138.2			145.9			30.4	
Turn Bay Length (m)	75.0			35.0								
Base Capacity (vph)	629	2106		179	1901	683	323	865		223	646	789
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.75	0.71		0.06	0.16	0.14	0.03	0.30		1.04	0.13	0.66

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 128 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04 Intersection Signal Delay: 32.7

Intersection LOS: C
ICU Level of Service G

Intersection Capacity Utilization 100.5%

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተ _ጉ		7	4111			4		7	f)	
Traffic Volume (vph)	12	1551	18	26	444	13	7	6	14	26	3	39
Future Volume (vph)	12	1551	18	26	444	13	7	6	14	26	3	39
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0	.000	0.0	65.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	6.0		•	7.5		•	7.5		•	7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00	0.51	1.00	1.00	0.00	1.00	0.99	1.00	0.99	0.98	1.00
Frt	1.00	0.998		1.00	0.996			0.930		0.55	0.861	
Flt Protected	0.950	0.550		0.950	0.550			0.987		0.950	0.001	
Satd. Flow (prot)	1676	4806	0	1676	6043	0	0	1573	0	1221	1112	0
Flt Permitted	0.436	4000	U	0.151	0043	U	U	0.917	U	0.740	1112	U
	768	4806	0	266	6043	0	0	1459	0	945	1112	0
Satd. Flow (perm)	700	4000	Yes	200	0043	Yes	U	1409		940	1112	0 Yes
Right Turn on Red		0	res		F	res		1.1	Yes		20	res
Satd. Flow (RTOR)		2			5			14			39	
Link Speed (k/h)		60			60			30			40	
Link Distance (m)		162.2			170.6			101.7			111.6	
Travel Time (s)		9.7	-	-	10.2		-	12.2	-	-	10.0	_
Confl. Peds. (#/hr)	4	4.00	5	5	4.00	4	5	4.00	7	7	4.00	5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	40%	0%	40%
Adj. Flow (vph)	12	1551	18	26	444	13	7	6	14	26	3	39
Shared Lane Traffic (%)									_			
Lane Group Flow (vph)	12	1569	0	26	457	0	0	27	0	26	42	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)		9.9			10.8			1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	Cl+Ex		CI+Ex	CI+Ex		Cl+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6		. 71111	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	
Switch Phase	3			J	0			0			7	
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	41.2		41.2	41.2		43.9	43.9		43.9	43.9	
Total Split (s)	17.0	82.0		65.0	65.0		48.0	48.0		48.0	48.0	
Total Split (%)	13.1%	63.1%		50.0%	50.0%		36.9%	36.9%		36.9%	36.9%	
Maximum Green (s)	10.4	75.8		58.8	58.8		41.1	41.1		41.1	41.1	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.5		2.5	2.5		3.6	3.6		3.6	3.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.2		6.2	6.2			6.9		6.9	6.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		28.0		28.0	28.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)		3		3	3		4	4		4	4	
Act Effct Green (s)	104.3	105.9		100.8	100.8			15.6		15.6	15.6	
Actuated g/C Ratio	0.80	0.81		0.78	0.78			0.12		0.12	0.12	
v/c Ratio	0.02	0.40		0.13	0.10			0.14		0.23	0.25	
Control Delay	2.9	2.3		8.6	4.5			28.7		52.3	17.6	
Queue Delay	0.0	0.1		0.0	0.0			0.0		0.0	0.0	
Total Delay	2.9	2.4		8.6	4.5			28.7		52.3	17.6	
LOS	Α	Α		Α	Α			С		D	В	
Approach Delay		2.4			4.8			28.7			30.9	
Approach LOS		Α			Α			С			С	
Queue Length 50th (m)	0.3	15.7		1.0	4.7			2.9		5.9	0.7	
Queue Length 95th (m)	m0.6	m20.7		3.7	9.6			9.0		11.4	8.7	
Internal Link Dist (m)		138.2			146.6			77.7			87.6	
Turn Bay Length (m)	110.0			65.0								
Base Capacity (vph)	688	3917		206	4688			470		298	378	
Starvation Cap Reductn	0	996		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.02	0.54		0.13	0.10			0.06		0.09	0.11	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 128 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

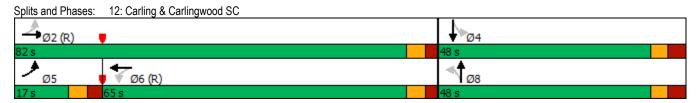
Natural Cycle: 100

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.40 Intersection Signal Delay: 4.2 Intersection Capacity Utilization 56.2%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

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



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ň	ተተ _ጮ		7	^	7		4		ř	f)	
Traffic Volume (vph)	19	1679	5	7	384	60	3	24	30	75	7	27
Future Volume (vph)	19	1679	5	7	384	60	3	24	30	75	7	27
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		0.0	40.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		1.00		0.94		0.98		0.99	0.98	
Frt						0.850		0.929			0.881	
Flt Protected	0.950			0.950				0.997		0.950		
Satd. Flow (prot)	1676	4817	0	1629	4680	1457	0	1610	0	1660	1508	0
FIt Permitted	0.479			0.133				0.985		0.840		
Satd. Flow (perm)	827	4817	0	227	4680	1364	0	1590	0	1450	1508	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				95		25			27	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		170.6			185.0			157.7			163.4	
Travel Time (s)		10.2			11.1			11.4			11.8	
Confl. Peds. (#/hr)	15	10.2	12	12		15	13		12	12	11.0	13
Confl. Bikes (#/hr)			1			1	10		4			10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	19	1679	5	7	384	60	3	24	30	75	7	27
Shared Lane Traffic (%)	10	1073	0		004	00	0	27	00	10		21
Lane Group Flow (vph)	19	1684	0	7	384	60	0	57	0	75	34	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)	Leit	10.8	rtigiit	Leit	7.2	rtigrit	LGIL	1.0	rtigrit	Leit	3.6	ragiit
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane		3.0			3.0			3.0			3.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.07	1.07	25	1.07	1.07	25	1.07	1.07	25	1.07	1.07
0 1 ()	25 1	2	15	25 1	2	15	25 1	2	15	25 1	2	15
Number of Detectors	Left						Left					
Detector Template		Thru		Left	Thru	Right		Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex		Cl+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
				_		_	_					
Permitted Phases Detector Phase	2 5	2		6	6	6	8 8	8		4	4	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.0	28.2		28.2	28.2	28.2	42.3	42.3		42.3	42.3	
Total Split (s)	14.0	86.0		72.0	72.0	72.0	44.0	44.0		44.0	44.0	
Total Split (%)	10.8%	66.2%		55.4%	55.4%	55.4%	33.8%	33.8%		33.8%	33.8%	
Maximum Green (s)	7.0	79.8		65.8	65.8	65.8	36.7	36.7		36.7	36.7	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	3.3	2.5		2.5	2.5	2.5	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.2		6.2	6.2	6.2		7.3		7.3	7.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		10.0		10.0	10.0	10.0	24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		12.0		12.0	12.0	12.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		8		8	8	8	7	7		7	7	
Act Effct Green (s)	102.2	104.3		98.9	98.9	98.9		16.9		16.9	16.9	
Actuated g/C Ratio	0.79	0.80		0.76	0.76	0.76		0.13		0.13	0.13	
v/c Ratio	0.03	0.44		0.04	0.11	0.06		0.25		0.40	0.16	
Control Delay	1.5	1.5		12.3	7.3	1.0		31.1		55.3	19.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	1.5	1.5		12.3	7.3	1.0		31.1		55.3	19.7	
LOS	Α	Α		В	Α	Α		С		Е	В	
Approach Delay		1.5			6.5			31.1			44.2	
Approach LOS		Α			Α			С			D	
Queue Length 50th (m)	0.2	5.8		0.3	6.1	0.0		7.0		17.1	1.5	
Queue Length 95th (m)	m0.7	8.0		3.4	22.4	2.1		15.6		25.8	8.8	
Internal Link Dist (m)		146.6			161.0			133.7			139.4	
Turn Bay Length (m)	125.0			40.0								
Base Capacity (vph)	696	3864		172	3560	1060		466		409	445	
Starvation Cap Reductn	0	288		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.03	0.47		0.04	0.11	0.06		0.12		0.18	0.08	

Intersection Summary

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

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

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.44 Intersection Signal Delay: 5.2

Intersection Capacity Utilization 63.0%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

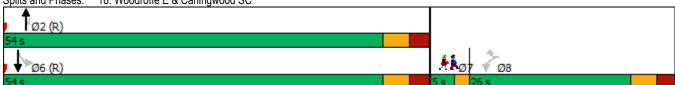
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Iroquois & Carling Ø4 Ø2 (R) 🌹 1 08 Ø6 (R)

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	ሻ	7	44	7	ODL	41∱	21
Traffic Volume (vph)	21	9	684	72	16	690	
Future Volume (vph)	21	9	684	72	16	690	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	
Ped Bike Factor	0.99	0.98	0.55	0.95	0.55	1.00	
Frt	0.55	0.850		0.850		1.00	
FIt Protected	0.950	0.000		0.000		0.999	
Satd. Flow (prot)	1710	1530	3288	1471	0	3317	
Flt Permitted	0.950	1550	3200	1471	U	0.935	
Satd. Flow (perm)	1693	1504	3288	1401	0	3104	
	1093	Yes	3200	Yes	U	3104	
Right Turn on Red							
Satd. Flow (RTOR)	40	9	Ε0.	72			
_ink Speed (k/h)	40		50			50	
Link Distance (m)	107.1		84.6			86.5	
Fravel Time (s)	9.6		6.1	40	40	6.2	
Confl. Peds. (#/hr)	8	4		18	18		
Confl. Bikes (#/hr)	4.00	4.00	4.00	3	4 00	4.00	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	0%	4%	4%	3%	3%	
Adj. Flow (vph)	21	9	684	72	16	690	
Shared Lane Traffic (%)				_	_		
ane Group Flow (vph)	21	9	684	72	0	706	
Enter Blocked Intersection	No	No	No	No	No	No	
ane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(m)	3.6		0.0			0.0	
Link Offset(m)	0.0		0.0			0.0	
Crosswalk Width(m)	3.0		3.0			3.0	
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25	15		15	25		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
_eading Detector (m)	2.0	2.0	10.0	2.0	2.0	10.0	
Frailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Size(m)	2.0	2.0	0.6	2.0	2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(m)			9.4			9.4	
Detector 2 Size(m)			0.6			0.6	
Detector 2 Type			CI+Ex			CI+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
urn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	7
Permitted Phases	8	8		2	6		
Detector Phase	8	8	2	2	6	6	
Switch Phase	<u> </u>	J				J	
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	10.0	3.0
Minimum Split (s)	25.7	25.7	35.0	35.0	35.0	35.0	5.0
viii iii iui ii opiit (s)	25.1	20.1	55.0	55.0	55.0	55.0	0.0

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7	
Total Split (s)	26.0	26.0	54.0	54.0	54.0	54.0	5.0	
Total Split (%)	30.6%	30.6%	63.5%	63.5%	63.5%	63.5%	6%	
Maximum Green (s)	20.3	20.3	48.0	48.0	48.0	48.0	3.0	
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	2.0	
All-Red Time (s)	2.4	2.4	2.7	2.7	2.7	2.7	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		
Total Lost Time (s)	5.7	5.7	6.0	6.0		6.0		
Lead/Lag	Lag	Lag					Lead	
Lead-Lag Optimize?								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None	
Walk Time (s)	2.0	2.0	11.0	11.0	11.0	11.0		
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0	18.0		
Pedestrian Calls (#/hr)	4	4	9	9	9	9		
Act Effct Green (s)	9.0	9.0	71.2	71.2		71.2		
Actuated g/C Ratio	0.11	0.11	0.84	0.84		0.84		
v/c Ratio	0.12	0.05	0.25	0.06		0.27		
Control Delay	32.7	16.6	3.5	1.5		3.6		
Queue Delay	0.0	0.0	0.0	0.0		0.0		
Total Delay	32.7	16.6	3.5	1.5		3.6		
LOS	C	В	A	A		A		
Approach Delay	27.8		3.3			3.6		
Approach LOS	С	0.0	Α			A		
Queue Length 50th (m)	3.0	0.0	10.8	0.0		11.4		
Queue Length 95th (m)	7.5	3.3	31.0	4.0		32.8		
Internal Link Dist (m)	83.1		60.6			62.5		
Turn Bay Length (m)	101	200	0755	4400		0004		
Base Capacity (vph)	404	366	2755	1186		2601		
Starvation Cap Reductn	0	0	0	0		0		
Spillback Cap Reductn	0	0	0	0		0		
Storage Cap Reductn	0 0.05	0	0 0.25	0 00		0.07		
Reduced v/c Ratio	0.05	0.02	0.25	0.06		0.27		
Intersection Summary	011							
Area Type:	Other							
Cycle Length: 85								
Actuated Cycle Length: 85	4 b O:NI	DT I C.	ODTI 04-	4 - 6 0				
Offset: 10 (12%), Referenced	to phase 2:N	BI and 6:	SBTL, Stai	t of Green				
Natural Cycle: 70	lin a ta al							
Control Type: Actuated-Coord	ıınated							
Maximum v/c Ratio: 0.27				1	toroo=1:=-	1.00. 4		
Intersection Signal Delay: 3.9 Intersection Capacity Utilization	on 5/1 90/				tersection	LOS: A f Service A		
	JII 34.0%			IC	o revei o	i Service A		
nalysis Period (min) 15								

Splits and Phases: 18: Woodroffe E & Carlingwood SC



Synchro 10 Report J.Audia, Novatech

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			ተተኩ	ተ ኈ	
Traffic Volume (vph)	15	32	20	765	810	6
Future Volume (vph)	15	32	20	765	810	6
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt	0.908				0.999	
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1577	0	0	4766	3317	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1577	0	0	4766	3317	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	53.6			15.2	63.9	
Travel Time (s)	3.9			1.1	4.6	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Adj. Flow (vph)	15	32	20	765	810	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	785	816	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6	_		0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	on 40.8%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ተ ተተ	ttt⊅			7
Traffic Volume (vph)	0	1952	815	12	0	33
Future Volume (vph)	0	1952	815	12	0	33
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0			0.0	0.0	0.0
Storage Lanes	0			0	0	1
Taper Length (m)	7.5			•	7.5	
Lane Util. Factor	1.00	0.91	0.86	0.86	1.00	1.00
Ped Bike Factor	1.00	0.0	0.00	0.00		
Frt			0.998			0.865
Flt Protected			0.000			0.000
Satd. Flow (prot)	0	4771	5885	0	0	1557
Flt Permitted		17.1	0000	_		1007
Satd. Flow (perm)	0	4771	5885	0	0	1557
Link Speed (k/h)	0	50	50	•	50	1001
Link Distance (m)		65.5	128.3		75.6	
Travel Time (s)		4.7	9.2		5.4	
Confl. Peds. (#/hr)			0.2	10	0.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	5%	5%	0%	0%
Adj. Flow (vph)	0	1952	815	12	0	33
Shared Lane Traffic (%)	0	1002	010	12		00
Lane Group Flow (vph)	0	1952	827	0	0	33
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	Leit	2.7	2.7	rtigrit	0.0	rtigrit
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane		3.0	3.0		5.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.07	1.07	1.07	25	1.07
	20	Гила	Г	15		10
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 43.1%			IC	U Level of	Service A
Analysis Daried (min) 15						

Intersection Capacity Utilization 43.1% Analysis Period (min) 15

Synchro 10 Report J.Audia, Novatech

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			414	∱ 1≽	
Traffic Volume (vph)	25	78	20	648	604	12
Future Volume (vph)	25	78	20	648	604	12
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.898				0.997	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1581	0	0	3350	3279	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1581	0	0	3350	3279	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	133.7			86.5	82.4	
Travel Time (s)	9.6			6.2	5.9	
Confl. Peds. (#/hr)	8	4	7			7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	1%	2%	2%	4%	4%
Adj. Flow (vph)	25	78	20	648	604	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	668	616	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6	•		0.0	0.0	-
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 48.5%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	75			#		
Traffic Volume (vph)	31	0	0	6	0	0
Future Volume (vph)	31	0	0	6	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected	0.950					
Satd. Flow (prot)	1676	0	0	1526	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1676	0	0	1526	0	0
Link Speed (k/h)	50		50			50
Link Distance (m)	42.8		75.6			4.6
Travel Time (s)	3.1		5.4			0.3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	31	0	0	6	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	0	6	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6	-	0.0	•		0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 6.7%			IC	U Level of	Service A

Analysis Period (min) 15

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*	7	ተ ተጮ			414
Traffic Volume (vph)	6	2	770	10	4	809
Future Volume (vph)	6	2	770	10	4	809
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt		0.850	0.998			
Flt Protected	0.950					
Satd. Flow (prot)	1676	1500	4808	0	0	3353
Flt Permitted	0.950					
Satd. Flow (perm)	1676	1500	4808	0	0	3353
Link Speed (k/h)	50		50			50
Link Distance (m)	104.8		63.9			84.6
Travel Time (s)	7.5		4.6			6.1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	6	2	770	10	4	809
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	2	780	0	0	813
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6	Ŭ	0.0	Ŭ		0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 36.6%			IC	U Level of	Service A

Analysis Period (min) 15

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ተተኈ	LDIX	NDL 77	↑ ↑	NDL T	TION.
Traffic Volume (vph)	TT № 491	340	794	TT 962	265	418
Future Volume (vph)	491	340	794 794	962	265	418
	1800		1800	1800		1800
Ideal Flow (vphpl)	1800	1800		1800	1800	
Storage Length (m)		120.0	0.0		0.0	0.0
Storage Lanes		1	2		1	1
Taper Length (m)	2.24	0.04	7.5	0.05	7.5	4.00
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	1.00
Ped Bike Factor	0.99		0.99		0.99	0.98
Frt	0.939					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	4463	0	3252	3353	1693	1515
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4463	0	3216	3353	1677	1486
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	131					79
Link Speed (k/h)	60			60	50	
Link Distance (m)	238.7			65.5	242.1	
Travel Time (s)	14.3			3.9	17.4	
Confl. Peds. (#/hr)	14.5	14	14	J.3	8	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Adj. Flow (vph)	491	340	794	962	265	418
Shared Lane Traffic (%)		_				
Lane Group Flow (vph)	831	0	794	962	265	418
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	7.2			10.8	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane	0.0			0.0	0.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	1.07	1.07	25	1.01	25	1.07
	2	10		2		15
Number of Detectors	2		1	2	1	
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (m)	10.0		2.0	10.0	2.0	2.0
Trailing Detector (m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Size(m)	0.6		2.0	0.6	2.0	2.0
Detector 1 Type	CI+Ex		CI+Ex	Cl+Ex	Cl+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(m)	9.4		0.0	9.4	0.0	0.0
	0.6			0.6		
Detector 2 Size(m)						
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Detector Phase	2		1	6	8	1
Switch Phase	_					

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Lane Group	EBT	EBR W	BL	WBT	NBL	NBR
Minimum Initial (s)	10.0		5.0	10.0	10.0	5.0
Minimum Split (s)	31.7		1.0	31.7	38.8	11.0
Total Split (s)	40.0	4	9.0	89.0	41.0	49.0
Total Split (%)	30.8%	37.	7% (68.5%	31.5%	37.7%
Maximum Green (s)	34.3		3.0	83.3	35.2	43.0
Yellow Time (s)	3.7		3.7	3.7	3.3	3.7
All-Red Time (s)	2.0		2.3	2.0	2.5	2.3
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		6.0	5.7	5.8	6.0
Lead/Lag	Lag		ad			Lead
Lead-Lag Optimize?	J					
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max			C-Max	Min	None
Walk Time (s)	11.0			11.0	7.0	
Flash Dont Walk (s)	15.0			15.0	26.0	
Pedestrian Calls (#/hr)	7			7	6	
Act Effct Green (s)	49.0	3	7.9	92.9	25.6	63.3
Actuated g/C Ratio	0.38	0	29	0.71	0.20	0.49
v/c Ratio	0.47	0	84	0.40	0.80	0.54
Control Delay	28.4	6	3.4	6.1	66.6	17.0
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	28.4	6	3.4	6.1	66.6	17.0
LOS	С		Е	Α	Е	В
Approach Delay	28.4			33.4	36.3	
Approach LOS	С			С	D	
Queue Length 50th (m)	45.6	9	7.0	28.6	60.1	48.0
Queue Length 95th (m)	68.0	m10).3 ı	m37.4	81.7	53.6
Internal Link Dist (m)	214.7			41.5	218.1	
Turn Bay Length (m)						
Base Capacity (vph)	1762	10	83	2396	458	832
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.47	0	73	0.40	0.58	0.50
Interposition Cummen						

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 27 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Green

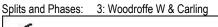
Natural Cycle: 95

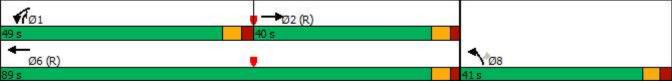
Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.84 Intersection Signal Delay: 32.7 Intersection Capacity Utilization 77.8%

Intersection LOS: C ICU Level of Service D

Analysis Period (min) 15

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





Synchro 10 Report J.Audia, Novatech

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻሻ	∱ Љ		7	ተተተ	7	7	∱ β		7	•	7
Traffic Volume (vph)	494	417	84	31	1268	164	75	249	41	154	177	684
Future Volume (vph)	494	417	84	31	1268	164	75	249	41	154	177	684
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	75.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (m)	20.0			30.0			7.5			100.0		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99	0.98		0.95		0.95	0.99	0.99		0.97		0.97
Frt		0.975				0.850		0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3252	3204	0	1660	4771	1485	1676	3251	0	1676	1765	1500
Flt Permitted	0.950			0.950			0.646			0.385		
Satd. Flow (perm)	3215	3204	0	1577	4771	1407	1124	3251	0	656	1765	1455
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20				157		14				26
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		128.3			162.2			169.9			54.4	
Travel Time (s)		7.7			9.7			12.2			3.9	
Confl. Peds. (#/hr)	32		48	48		32	16		50	50		16
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	494	417	84	31	1268	164	75	249	41	154	177	684
Shared Lane Traffic (%)												
Lane Group Flow (vph)	494	501	0	31	1268	164	75	290	0	154	177	684
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	1 veh	1 veh	1 veh
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		10.8			10.8	<u> </u>		3.6			3.9	J
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	2.0
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex	CI+Ex	CI+Ex	CI+Ex		Cl+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		· ·			• · · · · ·			·			·	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6	. 51111	. 51111	8		7	4	5
Permitted Phases						6	8			4		4
Detector Phase	5	2		1	6	6	8	8		7	4	5
D Stocker i Hudo				1	- 0	0	0	-			7	- 0

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	10.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.3	40.1		11.3	40.1	40.1	40.9	40.9		11.3	40.9	11.3
Total Split (s)	26.0	51.7		21.3	47.0	47.0	43.0	43.0		14.0	57.0	26.0
Total Split (%)	20.0%	39.8%		16.4%	36.2%	36.2%	33.1%	33.1%		10.8%	43.8%	20.0%
Maximum Green (s)	19.7	45.6		15.0	40.9	40.9	36.1	36.1		7.7	50.1	19.7
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.7	3.3	3.7
All-Red Time (s)	2.6	2.4		2.6	2.4	2.4	3.6	3.6		2.6	3.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1		6.3	6.1	6.1	6.9	6.9		6.3	6.9	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	Min	Min		None	Min	None
Walk Time (s)		7.0			7.0	7.0	23.0	23.0			23.0	
Flash Dont Walk (s)		24.0			24.0	24.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		20			20	20	20	20			20	
Act Effct Green (s)	26.1	71.5		7.9	48.5	48.5	22.2	22.2		36.8	36.2	62.8
Actuated g/C Ratio	0.20	0.55		0.06	0.37	0.37	0.17	0.17		0.28	0.28	0.48
v/c Ratio	0.76	0.28		0.31	0.71	0.26	0.39	0.51		0.63	0.36	0.94
Control Delay	55.7	22.7		87.8	27.5	5.4	50.8	48.2		47.3	37.9	49.0
Queue Delay	0.0	0.0		0.0	0.2	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	55.7	22.7		87.8	27.7	5.4	50.8	48.2		47.3	37.9	49.0
LOS	Е	С		F	С	Α	D	D		D	D	D
Approach Delay		39.1			26.5			48.7			46.8	
Approach LOS		D			С			D			D	
Queue Length 50th (m)	57.7	27.7		7.7	95.6	15.4	16.8	33.2		30.7	35.8	130.8
Queue Length 95th (m)	#87.3	67.8		15.7	123.9	16.1	26.9	39.6		40.1	45.7	#166.6
Internal Link Dist (m)		104.3			138.2			145.9			30.4	
Turn Bay Length (m)	75.0			35.0								
Base Capacity (vph)	651	1772		191	1778	623	312	912		245	680	725
Starvation Cap Reductn	0	0		0	90	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.76	0.28		0.16	0.75	0.26	0.24	0.32		0.63	0.26	0.94

Intersection Summary

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

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

Natural Cycle: 115

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94 Intersection Signal Delay: 37.2

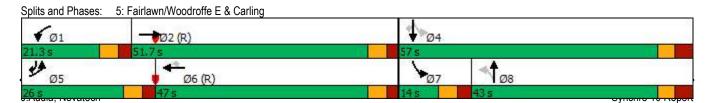
Intersection Capacity Utilization 96.6%

Intersection LOS: D ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ተ ተ ጮ		*	tttî:			4		*	ĥ	
Traffic Volume (vph)	27	552	35	122	1107	34	27	12	57	52	15	69
Future Volume (vph)	27	552	35	122	1107	34	27	12	57	52	15	69
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	65.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	6.0			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	1.00			0.98		1.00	0.95	
Frt		0.991			0.996			0.920			0.877	
Flt Protected	0.950			0.950				0.986		0.950		
Satd. Flow (prot)	1644	4671	0	1693	6103	0	0	1556	0	1368	1391	0
Flt Permitted	0.191		•	0.420	0.00	•	•	0.896	•	0.695		
Satd. Flow (perm)	330	4671	0	741	6103	0	0	1398	0	998	1391	0
Right Turn on Red	000	107 1	Yes		0100	Yes		1000	Yes	000	1001	Yes
Satd. Flow (RTOR)		13	100		6	100		57	100		69	100
Link Speed (k/h)		60			60			30			40	
Link Distance (m)		162.2			170.6			101.7			104.5	
Travel Time (s)		9.7			10.2			12.2			9.4	
Confl. Peds. (#/hr)	4	3.1	12	12	10.2	4	43	12.2	3	3	J. 4	43
Confl. Bikes (#/hr)	4		1	12		2	40		J	J		40
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	4%	4%	4%	1.00	1.00	1.00	4%	4%	4%	25%	0%	10%
Adj. Flow (vph)	27	552	35	122	1107	34	27	12	57	52	15	69
Shared Lane Traffic (%)	21	552	33	122	1107	34	21	12	31	32	13	09
Lane Group Flow (vph)	27	587	0	122	1141	0	0	96	0	52	84	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
	Left	Left		Left	Left		Left	Left		Left		
Lane Alignment	Leit	7.2	Right	Leit	10.8	Right	Leit	1.0	Right	Leit	Left 3.6	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		3.0			3.0			3.0			3.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane	4.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	2	15	25	2	15	25	2	15	25	2	15
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	41.2		41.2	41.2		43.9	43.9		43.9	43.9	
Total Split (s)	18.0	82.0		64.0	64.0		48.0	48.0		48.0	48.0	
Total Split (%)	13.8%	63.1%		49.2%	49.2%		36.9%	36.9%		36.9%	36.9%	
Maximum Green (s)	11.4	75.8		57.8	57.8		41.1	41.1		41.1	41.1	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.5		2.5	2.5		3.6	3.6		3.6	3.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.2		6.2	6.2			6.9		6.9	6.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		28.0		28.0	28.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)		6		6	6		20	20		20	20	
Act Effct Green (s)	90.3	90.7		82.7	82.7			26.2		26.2	26.2	
Actuated g/C Ratio	0.69	0.70		0.64	0.64			0.20		0.20	0.20	
v/c Ratio	0.09	0.18		0.26	0.29			0.29		0.26	0.25	
Control Delay	8.3	7.6		7.8	6.1			19.2		42.1	12.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	8.3	7.6		7.8	6.1			19.2		42.1	12.7	
LOS	Α	Α		Α	Α			В		D	В	
Approach Delay		7.6			6.3			19.2			24.0	
Approach LOS		Α			Α			В			С	
Queue Length 50th (m)	3.3	29.1		5.5	17.2			6.8		9.3	2.6	
Queue Length 95th (m)	m3.5	18.0		7.3	13.6			19.6		19.4	14.0	
Internal Link Dist (m)		138.2			146.6			77.7			80.5	
Turn Bay Length (m)	110.0			65.0								
Base Capacity (vph)	344	3262		471	3882			480		315	486	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.08	0.18		0.26	0.29			0.20		0.17	0.17	

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 100 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 8.4 Intersection Capacity Utilization 79.1%

Intersection LOS: A ICU Level of Service D

Analysis Period (min) 15

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

Splits and Phases: 12: Carling & Carlingwood SC **▼** Ø4 Ø2 (R) Tø8 Ø6 (R)

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተ _ጮ		- 1	ተተተ	7		- 43-		7	1≽	
Traffic Volume (vph)	41	682	4	17	1468	107	13	20	10	117	23	60
Future Volume (vph)	41	682	4	17	1468	107	13	20	10	117	23	60
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		0.0	40.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		0.90		0.98		0.98	0.97	
Frt		0.999				0.850		0.969			0.892	
Flt Protected	0.950			0.950				0.985		0.950		
Satd. Flow (prot)	1676	4811	0	1693	4865	1515	0	1706	0	1693	1539	0
FIt Permitted	0.128			0.379				0.902		0.729		
Satd. Flow (perm)	226	4811	0	661	4865	1362	0	1549	0	1276	1539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				107		10			60	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		170.6			185.0			157.7			163.4	
Travel Time (s)		10.2			11.1			11.4			11.8	
Confl. Peds. (#/hr)	28		19	19		28	28		17	17		28
Confl. Bikes (#/hr)			6									2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Adj. Flow (vph)	41	682	4	17	1468	107	13	20	10	117	23	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	686	0	17	1468	107	0	43	0	117	83	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)		10.8	_		7.2	•		1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		,										
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		. 51111	6	. 31111	. 51111	8		. 51111	4	
Permitted Phases	2			6	-	6	8	-		4		
Detector Phase	5	2		6	6	6	8	8		4	4	
20,0001111000		_				U	U	0			Т	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.0	28.2		28.2	28.2	28.2	42.3	42.3		42.3	42.3	
Total Split (s)	12.0	86.0		74.0	74.0	74.0	44.0	44.0		44.0	44.0	
Total Split (%)	9.2%	66.2%		56.9%	56.9%	56.9%	33.8%	33.8%		33.8%	33.8%	
Maximum Green (s)	5.0	79.8		67.8	67.8	67.8	36.7	36.7		36.7	36.7	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	3.3	2.5		2.5	2.5	2.5	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.2		6.2	6.2	6.2		7.3		7.3	7.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		10.0		10.0	10.0	10.0	24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		12.0		12.0	12.0	12.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		14		14	14	14	14	14		14	14	
Act Effct Green (s)	93.4	94.2		83.5	83.5	83.5		22.3		22.3	22.3	
Actuated g/C Ratio	0.72	0.72		0.64	0.64	0.64		0.17		0.17	0.17	
v/c Ratio	0.18	0.20		0.04	0.47	0.12		0.16		0.54	0.27	
Control Delay	6.7	4.1		13.9	14.9	3.1		34.0		55.5	16.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	6.7	4.1		13.9	14.9	3.1		34.0		55.5	16.4	
LOS	Α	Α		В	В	Α		С		Е	В	
Approach Delay		4.3			14.1			34.0			39.3	
Approach LOS		Α			В			С			D	
Queue Length 50th (m)	1.4	8.3		1.3	56.9	0.0		7.0		26.7	4.8	
Queue Length 95th (m)	3.9	13.6		5.7	97.2	8.1		14.6		38.7	15.8	
Internal Link Dist (m)		146.6			161.0			133.7			139.4	
Turn Bay Length (m)	125.0			40.0								
Base Capacity (vph)	231	3486		424	3125	913		444		360	477	
Starvation Cap Reductn	0	0		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.18	0.20		0.04	0.47	0.12		0.10		0.33	0.17	

Intersection Summary

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 95 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 13.6 Intersection LOS: B Intersection Capacity Utilization 70.2% ICU Level of Service C

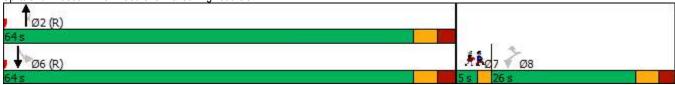
Analysis Period (min) 15

Splits and Phases: 15: Iroquois & Carling Ø4 Ø2 (R) ↑ø8 Ø6 (R)

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	ች	7	^	7	052	414	~!
Traffic Volume (vph)	121	56	779	83	46	853	
Future Volume (vph)	121	56	779	83	46	853	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	
Ped Bike Factor	0.99	0.98	0.50	0.95	0.55	1.00	
Frt	0.55	0.850		0.850		1.00	
Flt Protected	0.950	0.000		0.000		0.997	
Satd. Flow (prot)	1710	1530	3353	1500	0	3310	
Flt Permitted	0.950	1550	3333	1500	U	0.871	
	1686	1497	3353	1424	0	2891	
Satd. Flow (perm)	1000		აათა		U	2091	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	40	56	50	83		F0	
Link Speed (k/h)	40		50			50	
Link Distance (m)	107.1		81.6			86.5	
Travel Time (s)	9.6	_	5.9	10		6.2	
Confl. Peds. (#/hr)	10	7		18	10		
Confl. Bikes (#/hr)		1		3			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	0%	2%	2%	3%	3%	
Adj. Flow (vph)	121	56	779	83	46	853	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	121	56	779	83	0	899	
Enter Blocked Intersection	No	No	No	No	No	No	
Lane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(m)	3.6		0.0			0.0	
Link Offset(m)	0.0		0.0			0.0	
Crosswalk Width(m)	3.0		3.0			3.0	
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25	15		15	25		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (m)	2.0	2.0	10.0	2.0	2.0	10.0	
Trailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Size(m)	2.0	2.0	0.6	2.0	2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel	\$1 · LA	J. LA	J. LA	J. LA	J. LA	J. LA	
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(m)	0.0	0.0	9.4	0.0	0.0	9.4	
Detector 2 Size(m)			0.6			0.6	
Detector 2 Type			CI+Ex			CI+Ex	
Detector 2 Channel			OITEX			OITEX	
Detector 2 Extend (s)			0.0			0.0	
	Perm	Dorm	NA	Dorm	Dorm	NA	
Turn Type	Perm	Perm		Perm	Perm		7
Protected Phases	0	0	2	0		6	7
Permitted Phases	8	8	^	2	6	^	
Detector Phase	8	8	2	2	6	6	
Switch Phase	- ^	- ^	40.0	40.0	40.0	40.0	2.0
Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	10.0	3.0
Minimum Split (s)	25.7	25.7	35.0	35.0	35.0	35.0	5.0

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Total Split (s)	26.0	26.0	64.0	64.0	64.0	64.0	5.0
Total Split (%)	27.4%	27.4%	67.4%	67.4%	67.4%	67.4%	5%
Maximum Green (s)	20.3	20.3	58.0	58.0	58.0	58.0	3.0
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	2.0
All-Red Time (s)	2.4	2.4	2.7	2.7	2.7	2.7	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.7	5.7	6.0	6.0		6.0	
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None
Walk Time (s)	2.0	2.0	11.0	11.0	11.0	11.0	
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0	18.0	
Pedestrian Calls (#/hr)	5	5	5	5	5	5	
Act Effct Green (s)	12.7	12.7	70.6	70.6		70.6	
Actuated g/C Ratio	0.13	0.13	0.74	0.74		0.74	
v/c Ratio	0.54	0.23	0.31	0.08		0.42	
Control Delay	46.1	11.5	5.0	1.4		5.8	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	46.1	11.5	5.0	1.4		5.8	
LOS	D	В	Α	Α		Α	
Approach Delay	35.1		4.6			5.8	
Approach LOS	D		Α			Α	
Queue Length 50th (m)	19.5	0.0	18.5	0.0		23.7	
Queue Length 95th (m)	32.0	8.8	35.1	4.0		45.6	
Internal Link Dist (m)	83.1		57.6			62.5	
Turn Bay Length (m)							
Base Capacity (vph)	360	363	2491	1079		2147	
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.34	0.15	0.31	0.08		0.42	
Intersection Summary							
Area Type:	Other						
Cycle Length: 95							
Actuated Cycle Length: 95							
Offset: 45 (47%), Referenced to	to phase 2:N	BT and 6:9	SBTL, Star	t of Green			
Natural Cycle: 70							
Control Type: Actuated-Coordi	inated						
Maximum v/c Ratio: 0.54							
Intersection Signal Delay: 8.0					tersection		
Intersection Capacity Utilizatio	n 74.3%			IC	CU Level of	f Service D	
Analysis Period (min) 15							

Splits and Phases: 18: Woodroffe E & Carlingwood SC



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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			414	ተ ኈ	•
Traffic Volume (vph)	8	16	33	886	1003	11
Future Volume (vph)	8	16	33	886	1003	11
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt	0.910				0.998	
Flt Protected	0.984			0.998		
Satd. Flow (prot)	1580	0	0	4761	3314	0
Flt Permitted	0.984			0.998		
Satd. Flow (perm)	1580	0	0	4761	3314	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	53.6			15.2	67.0	
Travel Time (s)	3.9			1.1	4.8	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Adj. Flow (vph)	8	16	33	886	1003	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	919	1014	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 53.7%			IC	U Level of	Service A
Analysis Period (min) 15						
alysis i ellou (Illill) 13						

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		^ ^	#### #			7
Traffic Volume (vph)	0	978	1983	21	0	23
Future Volume (vph)	0	978	1983	21	0	23
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0			0.0	0.0	0.0
Storage Lanes	0			0	0	1
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	0.91	0.86	0.86	1.00	1.00
Ped Bike Factor			2.00			
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	4771	6058	0	0	1526
Flt Permitted			2300			.,,_,
Satd. Flow (perm)	0	4771	6058	0	0	1526
Link Speed (k/h)		50	50		50	.,,_,
Link Distance (m)		65.5	128.3		77.6	
Travel Time (s)		4.7	9.2		5.6	
Confl. Peds. (#/hr)			V. <u>_</u>	27	3.0	
Confl. Bikes (#/hr)				6		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	0	978	1983	21	0	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	978	2004	0	0	23
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.6	3.6		0.0	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane		0.0	0.0		0.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.07	1.07	1.07	25	1.07
Sign Control	20	Free	Free	- 10	Stop	10
		. 100	. 100		C.0p	
Intersection Summary	Other					
Area Type:	Otner					
Control Type: Unsignalized	40 70/			10		0
Intersection Capacity Utilizati	on 40.7%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			414	∱ 1≽	
Traffic Volume (vph)	19	42	47	741	797	23
Future Volume (vph)	19	42	47	741	797	23
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.907				0.996	
Flt Protected	0.985			0.997		
Satd. Flow (prot)	1577	0	0	3343	3340	0
Flt Permitted	0.985			0.997		
Satd. Flow (perm)	1577	0	0	3343	3340	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	133.7			86.5	82.4	
Travel Time (s)	9.6			6.2	5.9	
Confl. Peds. (#/hr)	8		18			18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	42	47	741	797	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	788	820	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						

Control Type: Unsignalized Intersection Capacity Utilization 61.0% Analysis Period (min) 15

ICU Level of Service B

Synchro 10 Report J.Audia, Novatech

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*			#		
Traffic Volume (vph)	18	0	0	13	0	0
Future Volume (vph)	18	0	0	13	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected	0.950					
Satd. Flow (prot)	1676	0	0	1526	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1676	0	0	1526	0	0
Link Speed (k/h)	50		50			50
Link Distance (m)	48.2		77.6			6.2
Travel Time (s)	3.5		5.6			0.4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	18	0	0	13	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	0	13	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	on 6.7%			IC	U Level of	Service A

Analysis Period (min) 15

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*	7	ተ ተጮ			41∱
Traffic Volume (vph)	34	14	859	32	12	978
Future Volume (vph)	34	14	859	32	12	978
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt		0.850	0.995			
Flt Protected	0.950					0.999
Satd. Flow (prot)	1676	1500	4794	0	0	3350
Flt Permitted	0.950					0.999
Satd. Flow (perm)	1676	1500	4794	0	0	3350
Link Speed (k/h)	50		50			50
Link Distance (m)	105.2		67.0			81.6
Travel Time (s)	7.6		4.8			5.9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	34	14	859	32	12	978
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	14	891	0	0	990
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilization	on 47.5%			IC	U Level of	Service A

Analysis Period (min) 15

485 Ancaster Avenue

Switch Phase

AM Peak Hour	iiig						405 AI
Carriou							
	-	•	1	•	1		
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	ተተ _ጉ		16.54	^	*	7	
Traffic Volume (vph)	1344	182	562	305	244	506	
Future Volume (vph)	1344	182	562	305	244	506	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Storage Length (m)		120.0	0.0		0.0	0.0	
Storage Lanes		1	2		1	1	
Taper Length (m)		•	7.5		7.5	•	
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	1.00	
Ped Bike Factor	1.00	0.0	1.00	0.00	0.99	0.98	
Frt	0.982		1.00		0.00	0.850	
Flt Protected	0.002		0.950		0.950	0.000	
Satd. Flow (prot)	4713	0	3190	3288	1660	1485	
Flt Permitted	47 10	0	0.950	0200	0.950	1700	
Satd. Flow (perm)	4713	0	3177	3288	1639	1449	
Right Turn on Red	7110	Yes	0111	3200	1000	Yes	
Satd. Flow (RTOR)	22	100				7	
Link Speed (k/h)	60			60	50	I	
Link Speed (k/II) Link Distance (m)	238.7			65.5	242.1		
Travel Time (s)	14.3			3.9	17.4		
Confl. Peds. (#/hr)	14.3	13	13	3.9	11.4	11	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	2%	2%	4%	4%	3%	3%	
	1344	182	562	305	244	506	
Adj. Flow (vph)	1344	102	302	305	244	500	
Shared Lane Traffic (%)	1526	0	562	305	244	506	
Lane Group Flow (vph) Enter Blocked Intersection	No	No	No	No	No	No	
			Left				
Lane Alignment	Left	Right	Len	Left	Left	Right	
Median Width(m)	7.2			9.9	3.6		
Link Offset(m)	0.0			0.0	0.0		
Crosswalk Width(m)	3.0			3.0	3.0		
Two way Left Turn Lane	4.07	4.07	4.07	4.07	4.07	4.07	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)		15	25		25	15	
Number of Detectors	1		1	2	1	1	
Detector Template	Thru		Left	Thru	Left	Right	
Leading Detector (m)	10.0		2.0	10.0	2.0	2.0	
Trailing Detector (m)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Size(m)	10.0		2.0	0.6	2.0	2.0	
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0	
Detector 2 Position(m)				9.4			
Detector 2 Size(m)				0.6			
Detector 2 Type				CI+Ex			
Detector 2 Channel							
Detector 2 Extend (s)				0.0			
Turn Type	NA		Prot	NA	Prot	pm+ov	
Protected Phases	2		1	6	8	1	
Permitted Phases						8	
Detector Phase	2		1	6	8	1	

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Lane Group	EBT	EBR W	/BL	WBT	NBL	NBR
Minimum Initial (s)	10.0		5.0	10.0	10.0	5.0
Minimum Split (s)	31.7		1.0	31.7	38.8	11.0
Total Split (s)	55.0	3	1.0	86.0	44.0	31.0
Total Split (%)	42.3%	23.		66.2%	33.8%	23.8%
Maximum Green (s)	49.3		5.0	80.3	38.2	25.0
Yellow Time (s)	3.7		3.7	3.7	3.3	3.7
All-Red Time (s)	2.0		2.3	2.0	2.5	2.3
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		6.0	5.7	5.8	6.0
Lead/Lag	Lag		ead	0.1	0.0	Lead
Lead-Lag Optimize?	Lug		Juu			Loud
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		one	C-Max	Min	None
Walk Time (s)	11.0	140	JIIC	11.0	7.0	TVOILC
Flash Dont Walk (s)	15.0			15.0	26.0	
Pedestrian Calls (#/hr)	7			7	6	
Act Effct Green (s)	59.1	2	8.8	93.9	24.6	53.2
Actuated g/C Ratio	0.45		.22	0.72	0.19	0.41
v/c Ratio	0.71		.80	0.13	0.78	0.84
Control Delay	31.8		5.9	6.1	66.5	43.2
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	31.8		5.9	6.1	66.5	43.2
LOS	C		E	A	E	D
Approach Delay	31.8		_	38.4	50.8	
Approach LOS	C			D	D	
Queue Length 50th (m)	104.6	6	7.9	8.7	55.4	93.6
Queue Length 95th (m)	136.7		6.3	23.4	76.0	116.0
Internal Link Dist (m)	214.7		0.0	41.5	218.1	110.0
Turn Bay Length (m)	211.7			11.0	210.1	
Base Capacity (vph)	2155	•	715	2375	487	608
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	Ö		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.71	0	.79	0.13	0.50	0.83
	0.71		., 5	0.10	0.00	0.00
Intersection Summary						
Area Type:	Other					

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 112 (86%), Referenced to phase 2:EBT and 6:WBT, Start of Green

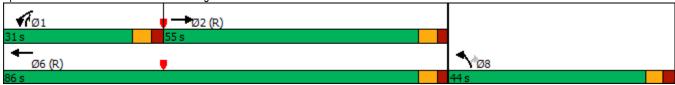
Natural Cycle: 95

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.84 Intersection Signal Delay: 38.2

Intersection LOS: D Intersection Capacity Utilization 81.4% ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Woodroffe W & Carling



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	44	ት β		7	ተተተ	7	7	ተ ኈ		7	•	7
Traffic Volume (vph)	492	1455	45	10	306	97	12	225	50	243	89	550
Future Volume (vph)	492	1455	45	10	306	97	12	225	50	243	89	550
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	75.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (m)	20.0			30.0			7.5			100.0		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		1.00		0.97	0.99	0.99		0.99		0.98
Frt		0.995				0.850		0.973				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3252	3332	0	1555	4467	1391	1676	3242	0	1660	1748	1485
Flt Permitted	0.950			0.950			0.699			0.367		
Satd. Flow (perm)	3190	3332	0	1549	4467	1349	1227	3242	0	633	1748	1459
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				191		20				245
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		128.3			162.2			169.9			54.4	
Travel Time (s)		7.7			9.7			12.2			3.9	
Confl. Peds. (#/hr)	14		13	13		14	5		18	18		5
Confl. Bikes (#/hr)						1			2			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	10%	10%	10%	2%	2%	2%	3%	3%	3%
Adj. Flow (vph)	492	1455	45	10	306	97	12	225	50	243	89	550
Shared Lane Traffic (%)												
Lane Group Flow (vph)	492	1500	0	10	306	97	12	275	0	243	89	550
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)		10.8			10.8			3.6			3.9	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	2.0
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6			8		7	4	5
Permitted Phases						6	8			4		4
Detector Phase	5	2		1	6	6	8	8		7	4	5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	10.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.3	37.1		11.3	37.1	37.1	40.9	40.9		11.3	40.9	11.3
Total Split (s)	31.0	53.7		21.3	44.0	44.0	41.0	41.0		14.0	55.0	31.0
Total Split (%)	23.8%	41.3%		16.4%	33.8%	33.8%	31.5%	31.5%		10.8%	42.3%	23.8%
Maximum Green (s)	24.7	47.6		15.0	37.9	37.9	34.1	34.1		7.7	48.1	24.7
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.7
All-Red Time (s)	2.6	2.4		2.6	2.4	2.4	3.6	3.6		3.0	3.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1		6.3	6.1	6.1	6.9	6.9		6.3	6.9	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	Min	Min		None	Min	None
Walk Time (s)		7.0			7.0	7.0	23.0	23.0			23.0	
Flash Dont Walk (s)		24.0			24.0	24.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		7			7	7	9	9			9	
Act Effct Green (s)	24.4	81.7		6.5	53.9	53.9	18.4	18.4		33.0	32.4	57.4
Actuated g/C Ratio	0.19	0.63		0.05	0.41	0.41	0.14	0.14		0.25	0.25	0.44
v/c Ratio	0.81	0.72		0.13	0.17	0.14	0.07	0.58		1.10	0.20	0.70
Control Delay	72.9	13.5		76.1	19.2	1.0	44.2	52.0		131.3	37.6	17.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	72.9	13.5		76.1	19.2	1.0	44.2	52.0		131.3	37.6	17.1
LOS	Е	В		Е	В	Α	D	D		F	D	В
Approach Delay		28.2			16.3			51.6			50.6	
Approach LOS		С			В			D			D	
Queue Length 50th (m)	61.1	50.0		2.6	12.6	0.1	2.6	30.7		~61.7	17.2	53.8
Queue Length 95th (m)	m78.6	#240.7		8.2	11.1	0.2	6.9	37.0		#75.3	25.0	63.4
Internal Link Dist (m)		104.3			138.2			145.9			30.4	
Turn Bay Length (m)	75.0			35.0								
Base Capacity (vph)	643	2096		179	1853	671	321	865		221	646	798
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.77	0.72		0.06	0.17	0.14	0.04	0.32		1.10	0.14	0.69

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 128 (98%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.10
Intersection Signal Delay: 34.2
Intersection Capacity Utilization 101.2%

Intersection LOS: C
ICU Level of Service G

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

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



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ተ ተ ጮ		*	ttta-			4		*	ĵ,	
Traffic Volume (vph)	12	1551	18	26	444	13	7	6	14	26	3	39
Future Volume (vph)	12	1551	18	26	444	13	7	6	14	26	3	39
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	65.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	6.0			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00	1.00			0.99		0.99	0.98	
Frt		0.998			0.996			0.930			0.861	
Flt Protected	0.950			0.950				0.987		0.950		
Satd. Flow (prot)	1676	4806	0	1676	6043	0	0	1573	0	1221	1112	0
Flt Permitted	0.436			0.151				0.917		0.740		
Satd. Flow (perm)	768	4806	0	266	6043	0	0	1459	0	945	1112	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			14			39	
Link Speed (k/h)		60			60			30			40	
Link Distance (m)		162.2			170.6			101.7			111.6	
Travel Time (s)		9.7			10.2			12.2			10.0	
Confl. Peds. (#/hr)	4		5	5		4	5		7	7		5
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	4%	4%	4%	40%	0%	40%
Adj. Flow (vph)	12	1551	18	26	444	13	7	6	14	26	3	39
Shared Lane Traffic (%)	· <u>-</u>						•	•	• • •		•	
Lane Group Flow (vph)	12	1569	0	26	457	0	0	27	0	26	42	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)	Lon	9.9	rugiit	2010	10.8	rugin	Lon	1.0	rugiit	2010	3.6	rugiit
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane		0.0			0.0			0.0			0.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.01	15	25	1.01	15	25	1.01	15	25	1.01	15
Number of Detectors	1	2	10	1	2		1	2	10	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	OITEX	OITEX		OITEX	OITEX		OITEX	OITEX		OITEX	OITEX	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(m)	0.0	9.4		0.0	9.4		0.0	9.4		0.0	9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			CI+Ex			CI+Ex			Cl+Ex	
Detector 2 Channel		OITEX			CITEX			OITEX			OITEX	
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2		Fellii	1NA 6		Fellii	NA 8		Fellii	1NA 4	
Permitted Phases	5 2			6	Ü		8	0		4	4	
Detector Phase	5	2		6	6		8	8			4	
Switch Phase	5			Ö	Ö		0	0		4	4	
SWILCH FIIdSE												

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	41.2		41.2	41.2		43.9	43.9		43.9	43.9	
Total Split (s)	17.0	82.0		65.0	65.0		48.0	48.0		48.0	48.0	
Total Split (%)	13.1%	63.1%		50.0%	50.0%		36.9%	36.9%		36.9%	36.9%	
Maximum Green (s)	10.4	75.8		58.8	58.8		41.1	41.1		41.1	41.1	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.5		2.5	2.5		3.6	3.6		3.6	3.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.2		6.2	6.2			6.9		6.9	6.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		28.0		28.0	28.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)		3		3	3		4	4		4	4	
Act Effct Green (s)	104.3	105.9		100.8	100.8			15.6		15.6	15.6	
Actuated g/C Ratio	0.80	0.81		0.78	0.78			0.12		0.12	0.12	
v/c Ratio	0.02	0.40		0.13	0.10			0.14		0.23	0.25	
Control Delay	3.0	2.3		8.6	4.5			28.7		52.3	17.6	
Queue Delay	0.0	0.1		0.0	0.0			0.0		0.0	0.0	
Total Delay	3.0	2.5		8.6	4.5			28.7		52.3	17.6	
LOS	Α	Α		Α	Α			С		D	В	
Approach Delay		2.5			4.8			28.7			30.9	
Approach LOS		Α			Α			С			С	
Queue Length 50th (m)	0.3	16.2		1.0	4.7			2.9		5.9	0.7	
Queue Length 95th (m)	m0.6	m21.2		3.7	9.6			9.0		11.4	8.7	
Internal Link Dist (m)		138.2			146.6			77.7			87.6	
Turn Bay Length (m)	110.0			65.0								
Base Capacity (vph)	688	3917		206	4688			470		298	378	
Starvation Cap Reductn	0	1003		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.02	0.54		0.13	0.10			0.06		0.09	0.11	

Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 128 (98%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

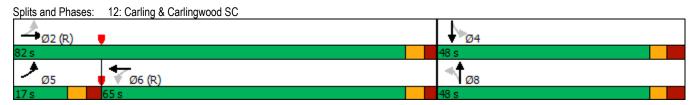
Natural Cycle: 100

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.40 Intersection Signal Delay: 4.2 Intersection Capacity Utilization 56.2%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

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



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተ _ጉ		7	ተተተ	7		4		7	1₃	
Traffic Volume (vph)	19	1679	5	7	384	60	3	24	30	75	7	27
Future Volume (vph)	19	1679	5	7	384	60	3	24	30	75	7	27
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		0.0	40.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	1.00		1.00		0.94		0.98		0.99	0.98	
Frt						0.850		0.929			0.881	
Flt Protected	0.950			0.950				0.997		0.950		
Satd. Flow (prot)	1676	4817	0	1629	4680	1457	0	1610	0	1660	1508	0
Flt Permitted	0.479	1011	· ·	0.133	1000	1 101		0.985	•	0.840	1000	J
Satd. Flow (perm)	827	4817	0	227	4680	1364	0	1590	0	1450	1508	0
Right Turn on Red	OZI	7017	Yes	LLI	4000	Yes	0	1000	Yes	1400	1000	Yes
Satd. Flow (RTOR)		1	100			95		25	100		27	100
Link Speed (k/h)		60			60	30		50			50	
Link Distance (m)		170.6			185.0			157.7			163.4	
Travel Time (s)		10.2			11.1			11.4			11.8	
Confl. Peds. (#/hr)	15	10.2	12	12	11.1	15	13	11.4	12	12	11.0	13
Confl. Bikes (#/hr)	10		1	12		13	13		4	12		13
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
	2%	2%	2%	5%	5%	5%	2%	2%	2%	3%	3%	3%
Heavy Vehicles (%)	19	1679	2% 5	5% 7	384	60	3	2%	30	3% 75	3% 7	3% 27
Adj. Flow (vph)	19	1079	5	1	304	00	3	24	30	75	1	21
Shared Lane Traffic (%)	19	1684	0	7	384	60	0	57	0	75	34	0
Lane Group Flow (vph)	No		No	No		No	No	No	No	No	No	0
Enter Blocked Intersection		No			No							No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		10.8			7.2			1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07	4.07
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25	_	15	25	•	15	25	•	15
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2			6			8			4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		6	6	6	8	8		4	4	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.0	28.2		28.2	28.2	28.2	42.3	42.3		42.3	42.3	
Total Split (s)	14.0	86.0		72.0	72.0	72.0	44.0	44.0		44.0	44.0	
Total Split (%)	10.8%	66.2%		55.4%	55.4%	55.4%	33.8%	33.8%		33.8%	33.8%	
Maximum Green (s)	7.0	79.8		65.8	65.8	65.8	36.7	36.7		36.7	36.7	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	3.3	2.5		2.5	2.5	2.5	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.2		6.2	6.2	6.2		7.3		7.3	7.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		10.0		10.0	10.0	10.0	24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		12.0		12.0	12.0	12.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		8		8	8	8	7	7		7	7	
Act Effct Green (s)	102.2	104.3		98.9	98.9	98.9		16.9		16.9	16.9	
Actuated g/C Ratio	0.79	0.80		0.76	0.76	0.76		0.13		0.13	0.13	
v/c Ratio	0.03	0.44		0.04	0.11	0.06		0.25		0.40	0.16	
Control Delay	1.5	1.5		12.3	7.3	1.0		31.1		55.3	19.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	1.5	1.5		12.3	7.3	1.0		31.1		55.3	19.7	
LOS	Α	Α		В	Α	Α		С		Е	В	
Approach Delay		1.5			6.5			31.1			44.2	
Approach LOS		Α			Α			С			D	
Queue Length 50th (m)	0.2	5.8		0.3	6.1	0.0		7.0		17.1	1.5	
Queue Length 95th (m)	m0.7	8.1		3.4	22.4	2.1		15.6		25.8	8.8	
Internal Link Dist (m)		146.6			161.0			133.7			139.4	
Turn Bay Length (m)	125.0			40.0								
Base Capacity (vph)	696	3864		172	3560	1060		466		409	445	
Starvation Cap Reductn	0	288		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.03	0.47		0.04	0.11	0.06		0.12		0.18	0.08	

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

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

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.44

Intersection Signal Delay: 5.2 Intersection Capacity Utilization 63.0%

Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

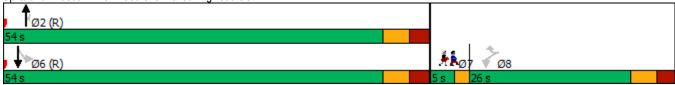
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 15: Iroquois & Carling Ø4 Ø2 (R) 🌹 1 08 Ø6 (R)

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	ሻ	7	^	7		414	~!
Traffic Volume (vph)	21	9	718	72	16	725	
Future Volume (vph)	21	9	718	72	16	725	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	
Ped Bike Factor	0.99	0.98	0.00	0.95	0.00	1.00	
Frt	0.55	0.850		0.850		1.00	
FIt Protected	0.950	0.000		0.000		0.999	
Satd. Flow (prot)	1710	1530	3288	1471	0	3317	
Flt Permitted	0.950	1000	3200	1771	U	0.935	
Satd. Flow (perm)	1693	1504	3288	1401	0	3104	
Right Turn on Red	1093	Yes	3200	Yes	U	3104	
				72			
Satd. Flow (RTOR)	40	9	ΕO	12		ΕO	
Link Speed (k/h)	40 107.1		50			50	
Link Distance (m)			84.6			86.5	
Fravel Time (s)	9.6	4	6.1	40	40	6.2	
Confl. Peds. (#/hr)	8	4		18	18		
Confl. Bikes (#/hr)	4 00	1.00	4.00	3	1.00	4.00	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	0%	4%	4%	3%	3%	
Adj. Flow (vph)	21	9	718	72	16	725	
Shared Lane Traffic (%)		_		_	_		
_ane Group Flow (vph)	21	9	718	72	0	741	
Enter Blocked Intersection	No	No	No	No	No	No	
_ane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(m)	3.6		0.0			0.0	
_ink Offset(m)	0.0		0.0			0.0	
Crosswalk Width(m)	3.0		3.0			3.0	
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25	15		15	25		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
Leading Detector (m)	2.0	2.0	10.0	2.0	2.0	10.0	
Frailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Size(m)	2.0	2.0	0.6	2.0	2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	Cl+Ex	CI+Ex	CI+Ex	
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(m)			9.4			9.4	
Detector 2 Size(m)			0.6			0.6	
Detector 2 Type			CI+Ex			CI+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Furn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	- I Gilli	1 01111	2	1 01111	1 01111	6	7
Permitted Phases	8	8		2	6	U	'
Detector Phase	8	8	2	2	6	6	
Switch Phase	U	U			U	U	
	5.0	5.0	10.0	10.0	10.0	10.0	3.0
Minimum Initial (s)							5.0
Minimum Split (s)	25.7	25.7	35.0	35.0	35.0	35.0	J.U

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Total Split (s)	26.0	26.0	54.0	54.0	54.0	54.0	5.0
Total Split (%)	30.6%	30.6%	63.5%	63.5%	63.5%	63.5%	6%
Maximum Green (s)	20.3	20.3	48.0	48.0	48.0	48.0	3.0
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	2.0
All-Red Time (s)	2.4	2.4	2.7	2.7	2.7	2.7	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.7	5.7	6.0	6.0		6.0	
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None
Walk Time (s)	2.0	2.0	11.0	11.0	11.0	11.0	
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0	18.0	
Pedestrian Calls (#/hr)	4	4	9	9	9	9	
Act Effct Green (s)	9.0	9.0	71.2	71.2		71.2	
Actuated g/C Ratio	0.11	0.11	0.84	0.84		0.84	
v/c Ratio	0.12 32.7	0.05 16.6	0.26 3.5	0.06 1.5		0.28 3.7	
Control Delay Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	32.7	16.6	3.5	1.5		3.7	
LOS	32.7 C	10.0 B	3.3 A	1.5 A		3.7 A	
Approach Delay	27.8	U	3.3			3.7	
Approach LOS	27.0 C		0.0 A			Α	
Queue Length 50th (m)	3.0	0.0	11.4	0.0		12.1	
Queue Length 95th (m)	7.5	3.3	32.9	4.0		34.9	
Internal Link Dist (m)	83.1	0.0	60.6			62.5	
Turn Bay Length (m)							
Base Capacity (vph)	404	366	2755	1186		2601	
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.05	0.02	0.26	0.06		0.28	
Intersection Summary							
Area Type:	Other						
Cycle Length: 85							
Actuated Cycle Length: 85							
Offset: 10 (12%), Referenced	to phase 2:N	BT and 6:	SBTL, Star	t of Green			
Natural Cycle: 70							
Control Type: Actuated-Coordi	inated						
Maximum v/c Ratio: 0.28							
Intersection Signal Delay: 4.0					tersection		
Intersection Capacity Utilizatio	n 55.8%			IC	CU Level of	f Service B	
nalysis Period (min) 15							

Splits and Phases: 18: Woodroffe E & Carlingwood SC



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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			ተተኩ	↑ 1≽	
Traffic Volume (vph)	15	32	20	804	851	6
Future Volume (vph)	15	32	20	804	851	6
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt	0.908				0.999	
Flt Protected	0.984			0.999		
Satd. Flow (prot)	1577	0	0	4766	3317	0
Flt Permitted	0.984			0.999		
Satd. Flow (perm)	1577	0	0	4766	3317	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	53.6			15.2	63.9	
Travel Time (s)	3.9			1.1	4.6	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Adj. Flow (vph)	15	32	20	804	851	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	824	857	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	ion 41.5%			IC	U Level of	Service A
Analysis Period (min) 15						

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ተ ተተ	ttt⊅			7
Traffic Volume (vph)	0	1952	815	12	0	33
Future Volume (vph)	0	1952	815	12	0	33
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0			0.0	0.0	0.0
Storage Lanes	0			0	0	1
Taper Length (m)	7.5			•	7.5	
Lane Util. Factor	1.00	0.91	0.86	0.86	1.00	1.00
Ped Bike Factor	1.00	0.0	0.00	0.00		
Frt			0.998			0.865
Flt Protected			0.000			0.000
Satd. Flow (prot)	0	4771	5885	0	0	1557
Flt Permitted		17.1	0000	_		1007
Satd. Flow (perm)	0	4771	5885	0	0	1557
Link Speed (k/h)	0	50	50	•	50	1001
Link Distance (m)		65.5	128.3		75.6	
Travel Time (s)		4.7	9.2		5.4	
Confl. Peds. (#/hr)			0.2	10	0.1	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	5%	5%	0%	0%
Adj. Flow (vph)	0	1952	815	12	0	33
Shared Lane Traffic (%)	0	1002	010	12		00
Lane Group Flow (vph)	0	1952	827	0	0	33
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	Leit	2.7	2.7	rtigrit	0.0	rtigrit
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane		3.0	3.0		5.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	1.07	1.07	1.07	25	1.07
	20	Гила	Г	15		10
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 43.1%			IC	U Level of	Service A
Analysis Daried (min) 15						

Intersection Capacity Utilization 43.1% Analysis Period (min) 15

Synchro 10 Report J.Audia, Novatech

	•	*	1	†		✓
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			419	∱ %	
Traffic Volume (vph)	25	78	20	680	635	12
Future Volume (vph)	25	78	20	680	635	12
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.898				0.997	
Flt Protected	0.988			0.999		
Satd. Flow (prot)	1581	0	0	3350	3279	0
Flt Permitted	0.988			0.999		
Satd. Flow (perm)	1581	0	0	3350	3279	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	133.7			86.5	82.4	
Travel Time (s)	9.6			6.2	5.9	
Confl. Peds. (#/hr)	8	4	7			7
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	1%	2%	2%	4%	4%
Adj. Flow (vph)	25	78	20	680	635	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	700	647	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6	•		0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 49.4%			IC	U Level of	Service A
Analysis Period (min) 15						
, ,						

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*			7		
Traffic Volume (vph)	31	0	0	6	0	0
Future Volume (vph)	31	0	0	6	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected	0.950					
Satd. Flow (prot)	1676	0	0	1526	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1676	0	0	1526	0	0
Link Speed (k/h)	50		50			50
Link Distance (m)	42.8		75.6			4.6
Travel Time (s)	3.1		5.4			0.3
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	31	0	0	6	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	0	6	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6	, i	0.0	, i		0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 6.7%			IC	U Level of	Service A

Analysis Period (min) 15

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	7	1	ተ ተጮ			41≯
Traffic Volume (vph)	6	2	809	10	4	850
Future Volume (vph)	6	2	809	10	4	850
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt		0.850	0.998			
Flt Protected	0.950					
Satd. Flow (prot)	1676	1500	4808	0	0	3353
Flt Permitted	0.950					
Satd. Flow (perm)	1676	1500	4808	0	0	3353
Link Speed (k/h)	50		50			50
Link Distance (m)	104.8		63.9			84.6
Travel Time (s)	7.5		4.6			6.1
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	6	2	809	10	4	850
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	2	819	0	0	854
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6	Ŭ	0.0	Ŭ		0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	ion 37.7%			IC	U Level of	Service A

Analysis Period (min) 15

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ተ ተ ኈ	LDIX	NDL FF	<u></u> ↑↑	NDL T	TION.
Traffic Volume (vph)	TT № 491	340	834	TT 962	279	439
Future Volume (vph)	491	340	834	962	279	439
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
	1000	120.0	0.0	1000	0.0	0.0
Storage Length (m)		120.0	0.0		0.0	1
Storage Lanes						
Taper Length (m)	0.04	0.04	7.5	0.05	7.5	4.00
Lane Util. Factor	0.91	0.91	0.97	0.95	1.00	1.00
Ped Bike Factor	0.99		0.99		0.99	0.98
Frt	0.939		0.050		0.050	0.850
Flt Protected			0.950	00=0	0.950	4
Satd. Flow (prot)	4463	0	3252	3353	1693	1515
Flt Permitted			0.950		0.950	
Satd. Flow (perm)	4463	0	3216	3353	1677	1486
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	131					79
Link Speed (k/h)	60			60	50	
Link Distance (m)	238.7			65.5	242.1	
Travel Time (s)	14.3			3.9	17.4	
Confl. Peds. (#/hr)	17.0	14	14	0.0	8	6
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
	2%	2%	2%	2%	1.00	1.00
Heavy Vehicles (%)						
Adj. Flow (vph)	491	340	834	962	279	439
Shared Lane Traffic (%)					A=-	
Lane Group Flow (vph)	831	0	834	962	279	439
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	7.2			10.8	3.6	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane	0.0			0.0		
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	1.07	1.07	25	1.07	25	1.07
	2	ıυ		2		15
Number of Detectors	2		1	2	1	
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (m)	10.0		2.0	10.0	2.0	2.0
Trailing Detector (m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Position(m)	0.0		0.0	0.0	0.0	0.0
Detector 1 Size(m)	0.6		2.0	0.6	2.0	2.0
Detector 1 Type	CI+Ex		CI+Ex	CI+Ex	Cl+Ex	CI+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Detector 2 Position(m)	9.4		0.0	9.4	0.0	0.0
Detector 2 Size(m)	0.6			0.6		
Detector 2 Type	CI+Ex			CI+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA		Prot	NA	Prot	pm+ov
Protected Phases	2		1	6	8	1
Permitted Phases						8
Detector Phase	2		1	6	8	1
Switch Phase						
J, VIII I III III III III III III III III						

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Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Initial (s)	10.0		5.0	10.0	10.0	5.0
Minimum Split (s)	31.7		11.0	31.7	38.8	11.0
Total Split (s)	40.0		49.0	89.0	41.0	49.0
Total Split (%)	30.8%	3	37.7%	68.5%	31.5%	37.7%
Maximum Green (s)	34.3		43.0	83.3	35.2	43.0
Yellow Time (s)	3.7		3.7	3.7	3.3	3.7
All-Red Time (s)	2.0		2.3	2.0	2.5	2.3
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7		6.0	5.7	5.8	6.0
Lead/Lag	Lag		Lead			Lead
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Recall Mode	C-Max		None	C-Max	Min	None
Walk Time (s)	11.0			11.0	7.0	
Flash Dont Walk (s)	15.0			15.0	26.0	
Pedestrian Calls (#/hr)	7			7	6	
Act Effct Green (s)	46.8		39.1	91.9	26.6	65.5
Actuated g/C Ratio	0.36		0.30	0.71	0.20	0.50
v/c Ratio	0.49		0.85	0.41	0.81	0.55
Control Delay	29.8		65.8	6.4	66.5	16.5
Queue Delay	0.0		0.0	0.0	0.0	0.0
Total Delay	29.8		65.8	6.4	66.5	16.5
LOS	С		Ε	Α	Е	В
Approach Delay	29.8			34.0	35.9	
Approach LOS	С			С	D	
Queue Length 50th (m)	47.1		106.5	29.1	63.2	49.6
Queue Length 95th (m)	68.0	m	106.4	m38.4	85.5	57.6
Internal Link Dist (m)	214.7			41.5	218.1	
Turn Bay Length (m)						
Base Capacity (vph)	1690		1078	2370	458	840
Starvation Cap Reductn	0		0	0	0	0
Spillback Cap Reductn	0		0	0	0	0
Storage Cap Reductn	0		0	0	0	0
Reduced v/c Ratio	0.49		0.77	0.41	0.61	0.52
Interpolation Cummens						

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 27 (21%), Referenced to phase 2:EBT and 6:WBT, Start of Green

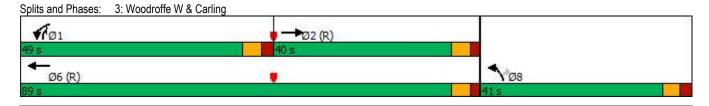
Natural Cycle: 95

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.85

Intersection Signal Delay: 33.3 Intersection LOS: C Intersection Capacity Utilization 79.7% ICU Level of Service D

Analysis Period (min) 15

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



Synchro 10 Report J.Audia, Novatech

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	1/1/	↑ Љ		*	^ ^	7	ሻ	↑ 1≽		- 1		7
Traffic Volume (vph)	518	417	84	31	1268	164	79	261	43	161	186	719
Future Volume (vph)	518	417	84	31	1268	164	79	261	43	161	186	719
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	75.0		0.0	35.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (m)	20.0		•	30.0		•	7.5		•	100.0		•
Lane Util. Factor	0.97	0.95	0.95	1.00	0.91	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Ped Bike Factor	0.99	0.98	0.00	0.95	0.0.	0.95	0.99	0.99	0.00	0.97		0.97
Frt	0.00	0.975		0.00		0.850	0.00	0.979				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3252	3204	0	1660	4771	1485	1676	3251	0	1676	1765	1500
Flt Permitted	0.950		•	0.950			0.640		-	0.372		
Satd. Flow (perm)	3215	3204	0	1577	4771	1407	1113	3251	0	635	1765	1455
Right Turn on Red	02.0	020.	Yes			Yes		020.	Yes			Yes
Satd. Flow (RTOR)		20				157		14				26
Link Speed (k/h)		60			60	101		50			50	
Link Distance (m)		128.3			162.2			169.9			54.4	
Travel Time (s)		7.7			9.7			12.2			3.9	
Confl. Peds. (#/hr)	32	1.1	48	48	5.1	32	16	12.2	50	50	0.0	16
Confl. Bikes (#/hr)	02		1	70		2	10		00	00		10
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	518	417	84	31	1268	164	79	261	43	161	186	719
Shared Lane Traffic (%)	310	417	04	JI	1200	104	19	201	40	101	100	119
Lane Group Flow (vph)	518	501	0	31	1268	164	79	304	0	161	186	719
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	1 veh	1 veh	1 veh
	Left	Left	Right	Left	Left	Right	Left	Left		Left	Left	Right
Lane Alignment	Leit	10.8	Rigiil	Leit	10.8	Rigiil	Leit	3.6	Right	Leit	3.9	Rigiit
Median Width(m) Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane		3.0			3.0			3.0			3.0	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
	25	1.07	1.07	25	1.07	1.07	25	1.07	1.07	25	1.07	1.07
Turning Speed (k/h)	25 1	2	15		2	15	25 1	2	15	25 1	2	15
Number of Detectors				1						-		-
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	2.0
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel	2.0			0.0	0.0	0.0	0.0			0.0		
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		pm+pt	NA	pm+ov
Protected Phases	5	2		1	6			8		7	4	5
Permitted Phases						6	8			4		4
Detector Phase	5	2		1	6	6	8	8		7	4	5

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	10.0	10.0		5.0	10.0	5.0
Minimum Split (s)	11.3	40.1		11.3	40.1	40.1	40.9	40.9		11.3	40.9	11.3
Total Split (s)	26.0	51.7		21.3	47.0	47.0	43.0	43.0		14.0	57.0	26.0
Total Split (%)	20.0%	39.8%		16.4%	36.2%	36.2%	33.1%	33.1%		10.8%	43.8%	20.0%
Maximum Green (s)	19.7	45.6		15.0	40.9	40.9	36.1	36.1		7.7	50.1	19.7
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.7	3.3	3.7
All-Red Time (s)	2.6	2.4		2.6	2.4	2.4	3.6	3.6		2.6	3.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.3	6.1		6.3	6.1	6.1	6.9	6.9		6.3	6.9	6.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag		Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	Min	Min		None	Min	None
Walk Time (s)		7.0			7.0	7.0	23.0	23.0			23.0	
Flash Dont Walk (s)		24.0			24.0	24.0	11.0	11.0			11.0	
Pedestrian Calls (#/hr)		20			20	20	20	20			20	
Act Effct Green (s)	28.2	71.2		7.9	46.0	46.0	22.5	22.5		37.1	36.5	65.3
Actuated g/C Ratio	0.22	0.55		0.06	0.35	0.35	0.17	0.17		0.29	0.28	0.50
v/c Ratio	0.73	0.28		0.31	0.75	0.27	0.41	0.53		0.66	0.38	0.95
Control Delay	53.2	24.0		87.9	30.0	5.9	51.4	48.6		49.4	38.1	49.9
Queue Delay	0.0	0.0		0.0	0.1	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	53.2	24.0		87.9	30.1	5.9	51.4	48.6		49.4	38.1	49.9
LOS	D	С		F	С	Α	D	D		D	D	D
Approach Delay		38.8			28.6			49.1			47.8	
Approach LOS		D			С			D			D	
Queue Length 50th (m)	59.2	31.3		7.7	101.7	15.4	17.7	34.9		32.0	37.6	130.7
Queue Length 95th (m)	#93.8	67.8		15.7	123.9	16.1	28.0	41.6		41.9	47.9	#205.7
Internal Link Dist (m)		104.3			138.2			145.9			30.4	
Turn Bay Length (m)	75.0			35.0								
Base Capacity (vph)	705	1764		191	1688	599	309	912		243	680	753
Starvation Cap Reductn	0	0		0	30	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.73	0.28		0.16	0.76	0.27	0.26	0.33		0.66	0.27	0.95

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

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

Natural Cycle: 115

Control Type: Actuated-Coordinated

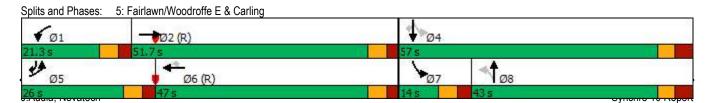
Maximum v/c Ratio: 0.95 Intersection Signal Delay: 38.5 Intersection Capacity Utilization 98.9%

Intersection LOS: D ICU Level of Service F

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተ ቀጭ		7	tttt≱			- 43→		7	₽	
Traffic Volume (vph)	27	552	35	122	1107	34	27	12	57	52	15	69
Future Volume (vph)	27	552	35	122	1107	34	27	12	57	52	15	69
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	110.0		0.0	65.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	0		0	1		0
Taper Length (m)	6.0			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		0.99	1.00			0.98		1.00	0.95	
Frt		0.991			0.996			0.920			0.877	
Flt Protected	0.950			0.950				0.986		0.950		
Satd. Flow (prot)	1644	4671	0	1693	6103	0	0	1556	0	1368	1391	0
Flt Permitted	0.191			0.420				0.896		0.695		
Satd. Flow (perm)	330	4671	0	741	6103	0	0	1398	0	998	1391	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			6			57			69	
Link Speed (k/h)		60			60			30			40	
Link Distance (m)		162.2			170.6			101.7			104.5	
Travel Time (s)		9.7			10.2			12.2			9.4	
Confl. Peds. (#/hr)	4		12	12		4	43		3	3		43
Confl. Bikes (#/hr)			1			2						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	4%	4%	4%	1%	1%	1%	4%	4%	4%	25%	0%	10%
Adj. Flow (vph)	27	552	35	122	1107	34	27	12	57	52	15	69
Shared Lane Traffic (%)	<u>-</u> :	002				•	<u>-</u> ·		•	V -		
Lane Group Flow (vph)	27	587	0	122	1141	0	0	96	0	52	84	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.2		20.0	10.8			1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane					U.U							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2	10	1	2		1	2	10	1	2	10
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0		2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6		2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		Cl+Ex	Cl+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel	OITLX	OITLX		OITLX	OITLX		CITLX	CITLX		CITLX	OITLX	
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	9.4		0.0	9.4		0.0	9.4		0.0	9.4	
Detector 2 Position(m)		0.6						0.6			0.6	
Detector 2 Size(m)					0.6							
Detector 2 Type		CI+Ex			Cl+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		0.0			0.0			0.0			0.0	
Detector 2 Extend (s)		0.0		D	0.0		D	0.0		D	0.0	
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		_	6		_	8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		6	6		8	8		4	4	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	11.6	41.2		41.2	41.2		43.9	43.9		43.9	43.9	
Total Split (s)	18.0	82.0		64.0	64.0		48.0	48.0		48.0	48.0	
Total Split (%)	13.8%	63.1%		49.2%	49.2%		36.9%	36.9%		36.9%	36.9%	
Maximum Green (s)	11.4	75.8		57.8	57.8		41.1	41.1		41.1	41.1	
Yellow Time (s)	3.7	3.7		3.7	3.7		3.3	3.3		3.3	3.3	
All-Red Time (s)	2.9	2.5		2.5	2.5		3.6	3.6		3.6	3.6	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.2		6.2	6.2			6.9		6.9	6.9	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max		None	None		None	None	
Walk Time (s)		7.0		7.0	7.0		24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		28.0		28.0	28.0		13.0	13.0		13.0	13.0	
Pedestrian Calls (#/hr)		6		6	6		20	20		20	20	
Act Effct Green (s)	90.3	90.7		82.7	82.7			26.2		26.2	26.2	
Actuated g/C Ratio	0.69	0.70		0.64	0.64			0.20		0.20	0.20	
v/c Ratio	0.09	0.18		0.26	0.29			0.29		0.26	0.25	
Control Delay	7.5	6.9		7.8	6.1			19.2		42.1	12.7	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	7.5	6.9		7.8	6.1			19.2		42.1	12.7	
LOS	Α	Α		Α	Α			В		D	В	
Approach Delay		6.9			6.3			19.2			24.0	
Approach LOS		Α			Α			В			С	
Queue Length 50th (m)	3.1	27.3		5.5	17.2			6.8		9.3	2.6	
Queue Length 95th (m)	m3.5	17.5		7.3	13.6			19.6		19.4	14.0	
Internal Link Dist (m)		138.2			146.6			77.7			80.5	
Turn Bay Length (m)	110.0			65.0								
Base Capacity (vph)	344	3262		471	3882			480		315	486	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.08	0.18		0.26	0.29			0.20		0.17	0.17	

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 100 (77%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.29

Intersection Signal Delay: 8.2 Intersection Capacity Utilization 79.1%

Intersection LOS: A ICU Level of Service D

Analysis Period (min) 15

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

12: Carling & Carlingwood SC

Splits and Phases: Ø2 (R)



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተ _ጮ		- 1	ተተተ	7		- 43→		7	1≽	
Traffic Volume (vph)	41	682	4	17	1468	107	13	20	10	117	23	60
Future Volume (vph)	41	682	4	17	1468	107	13	20	10	117	23	60
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	125.0		0.0	40.0		0.0	0.0		0.0	0.0		0.0
Storage Lanes	1		0	1		1	0		0	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		0.98		0.90		0.98		0.98	0.97	
Frt		0.999				0.850		0.969			0.892	
Flt Protected	0.950			0.950				0.985		0.950		
Satd. Flow (prot)	1676	4811	0	1693	4865	1515	0	1706	0	1693	1539	0
FIt Permitted	0.128			0.379				0.902		0.729		
Satd. Flow (perm)	226	4811	0	661	4865	1362	0	1549	0	1276	1539	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1				107		10			60	
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		170.6			185.0			157.7			163.4	
Travel Time (s)		10.2			11.1			11.4			11.8	
Confl. Peds. (#/hr)	28		19	19		28	28		17	17		28
Confl. Bikes (#/hr)			6									2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Adj. Flow (vph)	41	682	4	17	1468	107	13	20	10	117	23	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	41	686	0	17	1468	107	0	43	0	117	83	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)		10.8	_		7.2	•		1.0			3.6	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		3.0			3.0			3.0			3.0	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2	1	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex		CI+Ex	CI+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel		,										
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		. 51111	6	. 31111	. 51111	8		. 51111	4	
Permitted Phases	2			6	-	6	8	-		4		
Detector Phase	5	2		6	6	6	8	8		4	4	
20,0001111000		_				U	U	0			Т	

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Switch Phase												
Minimum Initial (s)	5.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	12.0	28.2		28.2	28.2	28.2	42.3	42.3		42.3	42.3	
Total Split (s)	12.0	86.0		74.0	74.0	74.0	44.0	44.0		44.0	44.0	
Total Split (%)	9.2%	66.2%		56.9%	56.9%	56.9%	33.8%	33.8%		33.8%	33.8%	
Maximum Green (s)	5.0	79.8		67.8	67.8	67.8	36.7	36.7		36.7	36.7	
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	
All-Red Time (s)	3.3	2.5		2.5	2.5	2.5	4.0	4.0		4.0	4.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	7.0	6.2		6.2	6.2	6.2		7.3		7.3	7.3	
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Walk Time (s)		10.0		10.0	10.0	10.0	24.0	24.0		24.0	24.0	
Flash Dont Walk (s)		12.0		12.0	12.0	12.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		14		14	14	14	14	14		14	14	
Act Effct Green (s)	93.4	94.2		83.5	83.5	83.5		22.3		22.3	22.3	
Actuated g/C Ratio	0.72	0.72		0.64	0.64	0.64		0.17		0.17	0.17	
v/c Ratio	0.18	0.20		0.04	0.47	0.12		0.16		0.54	0.27	
Control Delay	6.7	4.1		13.9	14.9	3.1		34.0		55.5	16.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Delay	6.7	4.1		13.9	14.9	3.1		34.0		55.5	16.4	
LOS	Α	Α		В	В	Α		С		Е	В	
Approach Delay		4.3			14.1			34.0			39.3	
Approach LOS		Α			В			С			D	
Queue Length 50th (m)	1.4	8.3		1.3	56.9	0.0		7.0		26.7	4.8	
Queue Length 95th (m)	3.9	13.6		5.7	97.2	8.1		14.6		38.7	15.8	
Internal Link Dist (m)		146.6			161.0			133.7			139.4	
Turn Bay Length (m)	125.0			40.0								
Base Capacity (vph)	231	3486		424	3125	913		444		360	477	
Starvation Cap Reductn	0	0		0	0	0		0		0	0	
Spillback Cap Reductn	0	0		0	0	0		0		0	0	
Storage Cap Reductn	0	0		0	0	0		0		0	0	
Reduced v/c Ratio	0.18	0.20		0.04	0.47	0.12		0.10		0.33	0.17	

Other

Area Type: Cycle Length: 130

Actuated Cycle Length: 130

Offset: 95 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 13.6 Intersection Capacity Utilization 70.2%

Intersection LOS: B ICU Level of Service C

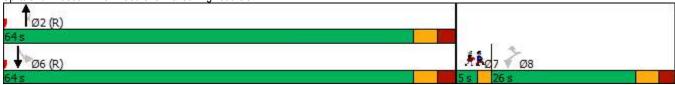
Analysis Period (min) 15

Splits and Phases: 15: Iroquois & Carling Ø4 Ø2 (R) ↑ø8 Ø6 (R)

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Lane Configurations	<u> </u>	7	^	7	ODL	41	21
Traffic Volume (vph)	121	56	819	83	46	896	
Future Volume (vph)	121	56	819	83	46	896	
deal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	0.95	1.00	0.95	0.95	
Ped Bike Factor	0.99	0.98	0.55	0.95	0.50	1.00	
Frt	0.55	0.850		0.850		1.00	
FIt Protected	0.950	0.000		0.000		0.998	
Satd. Flow (prot)	1710	1530	3353	1500	0	3314	
Flt Permitted	0.950	1550	3333	1300	U	0.870	
	1686	1/07	2252	1424	0	2888	
Satd. Flow (perm)	1000	1497	3353		U	2000	
Right Turn on Red		Yes		Yes			
Satd. Flow (RTOR)	40	56		83			
Link Speed (k/h)	40		50			50	
_ink Distance (m)	107.1		81.6			86.5	
Travel Time (s)	9.6		5.9			6.2	
Confl. Peds. (#/hr)	10	7		18	10		
Confl. Bikes (#/hr)				3			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Heavy Vehicles (%)	0%	0%	2%	2%	3%	3%	
Adj. Flow (vph)	121	56	819	83	46	896	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	121	56	819	83	0	942	
Enter Blocked Intersection	No	No	No	No	No	No	
_ane Alignment	Left	Right	Left	Right	Left	Left	
Median Width(m)	3.6	Ţ.	0.0	Ţ.		0.0	
Link Offset(m)	0.0		0.0			0.0	
Crosswalk Width(m)	3.0		3.0			3.0	
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	
Turning Speed (k/h)	25	15		15	25		
Number of Detectors	1	1	2	1	1	2	
Detector Template	Left	Right	Thru	Right	Left	Thru	
_eading Detector (m)	2.0	2.0	10.0	2.0	2.0	10.0	
Frailing Detector (m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Position(m)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Size(m)	2.0	2.0	0.6	2.0	2.0	0.6	
Detector 1 Type	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	
	UI+EX	UI+EX	UI+EX	OI+EX	OI+EX	OI+EX	
Detector 1 Channel Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	
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Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(m)			9.4			9.4	
Detector 2 Size(m)			0.6			0.6	
Detector 2 Type			CI+Ex			CI+Ex	
Detector 2 Channel							
Detector 2 Extend (s)			0.0			0.0	
Turn Type	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases			2			6	7
Permitted Phases	8	8		2	6		
Detector Phase	8	8	2	2	6	6	
JEIEUIUI FIIASE							
Switch Phase Minimum Initial (s)	5.0	5.0	10.0	10.0	10.0	10.0	3.0

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø7
Total Split (s)	26.0	26.0	64.0	64.0	64.0	64.0	5.0
Total Split (%)	27.4%	27.4%	67.4%	67.4%	67.4%	67.4%	5%
Maximum Green (s)	20.3	20.3	58.0	58.0	58.0	58.0	3.0
Yellow Time (s)	3.3	3.3	3.3	3.3	3.3	3.3	2.0
All-Red Time (s)	2.4	2.4	2.7	2.7	2.7	2.7	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	
Total Lost Time (s)	5.7	5.7	6.0	6.0		6.0	
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	C-Max	C-Max	C-Max	C-Max	None
Walk Time (s)	2.0	2.0	11.0	11.0	11.0	11.0	
Flash Dont Walk (s)	18.0	18.0	18.0	18.0	18.0	18.0	
Pedestrian Calls (#/hr)	5	5	5	5	5	5	
Act Effct Green (s)	12.7	12.7	70.6	70.6		70.6	
Actuated g/C Ratio	0.13	0.13	0.74	0.74		0.74	
v/c Ratio	0.54	0.23	0.33	0.08		0.44	
Control Delay	46.1	11.5	5.1	1.4		6.0	
Queue Delay	0.0	0.0	0.0	0.0		0.0	
Total Delay	46.1	11.5	5.1	1.4		6.0	
LOS	D	В	Α	Α		Α	
Approach Delay	35.1		4.7			6.0	
Approach LOS	D		A			Α	
Queue Length 50th (m)	19.5	0.0	19.7	0.0		25.5	
Queue Length 95th (m)	32.0	8.8	37.4	4.0		48.7	
Internal Link Dist (m)	83.1		57.6			62.5	
Turn Bay Length (m)	222	000	0.40.4	40=0		0445	
Base Capacity (vph)	360	363	2491	1079		2145	
Starvation Cap Reductn	0	0	0	0		0	
Spillback Cap Reductn	0	0	0	0		0	
Storage Cap Reductn	0	0	0	0		0	
Reduced v/c Ratio	0.34	0.15	0.33	0.08		0.44	
Intersection Summary							
	Other						
Cycle Length: 95							
Actuated Cycle Length: 95							
Offset: 45 (47%), Referenced t	o phase 2:N	BT and 6:	SBTL, Star	t of Green			
Natural Cycle: 70							
Control Type: Actuated-Coordin	nated						
Maximum v/c Ratio: 0.54							
Intersection Signal Delay: 8.0	75 501				tersection		
Intersection Capacity Utilization	n /5.5%			IC	U Level of	f Service D	
Analysis Period (min) 15							

Splits and Phases: 18: Woodroffe E & Carlingwood SC



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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W.			ፈተተ	ተ ኈ	
Traffic Volume (vph)	8	16	33	931	1054	11
Future Volume (vph)	8	16	33	931	1054	11
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt	0.910				0.998	
Flt Protected	0.984			0.998		
Satd. Flow (prot)	1580	0	0	4761	3314	0
Flt Permitted	0.984			0.998		
Satd. Flow (perm)	1580	0	0	4761	3314	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	53.6			15.2	67.0	
Travel Time (s)	3.9			1.1	4.8	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	2%	2%	3%	3%	3%	3%
Adj. Flow (vph)	8	16	33	931	1054	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	24	0	0	964	1065	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6			0.0	0.0	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 54.6%			IC	U Level of	Service A
Analysis Period (min) 15						
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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		ተተተ	ttt⊅			7
Traffic Volume (vph)	0	978	1983	21	0	23
Future Volume (vph)	0	978	1983	21	0	23
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Storage Length (m)	0.0			0.0	0.0	0.0
Storage Lanes	0			0	0	1
Taper Length (m)	7.5				7.5	
Lane Util. Factor	1.00	0.91	0.86	0.86	1.00	1.00
Ped Bike Factor						
Frt			0.998			0.865
Flt Protected						
Satd. Flow (prot)	0	4771	6058	0	0	1526
Flt Permitted						
Satd. Flow (perm)	0	4771	6058	0	0	1526
Link Speed (k/h)		50	50		50	
Link Distance (m)		65.5	128.3		77.6	
Travel Time (s)		4.7	9.2		5.6	
Confl. Peds. (#/hr)				27		
Confl. Bikes (#/hr)				6		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	3%	3%	2%	2%	2%	2%
Adj. Flow (vph)	0	978	1983	21	0	23
Shared Lane Traffic (%)	•	• • •			•	_,
Lane Group Flow (vph)	0	978	2004	0	0	23
Enter Blocked Intersection	No	Yes	Yes	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.6	3.6	J	0.0	J -
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		3.0	3.0		3.0	
Two way Left Turn Lane		<u> </u>			<u> </u>	
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25			15	25	15
Sign Control		Free	Free		Stop	
			. 100		2.06	
Intersection Summary	011					
Area Type:	Other					
Control Type: Unsignalized	40.70/			101		
Intersection Capacity Utilizati	on 40.7%			ICI	J Level of	Service A
Analysis Period (min) 15						

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Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	14/			414	ተ ኈ	
Traffic Volume (vph)	19	42	47	778	837	23
Future Volume (vph)	19	42	47	778	837	23
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.95	0.95	0.95	0.95
Ped Bike Factor						
Frt	0.907				0.996	
Flt Protected	0.985			0.997		
Satd. Flow (prot)	1577	0	0	3343	3340	0
Flt Permitted	0.985			0.997		
Satd. Flow (perm)	1577	0	0	3343	3340	0
Link Speed (k/h)	50			50	50	
Link Distance (m)	194.4			86.5	82.4	
Travel Time (s)	14.0			6.2	5.9	
Confl. Peds. (#/hr)	8		18			18
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	19	42	47	778	837	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	825	860	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.6	-		0.0	0.0	Ť
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	3.0			3.0	3.0	
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15	25			15
Sign Control	Stop			Free	Free	
Intersection Summary						
Area Type:	Other					
Control Typo: Uncignalized						

Control Type: Unsignalized Intersection Capacity Utilization 63.2% Analysis Period (min) 15 ICU Level of Service B

Synchro 10 Report J.Audia, Novatech

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*5			7		
Traffic Volume (vph)	18	0	0	13	0	0
Future Volume (vph)	18	0	0	13	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.865		
Flt Protected	0.950					
Satd. Flow (prot)	1676	0	0	1526	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1676	0	0	1526	0	0
Link Speed (k/h)	50		50			50
Link Distance (m)	48.2		77.6			6.2
Travel Time (s)	3.5		5.6			0.4
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	18	0	0	13	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	0	13	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6	, in the second	0.0	Ŭ		0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizati	on 6.7%			IC	U Level of	Service A

Analysis Period (min) 15

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Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*	#	ተ ተኈ			414
Traffic Volume (vph)	34	14	904	32	12	1029
Future Volume (vph)	34	14	904	32	12	1029
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	0.91	0.91	0.95	0.95
Frt		0.850	0.995			
Flt Protected	0.950					0.999
Satd. Flow (prot)	1676	1500	4794	0	0	3350
Flt Permitted	0.950			-		0.999
Satd. Flow (perm)	1676	1500	4794	0	0	3350
Link Speed (k/h)	50		50			50
Link Distance (m)	105.2		67.0			81.6
Travel Time (s)	7.6		4.8			5.9
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	34	14	904	32	12	1029
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	14	936	0	0	1041
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	3.6	J	0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type: Unsignalized						
Intersection Capacity Utilizat	ion 48.9%			IC	U Level of	Service A
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Analysis Period (min) 15