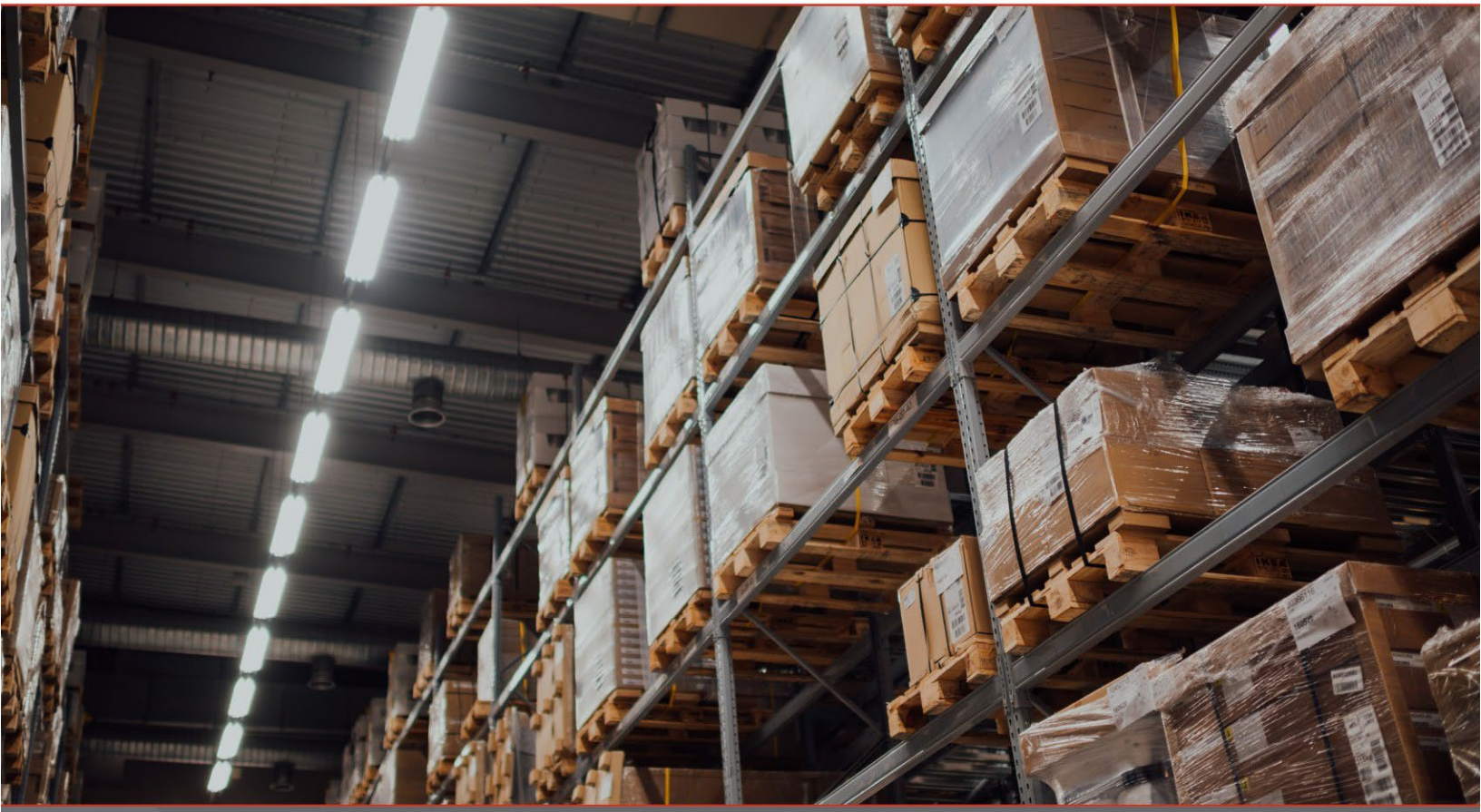
375 DIDSBURY ROAD
CITY OF OTTAWA

Proposed Large-Format Retail
Transportation Impact Assessment



Prepared For: FCRI Properties LP

July 2026 (Updated October 2026)

BA Group

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Kitchener
40 Weber Street, Suite 60
Kitchener, ON N2H 6R3

Ottawa
135 Laurier Avenue West, Suite 208
Ottawa, ON K1P 5J2

Toronto
95 St. Clair Avenue West, Suite 1000
Toronto, ON M4V 1N6

www.bagroup.com

AUTHORSHIP

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PREPARED BY

Lead Author

Ryan Williams, M.A.Sc., P.Eng.
Transportation Engineer

REVIEWED BY

Project Manager

Margaret Briegmann, P.Eng., Consulting Engineer
Principal



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1.0 INTRODUCTION

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

BA Group submitted a report entitled 375 Didsbury Road, Proposed Large-Format Retail, Transportation Impact Assessment, dated July 2026 (referred to herein as the July 2026 report). Comments on the July 2026 report were provided by the City of Ottawa in September 2026.

This report provides a revised summary of the four stages of the Transportation Impact Assessment (TIA). Responses to all City comments are provided in **Appendix A**.

1.1 Study Process

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

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

The structure of this report reflects the evolving TIA guidelines and industry best practices, while responding to the site context and proposed land use.

1.2 Screening

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

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

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

1.3 Description of Development

FCRI Properties LP is preparing a ZBA application for a large format retail development. The site location is illustrated in **Figure 1**. While the future tenancy is unknown, the current TIA considers general retail uses and logical driveway connections for the purposes of the ZBA. The details of the proposal will be refined at the Site Plan Control stage.

Existing Site

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

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

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

Proposed Development

The proposed concept contemplates a large format retail store to be located at the southeast corner of the site, along Campeau Drive immediately west of the future extension of Didsbury Road. Six additional smaller-scale retail buildings are contemplated on the western portion of the site, with the remainder of the site used primarily for parking and circulation. The proposed development includes approximately 18,615 m^2 of retail gross floor area (GFA), and is anticipated to be completed in a single phase. For the purposes of analysis documented in this report, occupancy is assumed by the year 2028.

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

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

Table 1 Proposed Development Statistics

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

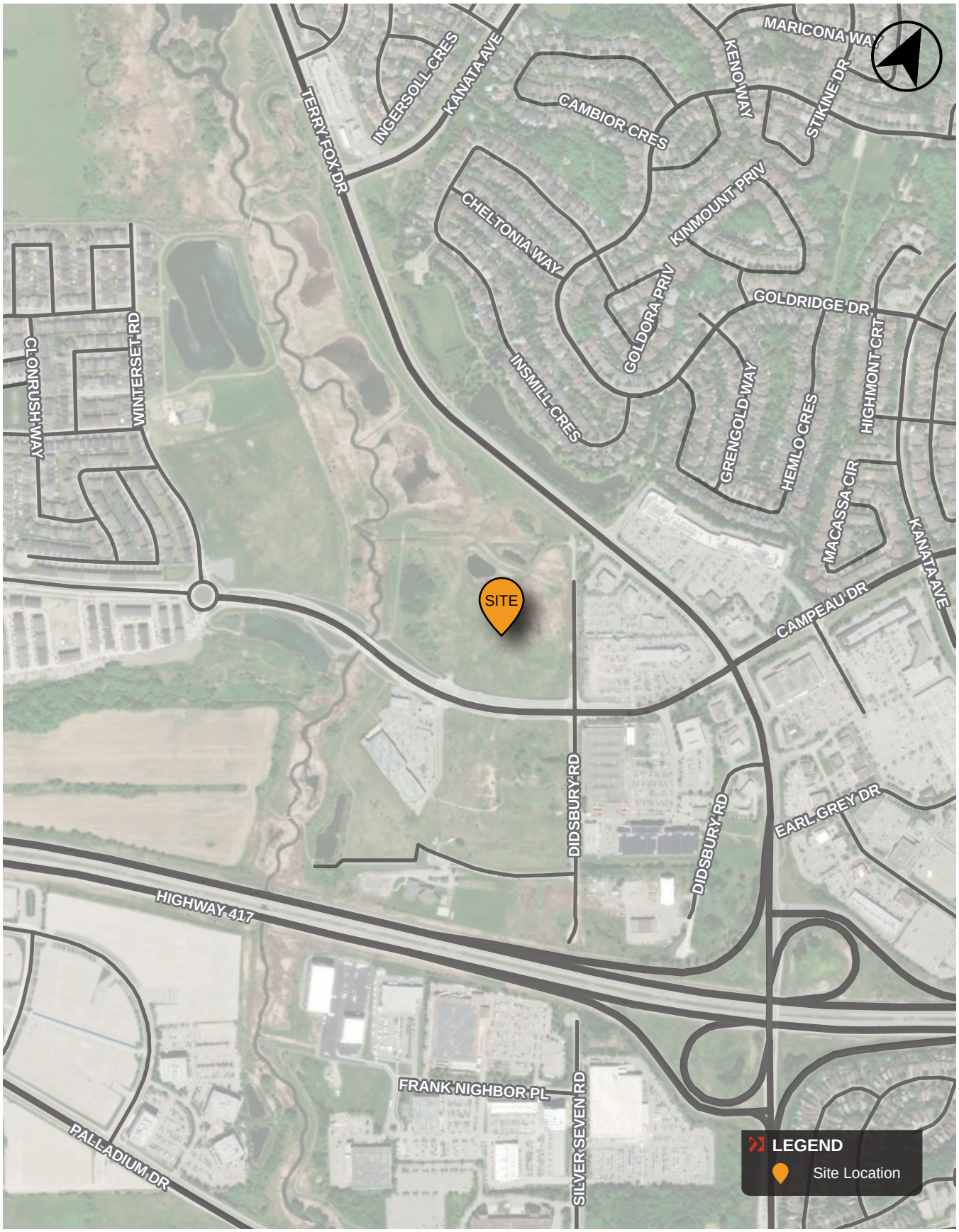
Notes:
1. Based on a proposed concept and development statistics provided by Turner Fleisher, dated July 9, 2026.

1.4 Planning Context

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

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

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



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FIGURE 1 SITE LOCATION

2.0 SCOPING

2.1 Forecasting Parameters

2.1.1 Time Periods

The analysis time periods include the following:

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

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

2.1.2 Horizon Years

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

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

2.2 Confirmation of TIA Scope

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

Table 2 Analysis Stage Scoping Table

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

Table continues on next page…

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

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

2.3 Study Area

The study area includes the following intersections:

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

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

2.4 Existing Conditions

2.4.1 Roads and Traffic Control

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

Table 3 Existing Area Road Network

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

Figure 2 illustrates the existing lane configuration and traffic control.

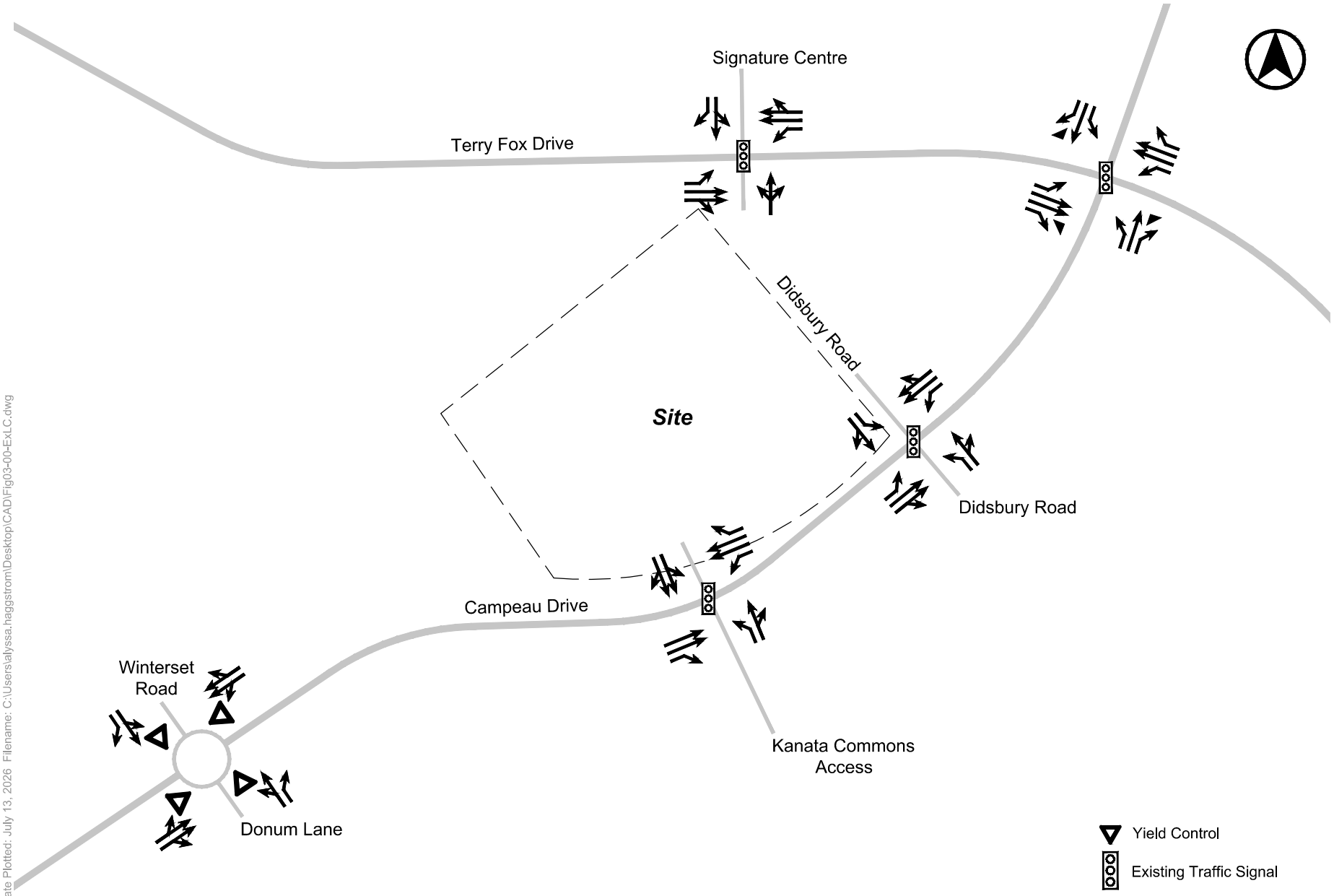


FIGURE 2 EXISTING ROAD NETWORK AND LANE CONFIGURATION

2.4.2 Walking and Cycling

Existing Pedestrian Infrastructure

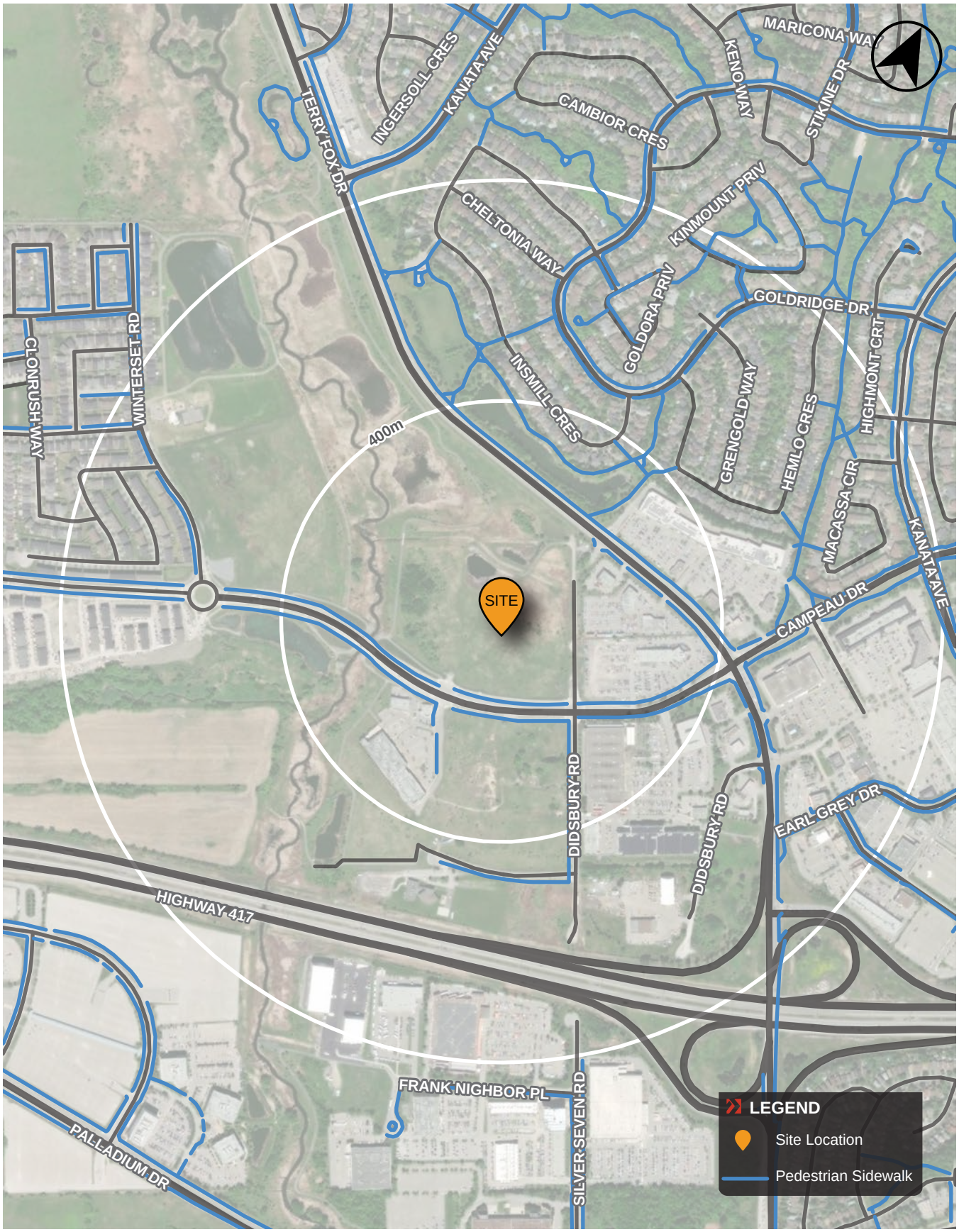
Sidewalks are provided on the north and south sides of Campeau Drive within the study area. A sidewalk is provided on the north side of Terry Fox Drive, and a sidewalk on the south side of Terry Fox Drive extends from the intersection of Terry Fox Drive / Roland Michener Way – Didsbury Road southeast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

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

Existing Cycling Infrastructure

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

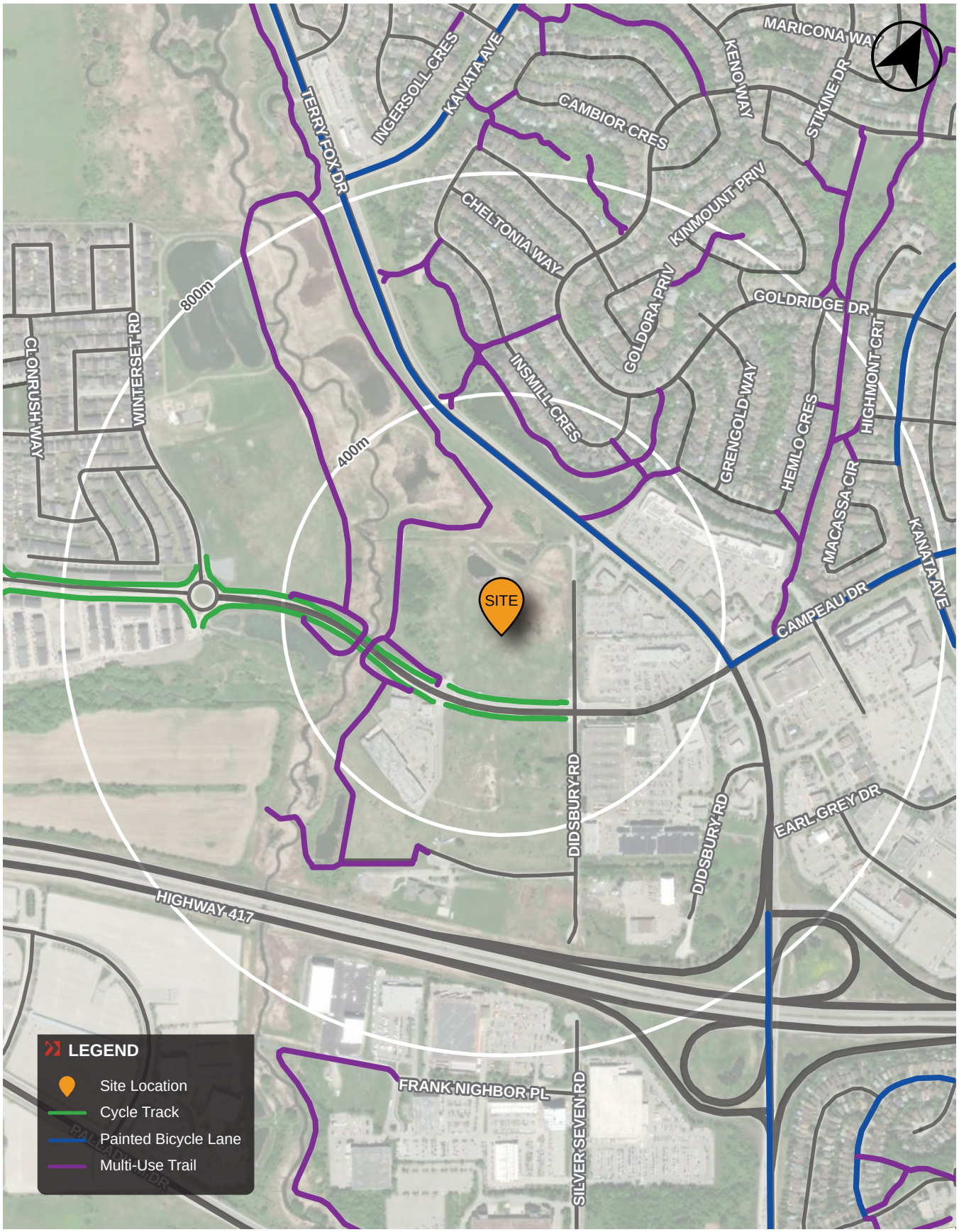
Figure 4 illustrates the existing cycling facilities within the vicinity of the subject site.



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FIGURE 3 EXISTING PEDESTRIAN CONTEXT



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FIGURE 4 EXISTING CYCLING CONTEXT

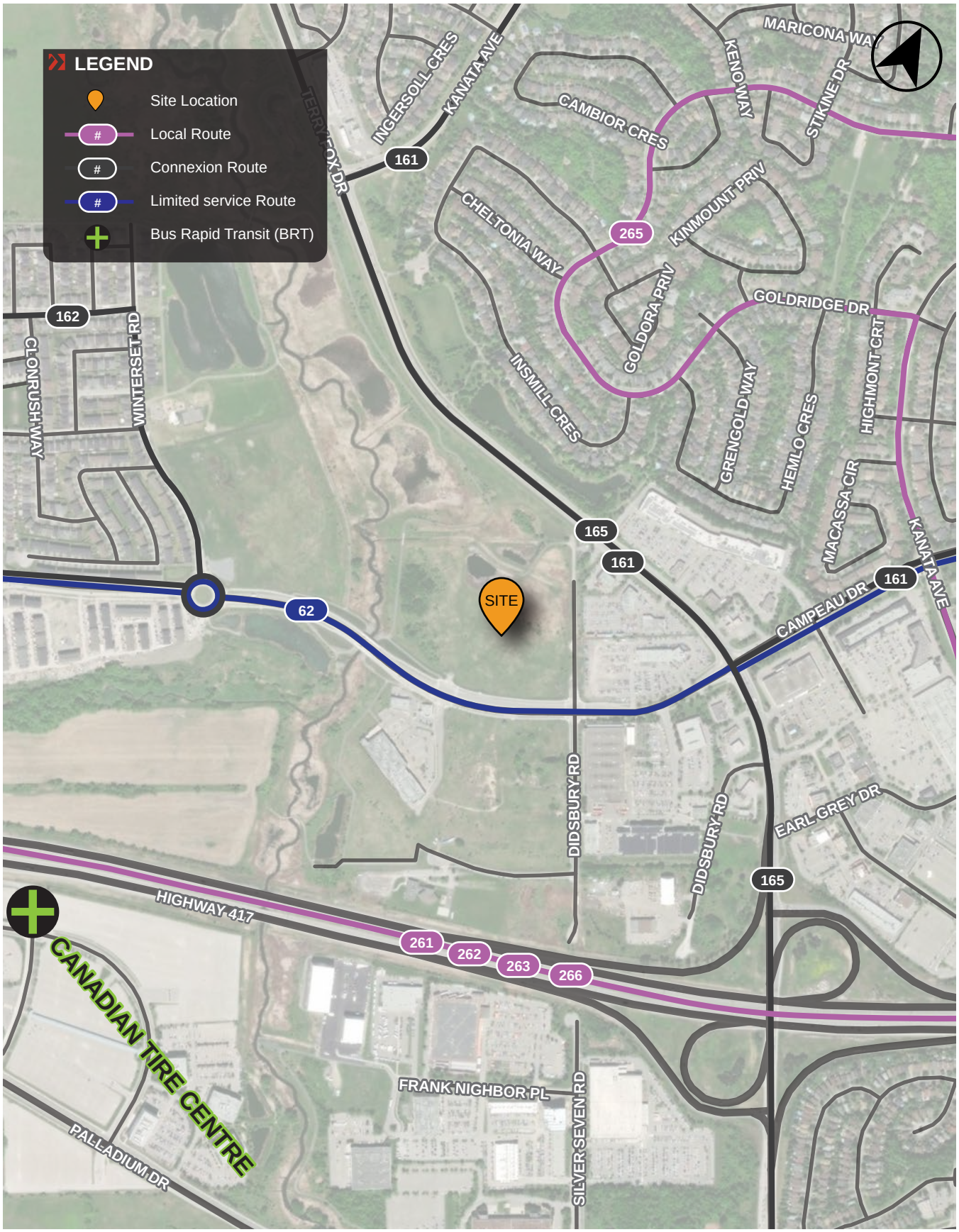
2.4.3 Transit

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

Table 4 Existing Area Transit Network

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

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



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FIGURE 5 EXISTING AREA TRANSIT NETWORK

2.4.4 Area Traffic Management Measures

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

2.4.5 Existing Traffic Volumes

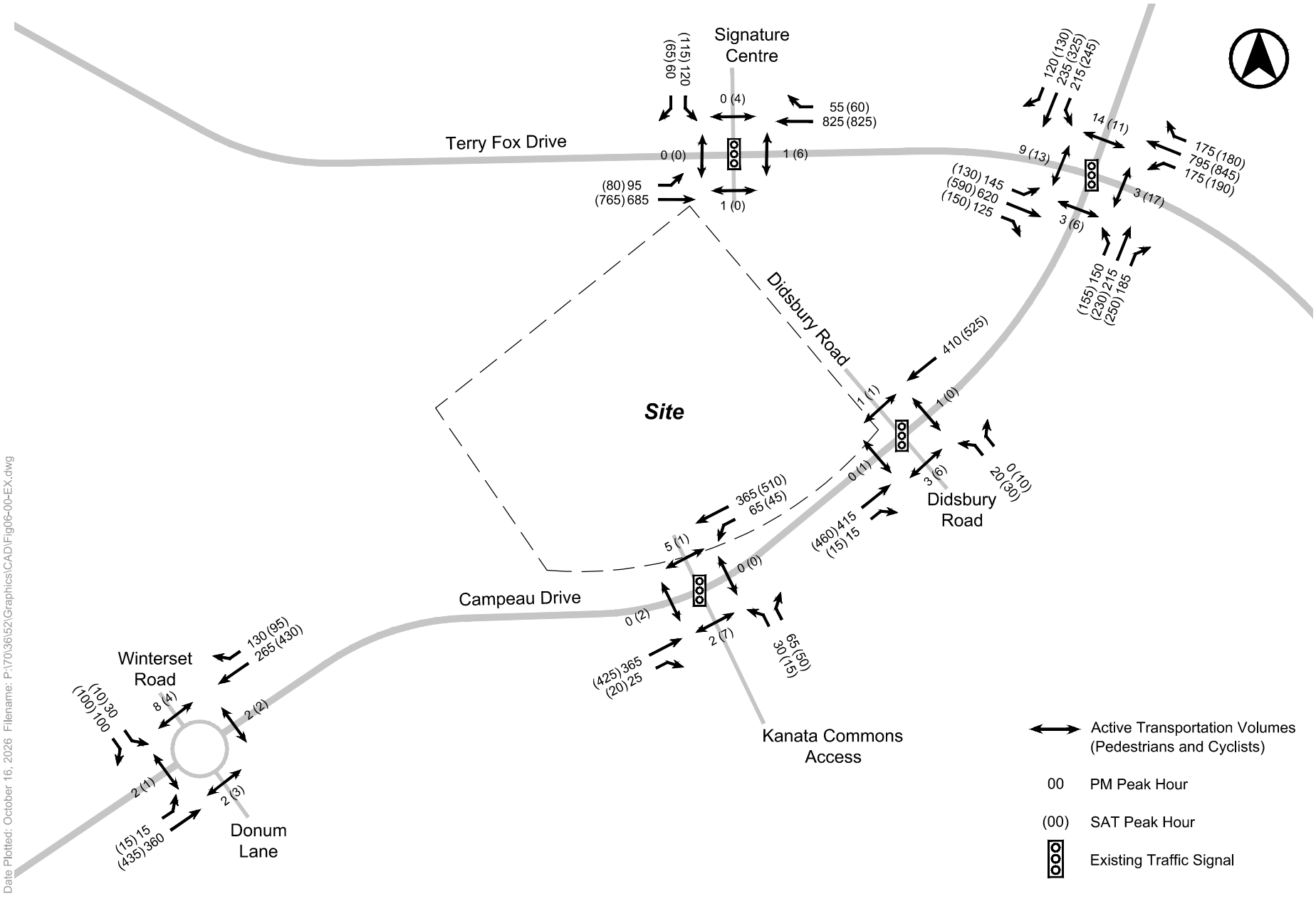
Turning movement counts at the intersections in the study area were collected by the City of Ottawa on Friday November 21, 2025 and Saturday, November 22, 2025 and processed by Spectrum Inc. on behalf of BA Group. Traffic volumes in this report have been balanced and rounded to the nearest five vehicles.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

Table 5 Data Collection Information

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

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

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



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FIGURE 6 EXISTING TRAFFIC VOLUMES

2.4.6 Collision History

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

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

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

Table 6 Collision Data Summary – Location and Category

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

Table continues on next page…

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

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

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

Table 7 Collision Data Summary – Vehicle Direction and Manoeuvre

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

Table continues on next page…

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

2.5 Planned Conditions

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

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

2.5.1 Future Road Network

2.5.1.1 2025 Transportation Master Plan

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

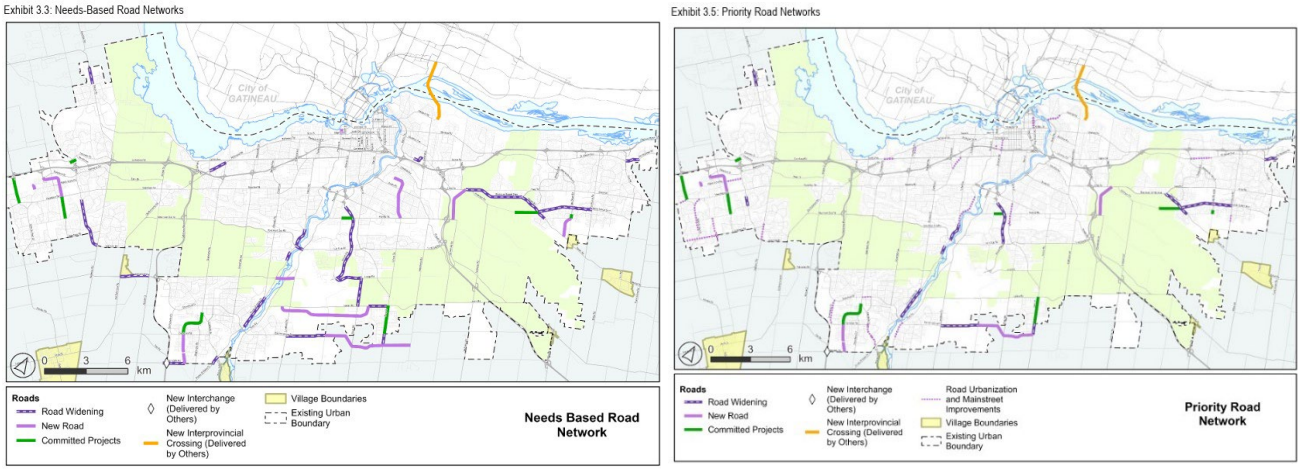
- The Earl Grey Drive Extension is being constructed to provide a connection between Earl Grey Drive and Didsbury Road to improve traffic flow and bus access to future Terry Fox Station. The Earl Grey Drive Extension will be a two-lane roadway with cycling and pedestrian facilities. The Earl Grey Drive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

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

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

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

Figure 7: 2025 Transportation Master Plan – Road Network Development



2.5.1.2 Proposed Network Improvements

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

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

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

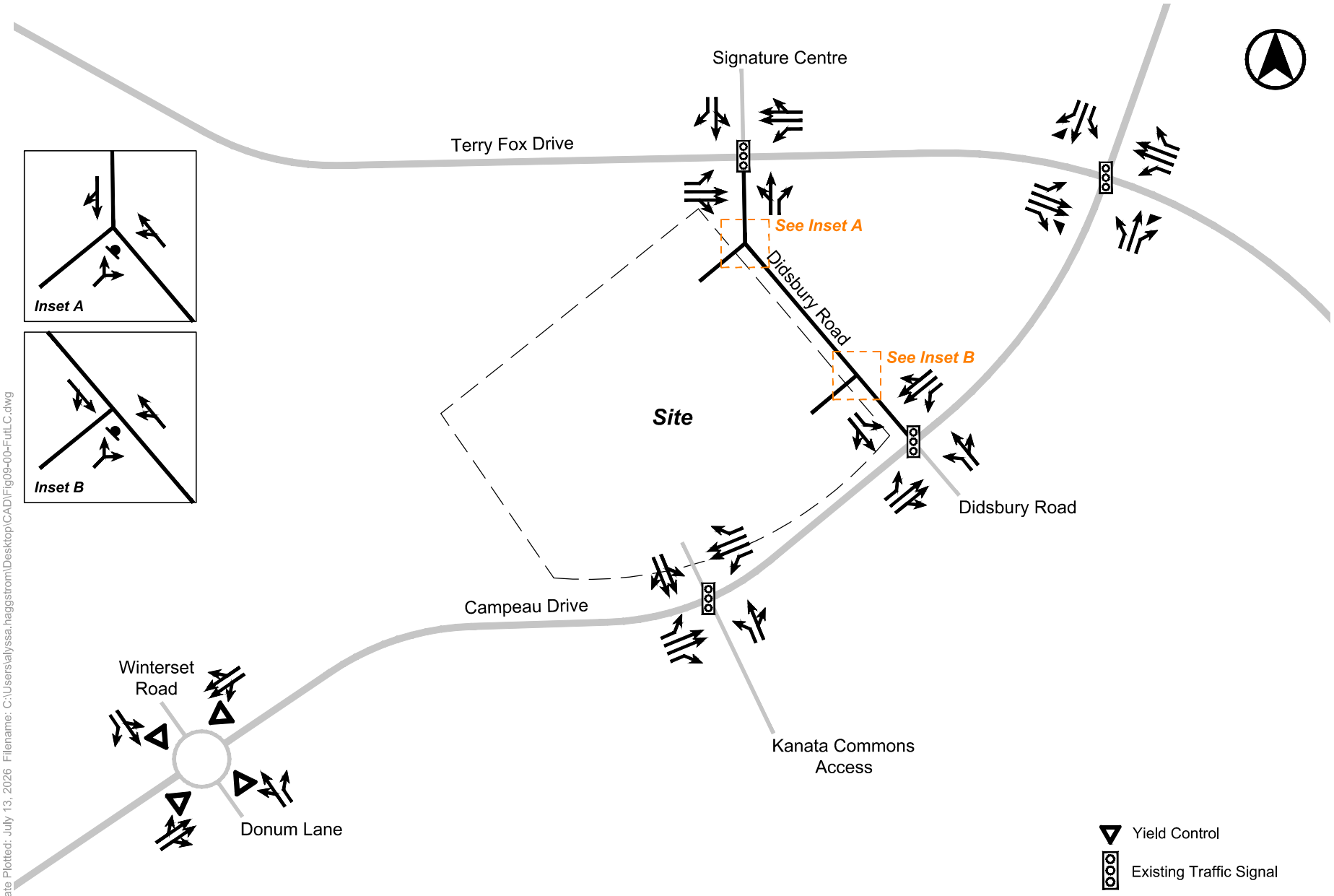


FIGURE 8 FUTURE ROAD NETWORK AND LANE CONFIGURATION

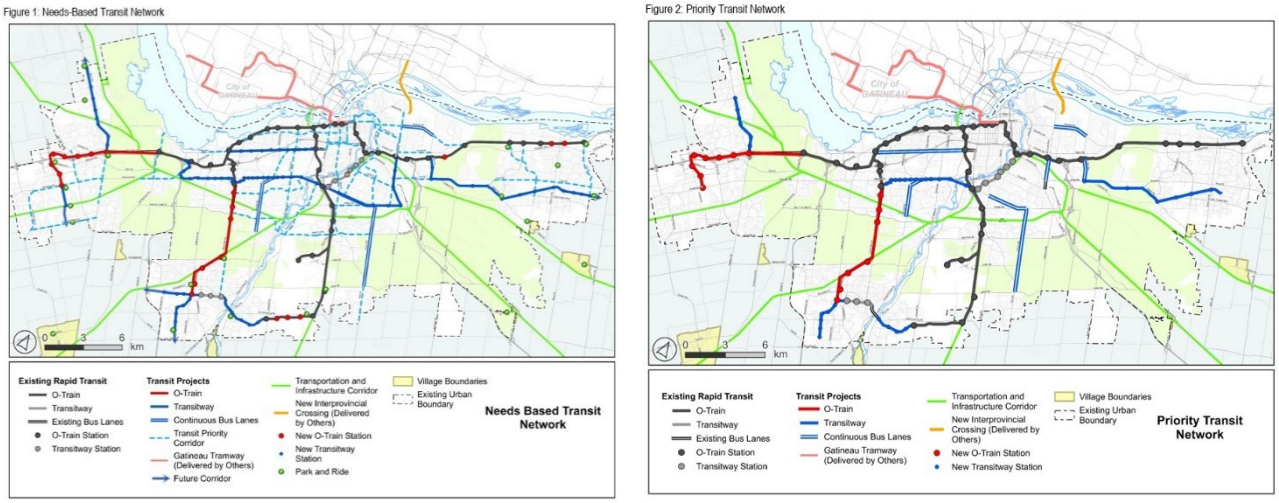
2.5.2 Future Transit Network

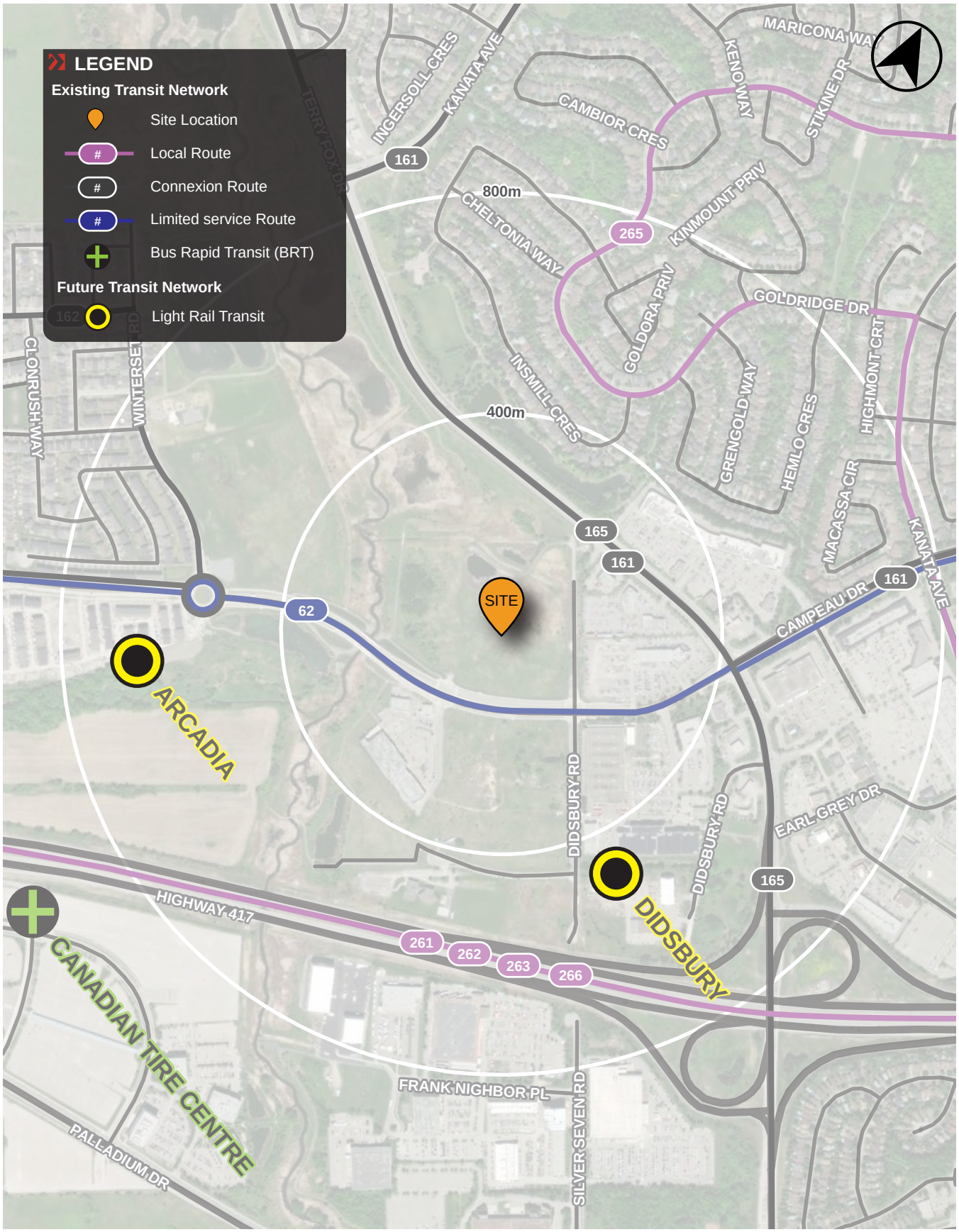
The 2025 TMP Transit Network Development Report identifies the corridor along Terry Fox Drive as a transit priority corridor between March Road and Terry Fox Station. Planned transit changes identified in the needs-based transit network include the following:

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

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

Figure 9: 2025 Transportation Master Plan – Transit Network Development





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

FIGURE 10 FUTURE TRANSIT NETWORK

2.5.3 Future Active Transportation Network

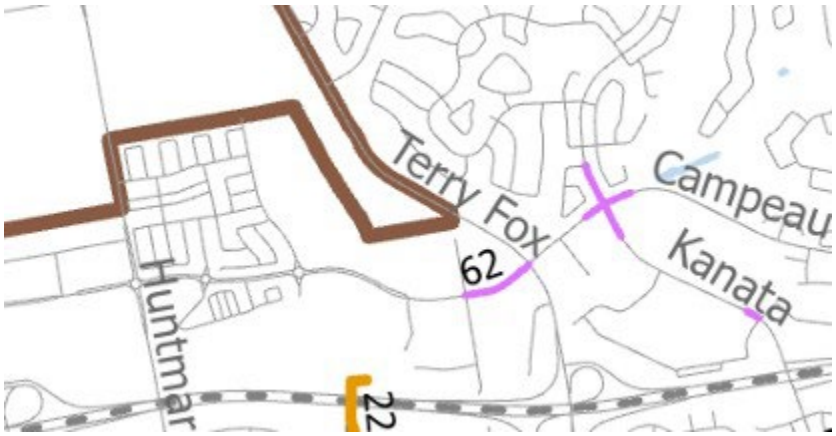
The 2025 TMP Active Transportation Projects list highlights Kanata Avenue and Campeau Drive as candidates for bike lanes and separated cycling facilities to address missing links along Campeau Drive and Kanata Avenue as part of the Later Phase. The missing link on Campeau Drive within the site vicinity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

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

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

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

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



2.5.4 Forecasting Considerations

2.5.4.1 Corridor Growth

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

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

Table 8 Corridor Growth Summary

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

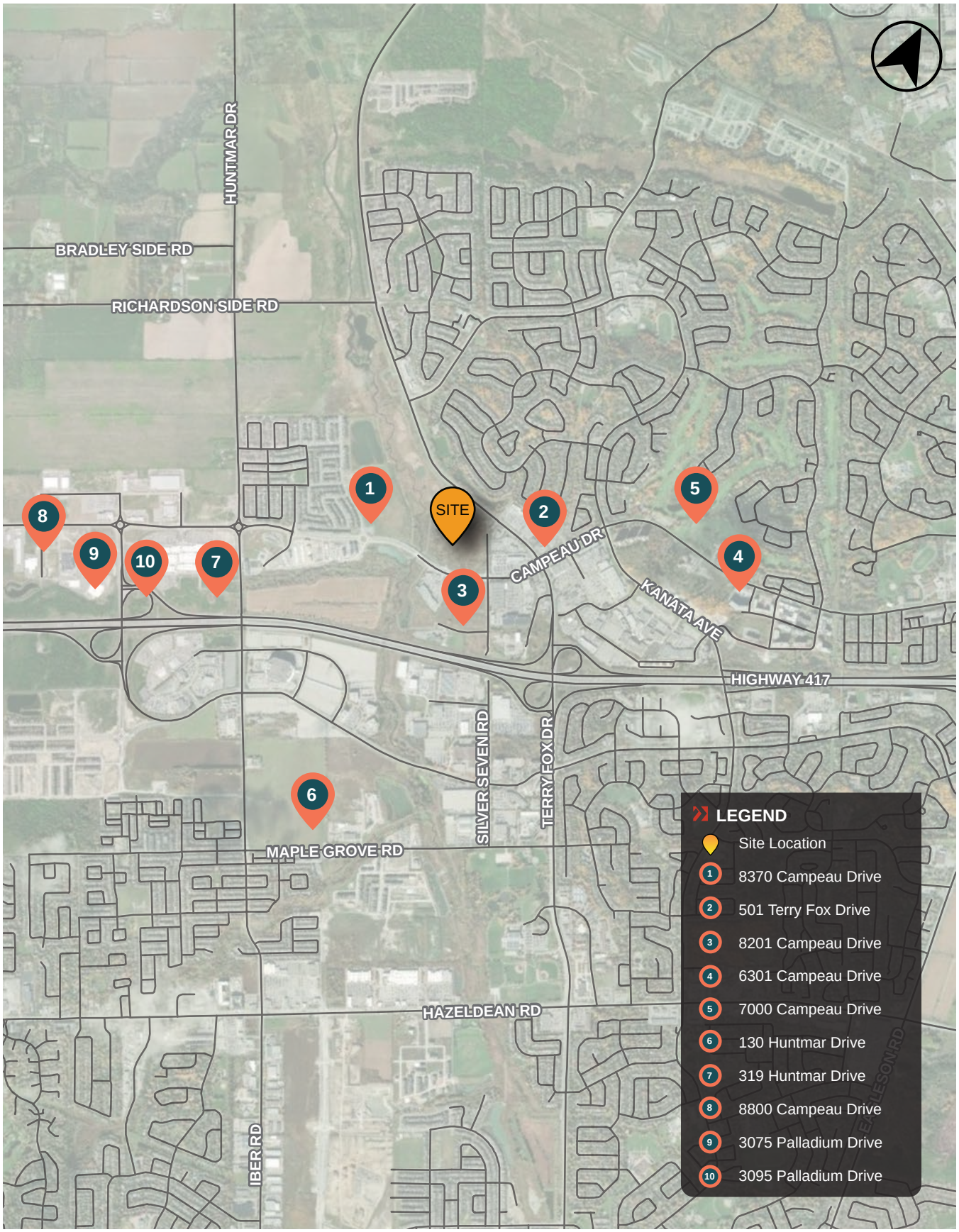
2.5.4.2 Other Study Area Developments

Traffic allowances were made for 10 other site-specific proposed developments in the area, per the City of Ottawa's Development Applications website. These sites represent a total development of 4,067 residential units and 52,653 m^2 of non-residential GFA.

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

Table 9 Area Background Developments

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



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

FIGURE 12 AREA BACKGROUND DEVELOPMENTS

2.6 Site Trip Generation

2.6.1 Multimodal Person Trips

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

Based on City guidelines, a conversion factor of 1.28 is used to estimate person trips based on ITE vehicle trips. The area mode split for commercial uses in Kanata-Stittsville contained in the Ottawa TRANS-OD survey is then used to derive the number of trips for all modes, including an adjusted allowance for vehicle trips which is carried forward for analysis.

Person trip generation and trips for all modes are summarized in **Table 10**.

Table 10 Person Trip Generation – Multimodal Trips

Mode		Weekday Afternoon Peak Hour			Saturday Midday Peak Hour		
		In	Out	2-Way	In	Out	2-Way
Total Person Trip Generation							
ITE LUC 820 – Shopping Centre (per 1,000 ft² GFA)	Fitted Curve	*Ln(trips) = 0.72(GFA) + 3.02*			*Ln(trips) = 0.76(GFA) + 3.00*		
	Directional Distribution	*48%*	*52%*	*100%*	*51%*	*49%*	*100%*
	Effective Trip Rate	*2.42*	*2.62*	*5.04*	*3.08*	*2.96*	*6.03*
ITE Site Vehicle Trips (200,375 ft²)		445	485	930	575	555	1,130
City of Ottawa Conversion Factor[1]		1.28					
Site Person Trips		**570**	**620**	**1,190**	**735**	**710**	**1,445**
Mode Split[2]							
Auto Driver		73%					
Auto Passenger		22%					
Transit		1%					
Cycle		0%					
Walk		4%					
Total		**100%**					
Multimodal Trips							
Auto Driver		420	450	870	540	515	1,055
Auto Passenger		125	140	265	160	155	315
Transit		5	5	10	5	10	15
Cycle		0	0	0	0	0	0
Walk		20	25	45	30	30	60
Total		**570**	**620**	**1,190**	**735**	**710**	**1,445**

Notes:
1. The conversion factor of 1.28 reflects an assumed 10% non-auto mode share and average vehicle occupancy of 1.15 for auto trips in suburban or low-density conditions typically represented by ITE rates.
2. Based on 2020 TRANS-OD survey data for employment generators, Kanata-Stittsville.
3. Rounded to the nearest 5 trips.

Based on the foregoing, the proposed development is anticipated to generate 1,190 and 1,445 two-way person trips during the weekday afternoon and Saturday midday peak hours, respectively.

2.6.2 Vehicle Trip Generation

Gross vehicle trips for the site are adopted based on the multimodal trip generation summarized in **Table 10**. Although many motorists will drive to the site as a destination, other motorists will drive to the site while passing through the study area on adjacent streets. For example, retail customers may visit the site on their way home from work. These "pass-by" trips do not add to overall traffic volumes on the area road network. Instead, existing trips are diverted into the site from adjacent roadways. Based on a review of the 2021 pass-by tables in the ITE Trip Generation Appendices, an average pass-by traffic allowance of approximately 29% of site traffic has been adopted during the weekday afternoon and Saturday peak hours.

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

Vehicle trips for the proposed retail uses, including primary, pass-by and diverted-link trips, are summarized in **Table 11**.

Table 11 Vehicle Trip Generation – Retail

Trip Type	Weekday Afternoon Peak Hour			Saturday Midday Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Gross Site Vehicle Trips	**420**	**450**	**870**	**540**	**515**	**1,055**
Pass-By Trips (29%)[1]	125	125	250	150	150	300
Diverted Link Trips (10%)	45	45	90	55	55	110
Primary Trips	250	280	530	335	310	645

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

The site is anticipated to generate 870 two-way vehicle trips during the weekday afternoon peak hour, of which 530 are anticipated to be primary trips, while 250 and 90 are anticipated to be pass-by and diverted link trips, respectively. The site is anticipated to generate 1,055 two-way vehicle trips during the Saturday midday peak hour, of which 645 are anticipated to be primary trips, while 300 and 110 are anticipated to be pass-by and diverted link trips, respectively. Based on the foregoing, the site is anticipated to generate 620 and 755 net new two-way trips on the local road network in the weekday afternoon and Saturday midday peaks hours, respectively.

2.7 Site Trip Distribution

2.7.1 Vehicle Trip Distribution

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

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

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

2.7.2 Transit Trip Distribution

Based on the draft *2025 Transportation Impact Assessment Guidelines*, transit trips must be distributed based on origin-destination survey data if the number of site-based transit trips exceeds 45 trips. The site is anticipated to generate approximately 10 two-way transit trips during the weekday peak hour. Therefore, the distribution of transit trips is not required.

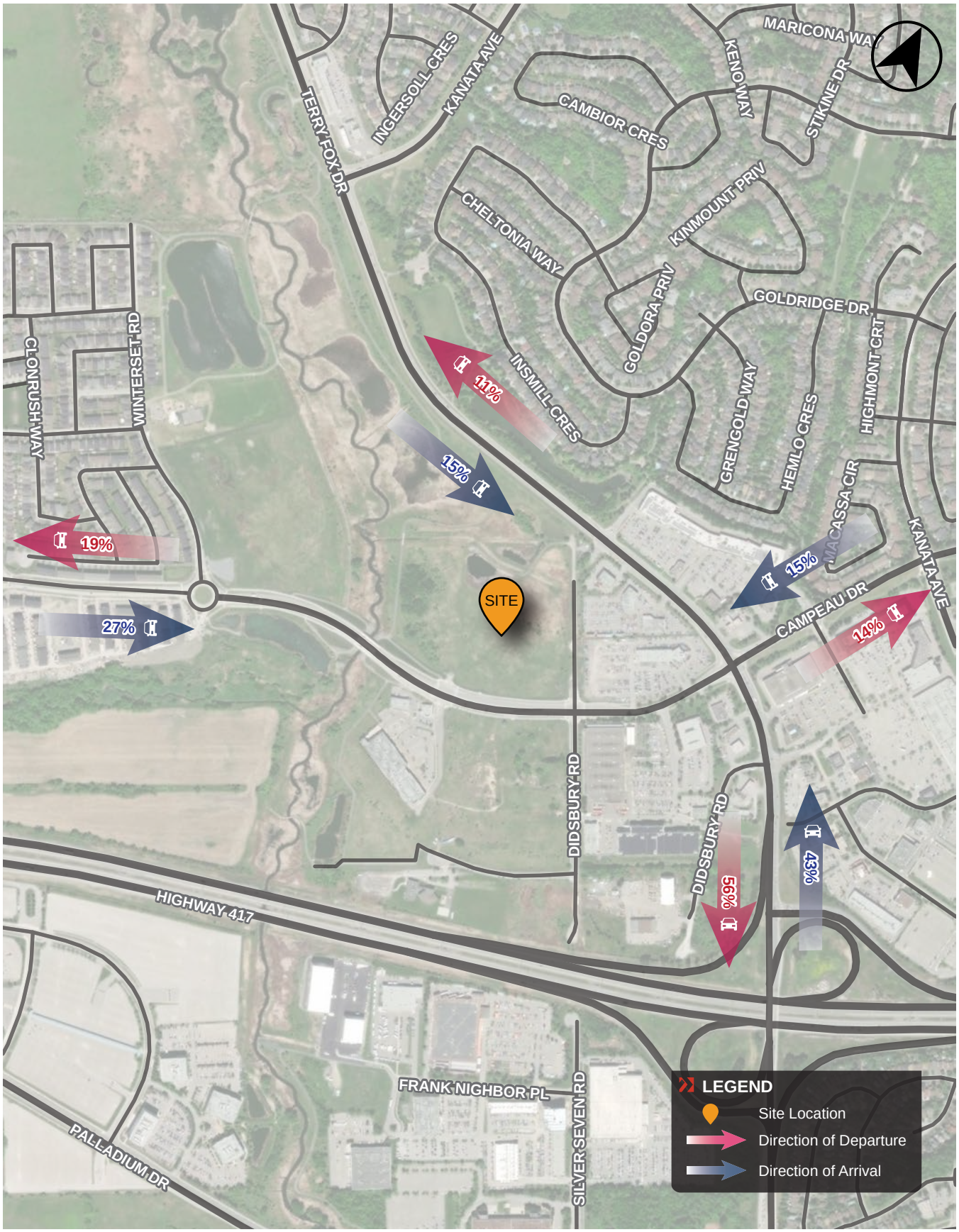
2.8 Site Trip Assignment

2.8.1 Vehicle Trip Assignment

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

2.8.2 Transit Trip Assignment

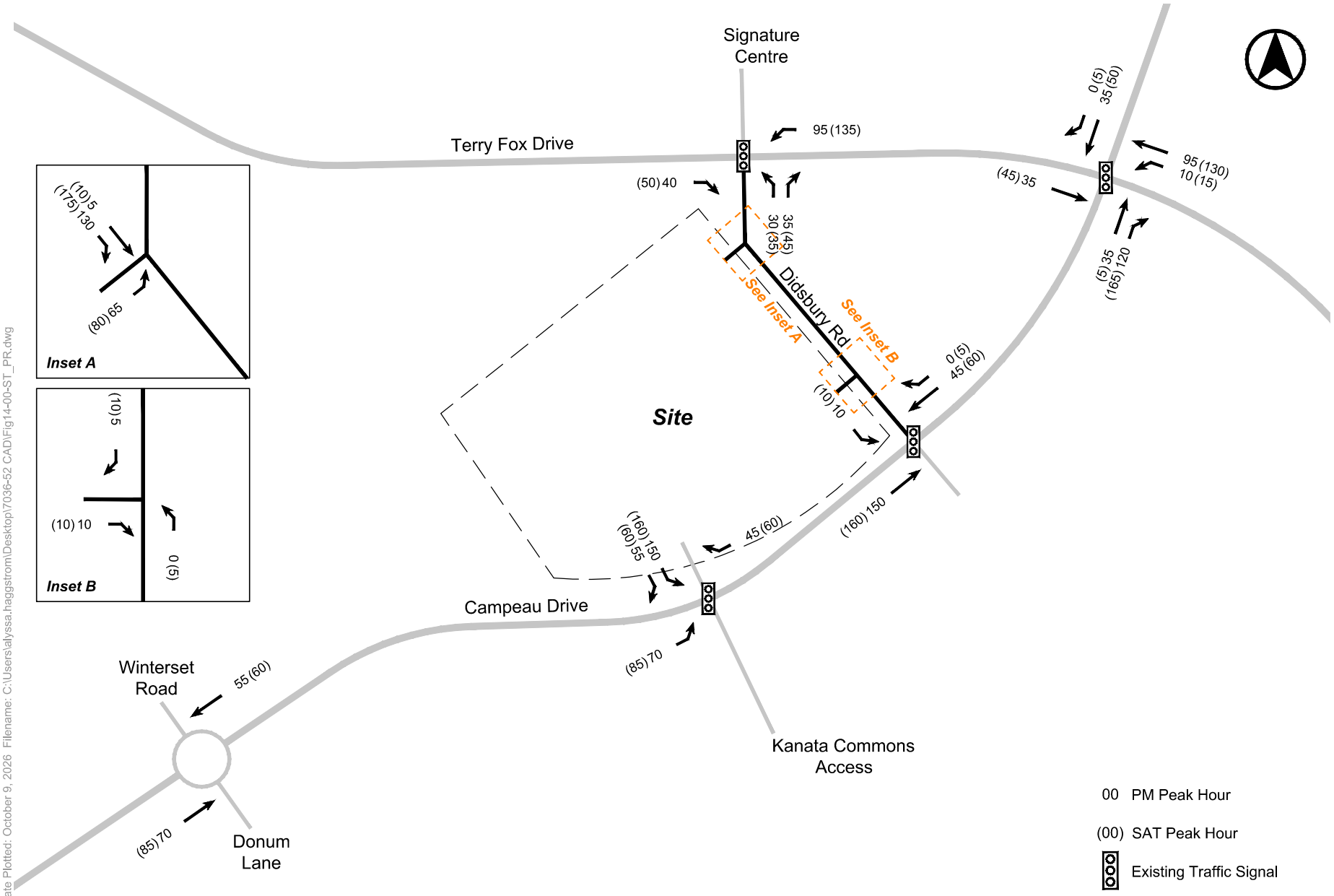
Based on the draft *2025 Transportation Impact Assessment Guidelines*, transit trips must be assigned to local routes if the number of site-based transit trips exceeds 45 trips. The site is anticipated to generate approximately 15 two-way transit trips during the weekday peak hour. Therefore, the assignment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



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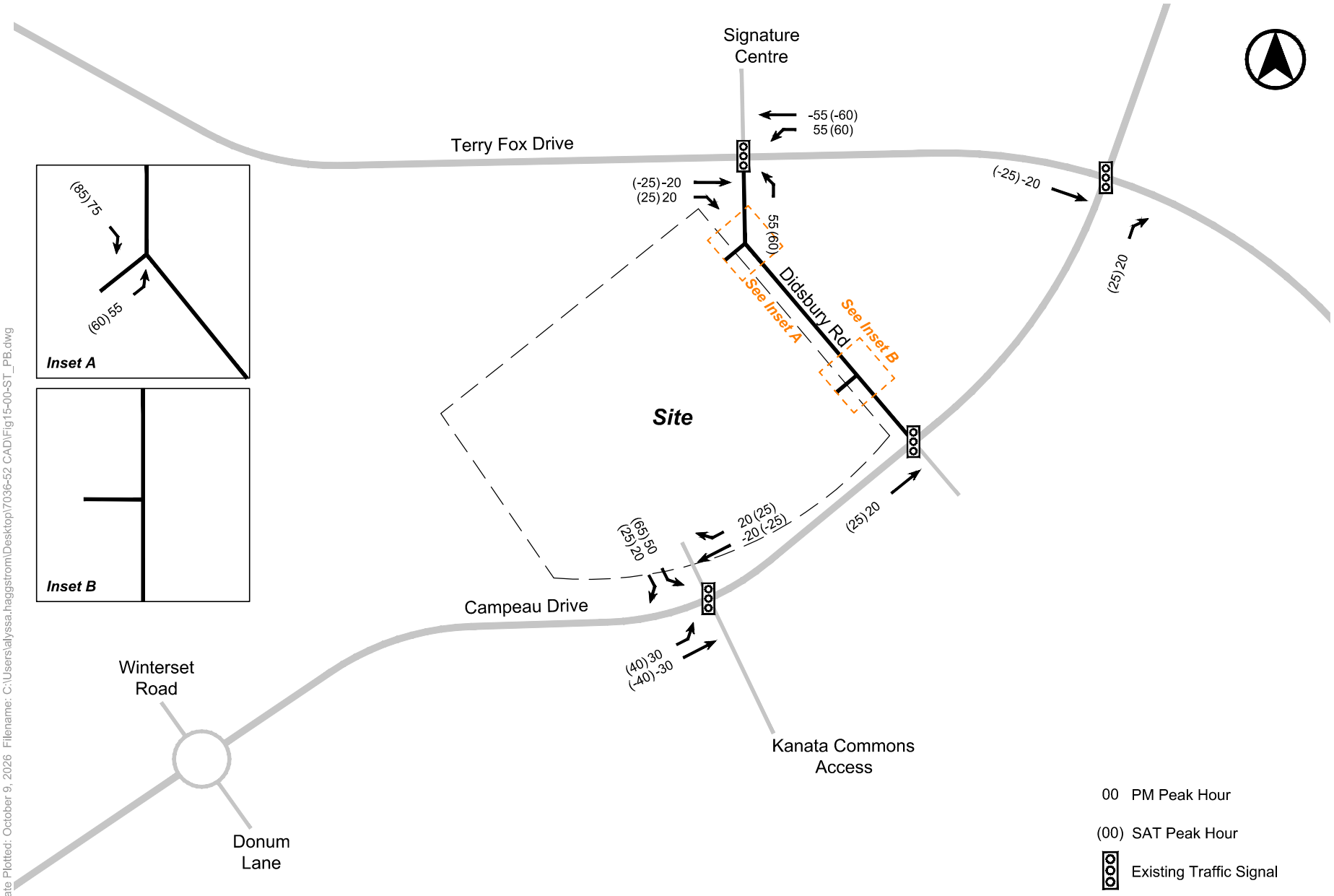
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FIGURE 13 PROPOSED LARGE-FORMAT RETAIL TRAFFIC ROUTING



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FIGURE 14 SITE PRIMARY TRAFFIC VOLUMES



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FIGURE 15 SITE PASS-BY TRAFFIC VOLUMES

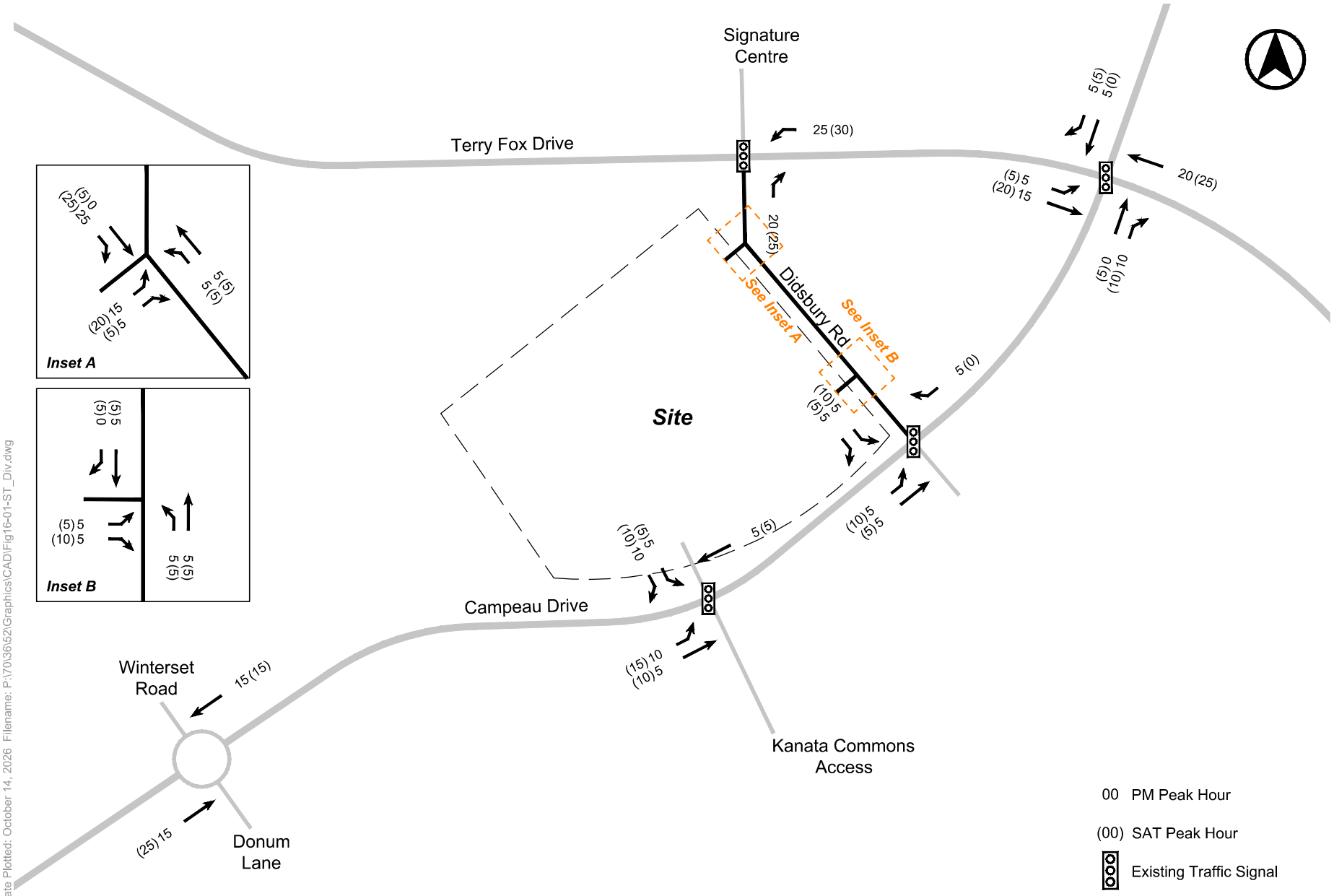
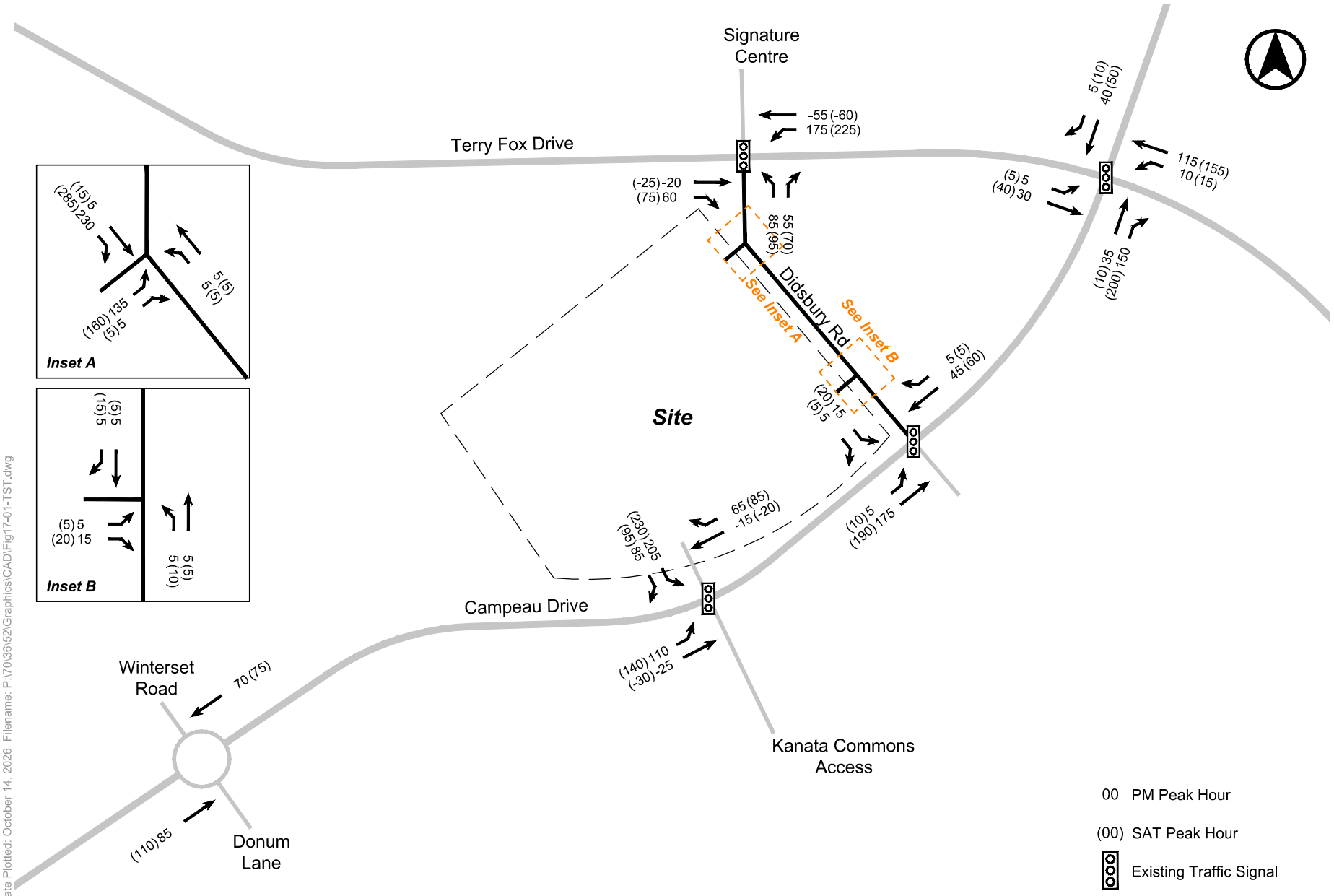


FIGURE 16 SITE DIVERTED LINK TRAFFIC VOLUMES



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FIGURE 17 TOTAL NET SITE TRAFFIC VOLUMES

3.0 ANALYSIS

3.1 Network Demand

3.1.1 Future Background Conditions

Corridor Growth

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

Background Developments

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

Future Network Diversion

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

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

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

Future Background Traffic Volumes

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

3.1.2 Future Total Conditions

Site Traffic Volumes

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

Future Total Traffic Volumes

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

3.1.3 Demand Rationalization

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

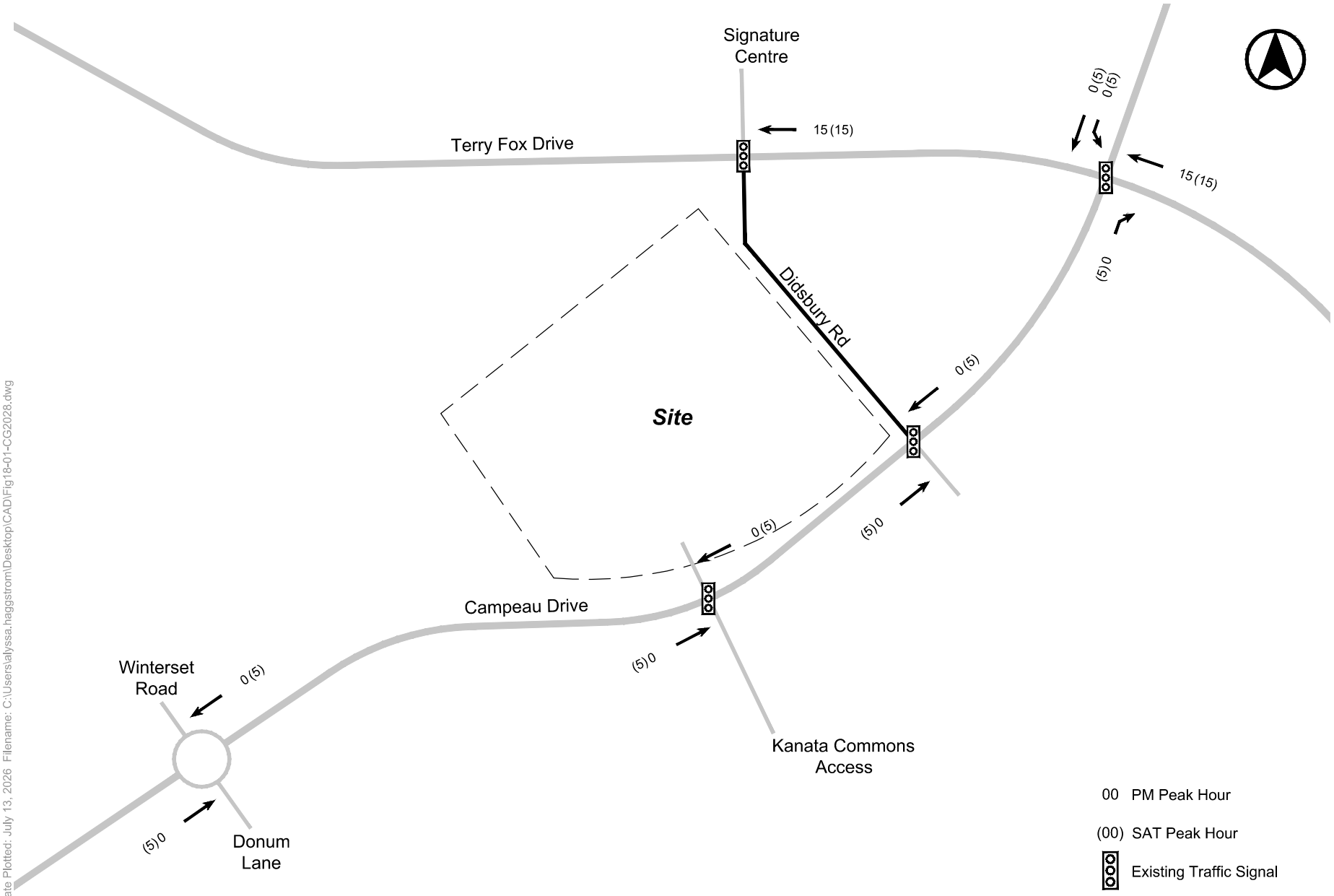
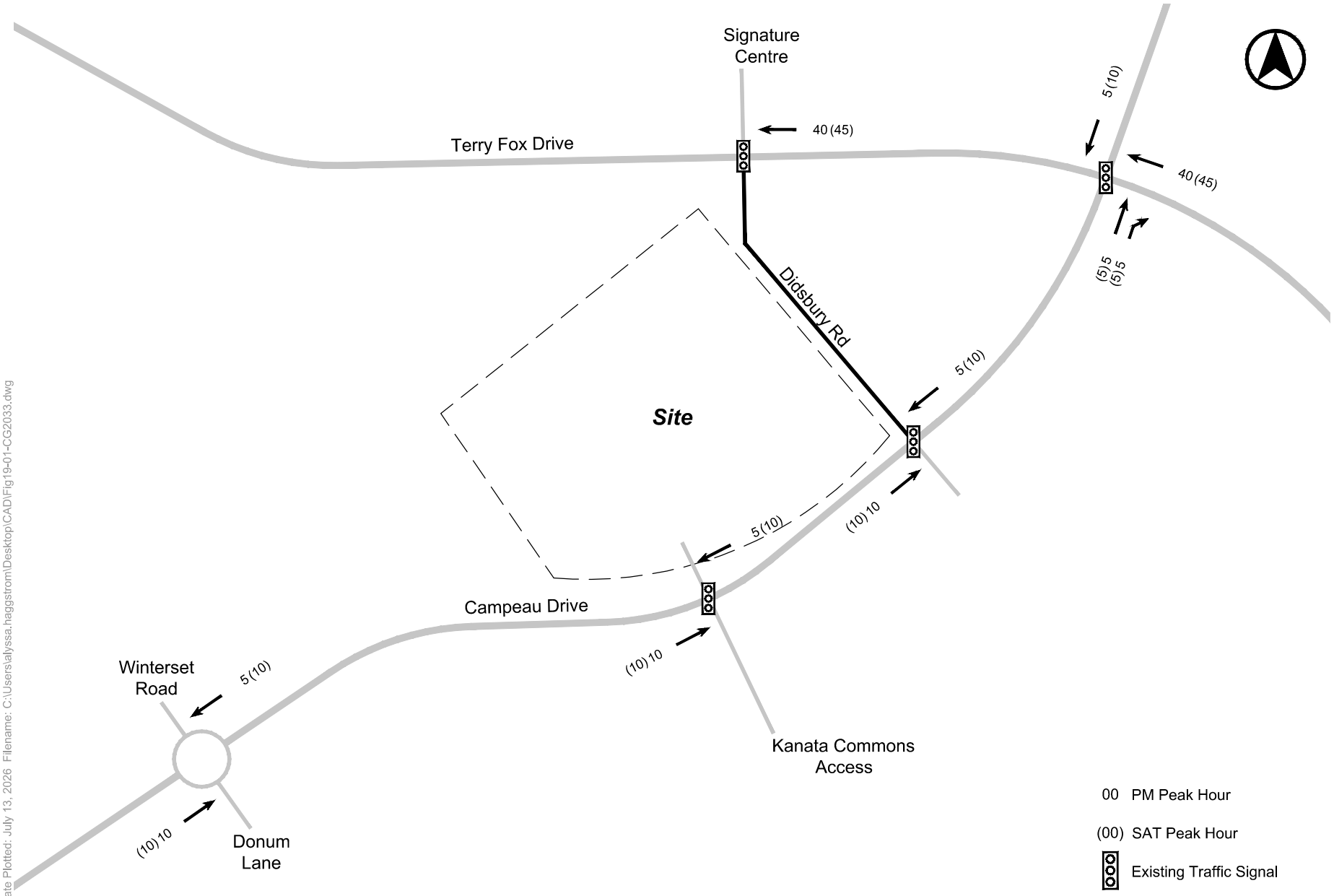


FIGURE 18 2028 CORRIDOR GROWTH TRAFFIC VOLUMES



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FIGURE 19 2033 CORRIDOR GROWTH TRAFFIC VOLUMES

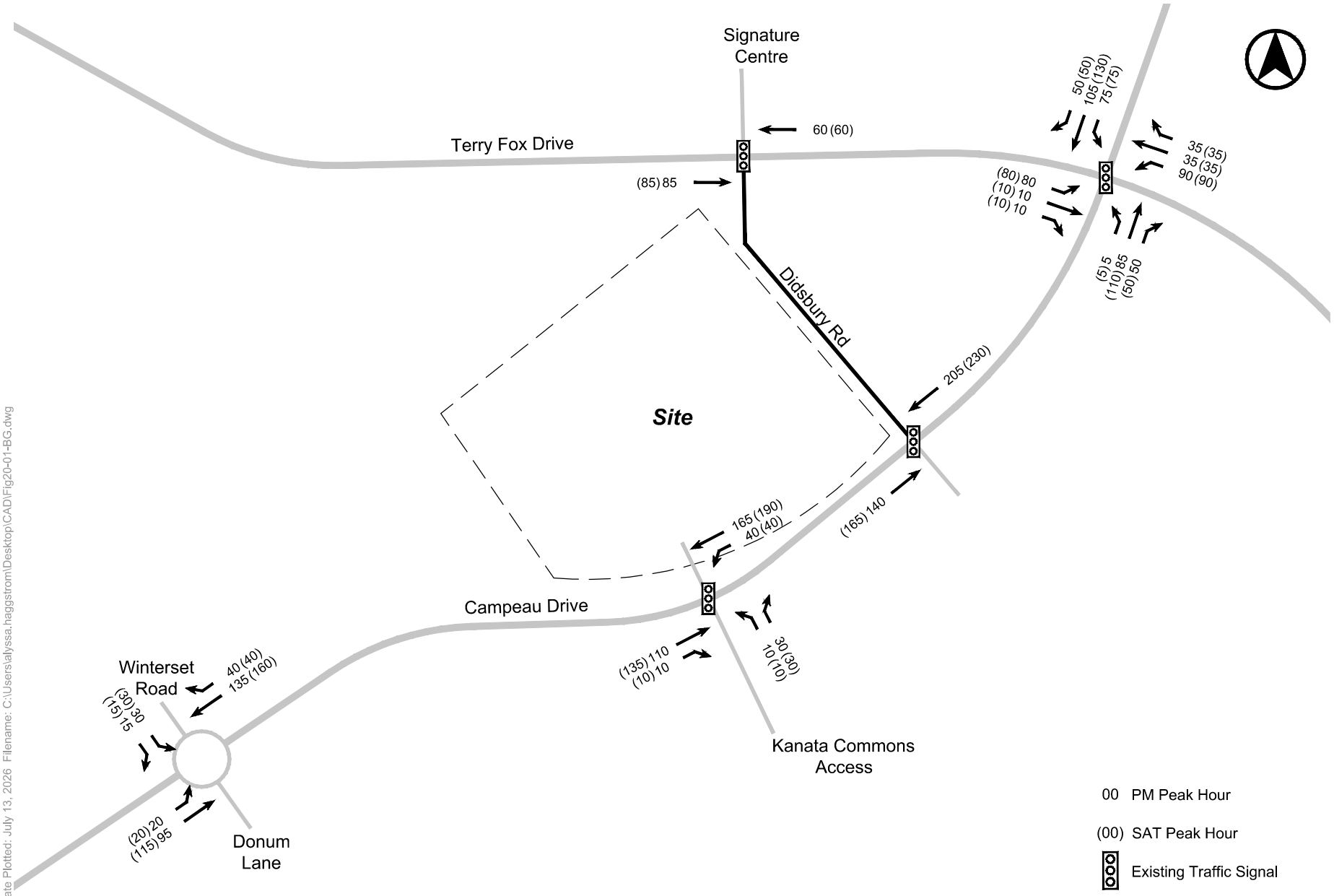
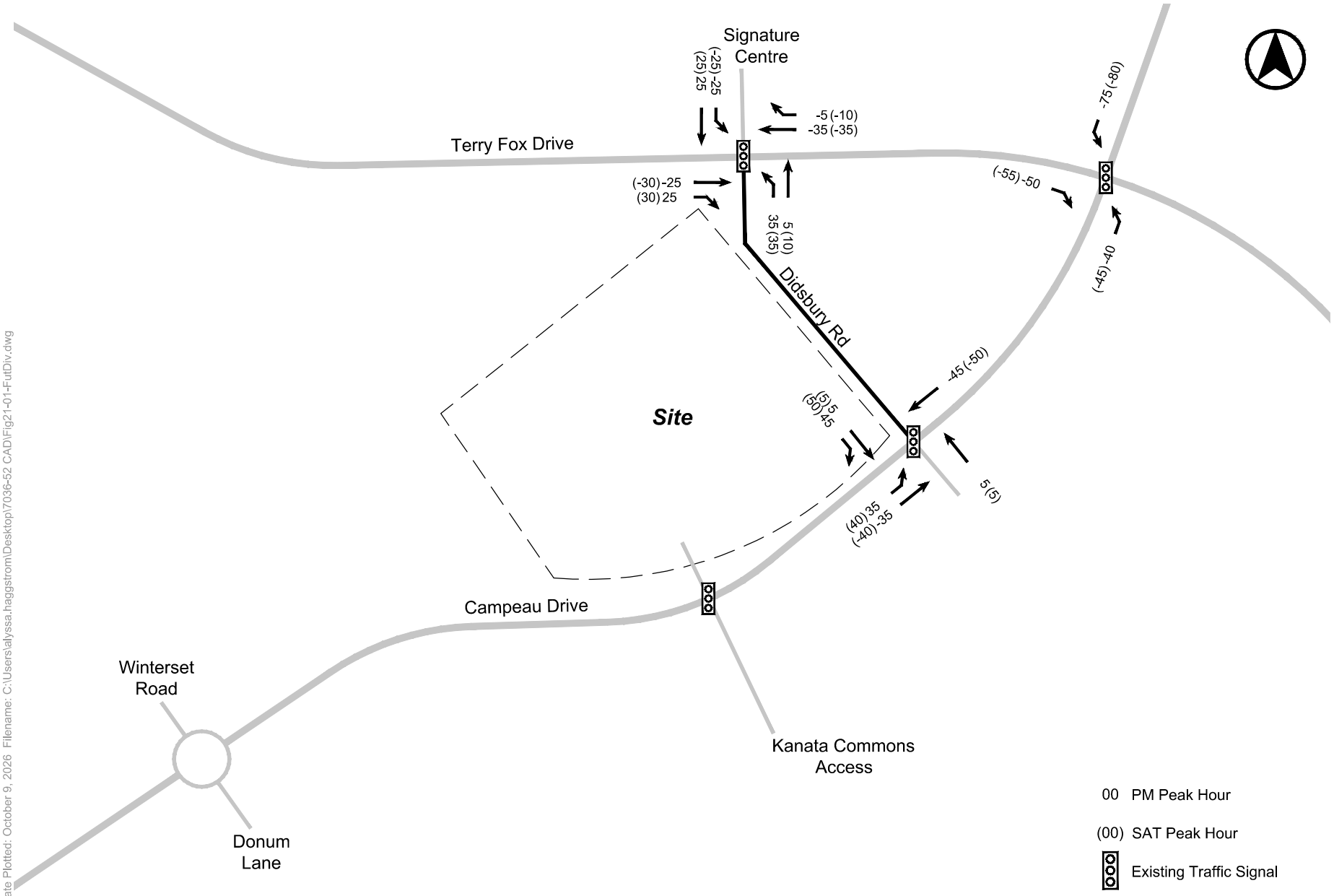
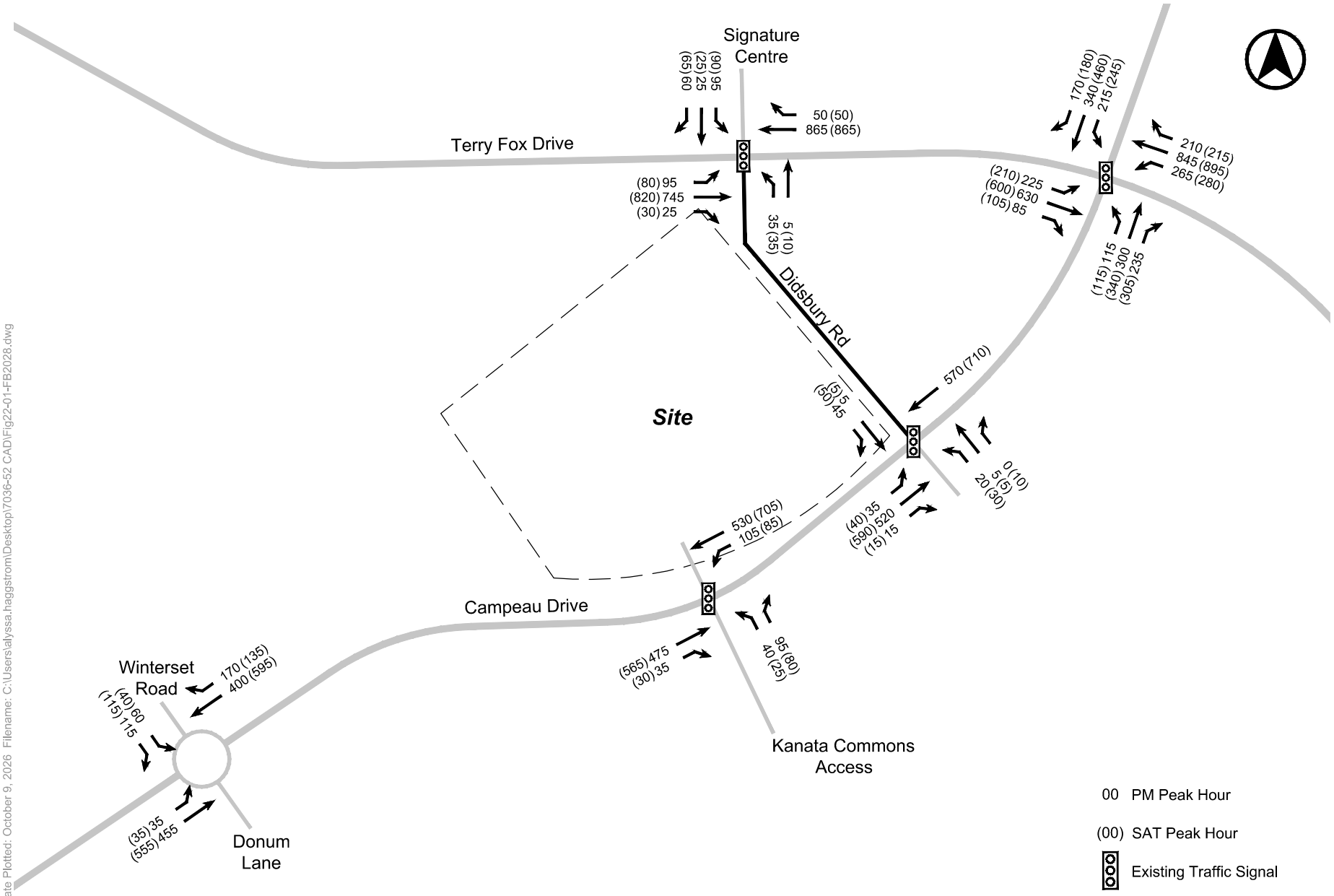


FIGURE 20 BACKGROUND DEVELOPMENT TRAFFIC VOLUMES



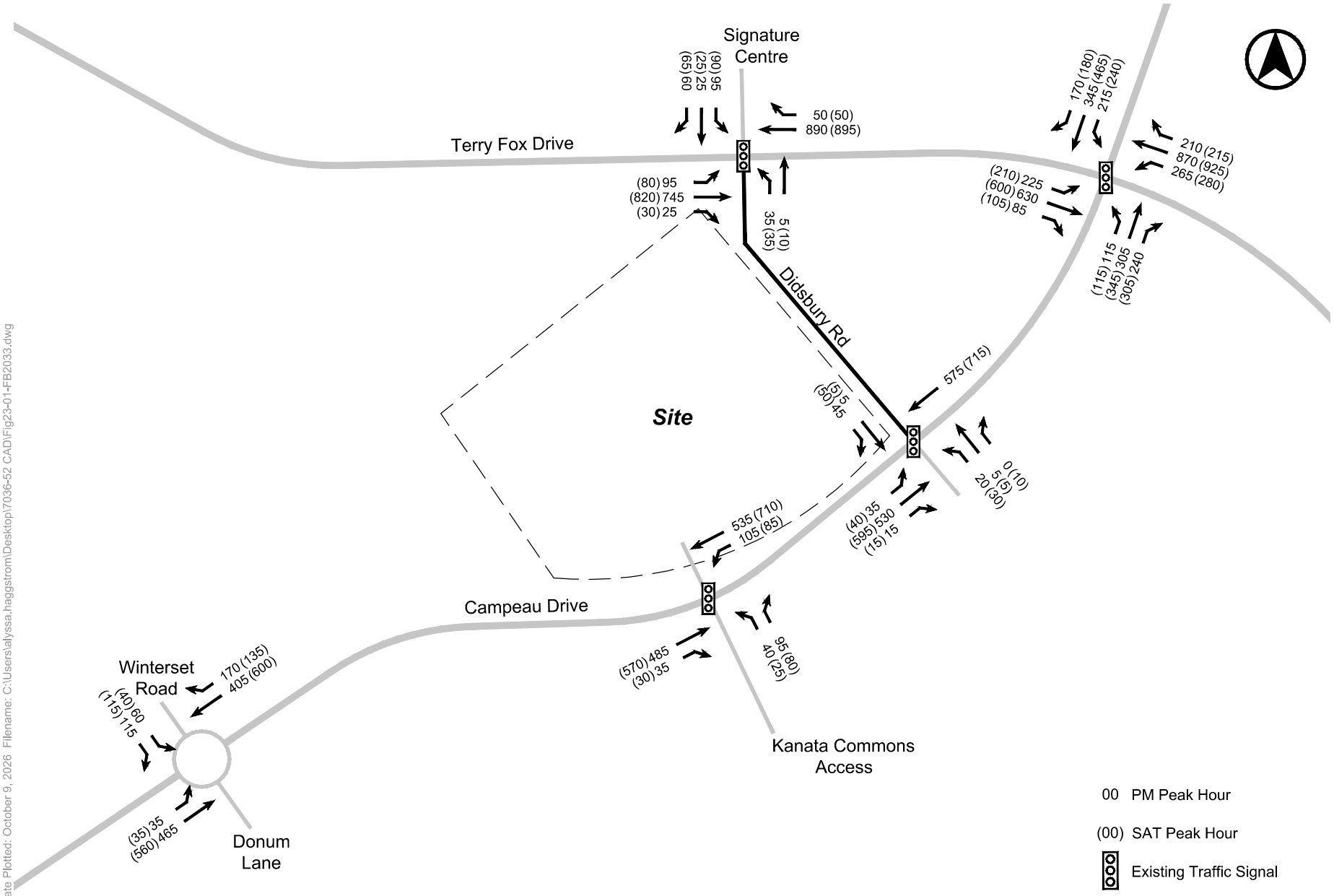
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FIGURE 21 FUTURE NETWORK DIVERSION VOLUMES



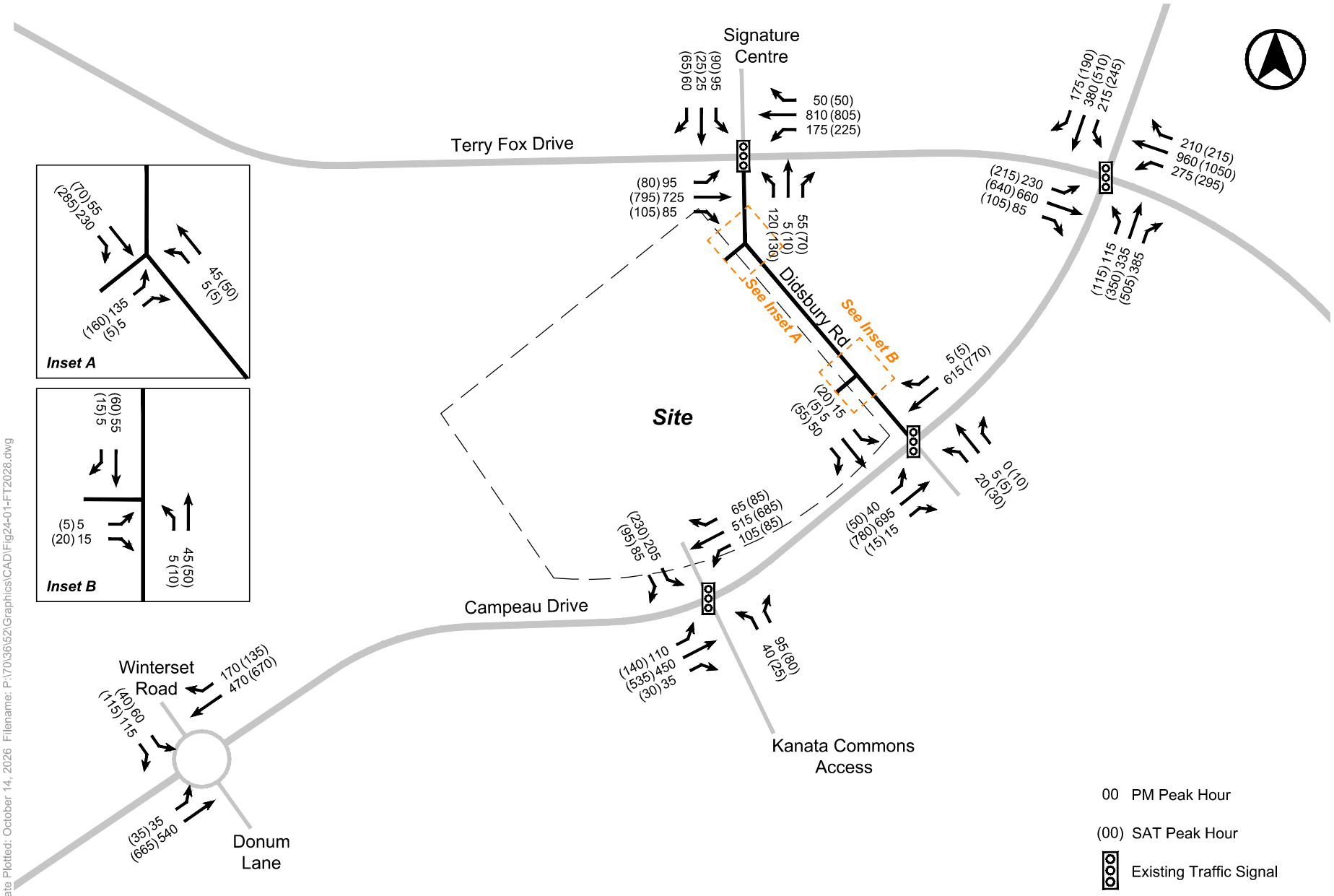
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FIGURE 22 2028 FUTURE BACKGROUND TRAFFIC VOLUMES



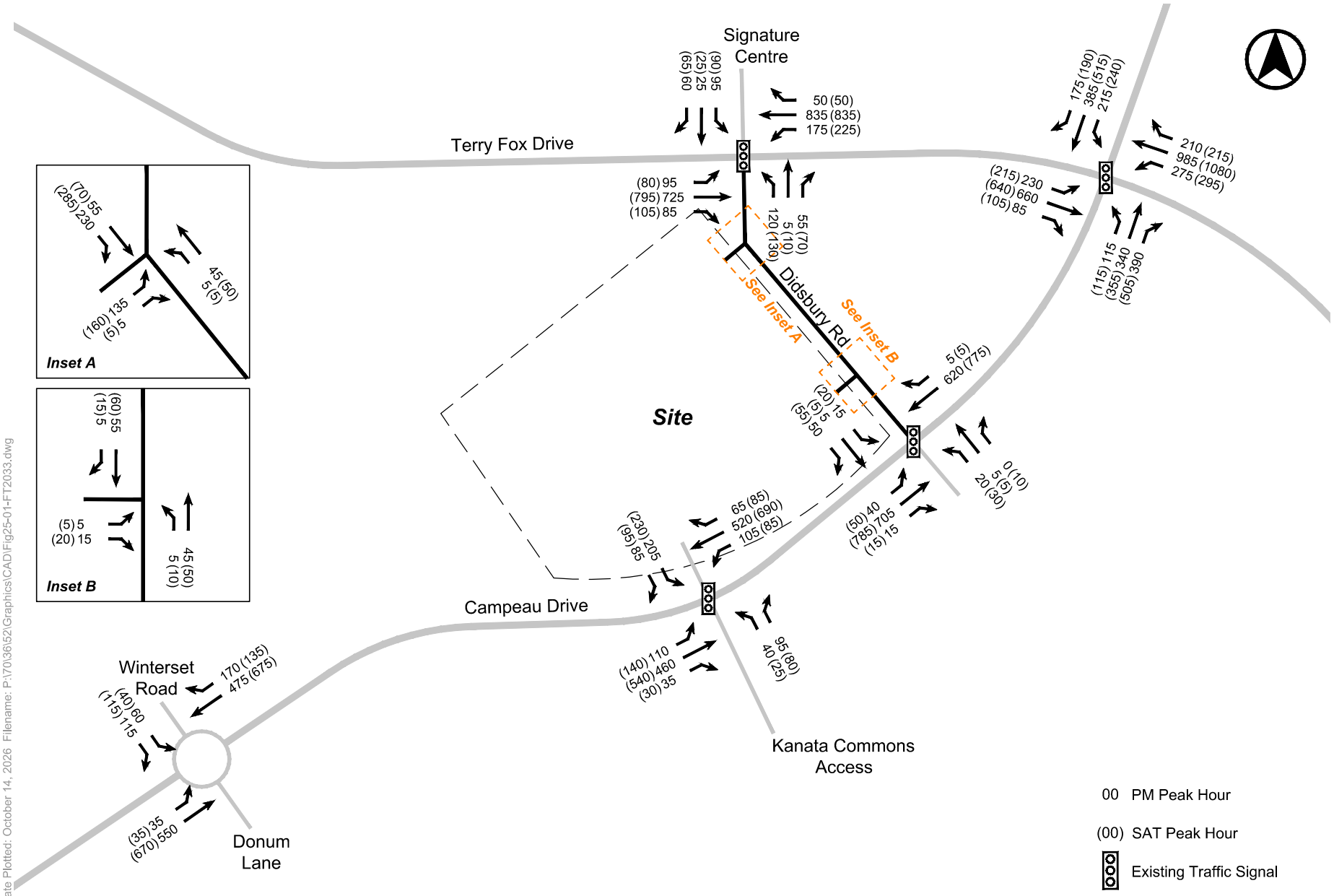
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FIGURE 23 2033 FUTURE BACKGROUND TRAFFIC VOLUMES



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FIGURE 24 2028 FUTURE TOTAL TRAFFIC VOLUMES



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FIGURE 25 2033 FUTURE TOTAL TRAFFIC VOLUMES

3.2 Site Design

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

3.3 Transportation Demand Management

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

3.4 Boundary Street Design

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

3.5 Network Impact

3.5.1 Vehicle Assessment

3.5.1.1 Analysis Methodology

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

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

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

Signal Timing Plans

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

Road Network Assumptions

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

3.5.1.2 Network Wide Parameters

Saturation Flow

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

Peak Hour Factor

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

Heavy Vehicle Percentage

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

Lost Time Adjustment

A lost time adjustment of -1 second has been adopted for all intersection movements and scenarios. This is a commonly applied assumption that reflects vehicles clearing the intersection during the amber and all-red times for each phase, particularly at busy intersections.

3.5.1.3 Capacity Analysis Results

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

Terry Fox Drive / Campeau Drive

The intersection of Terry Fox Drive / Campeau Drive operates under signalized control with a cycle length of 120 seconds during the weekday afternoon and Saturday midday peak hours.

Existing Signal Timing Plan

Capacity analysis results are summarized in **Table 12**. Queues are summarized in **Table 13**. Under existing conditions, the intersection operates at good overall v/c ratios. Queue lengths are accommodated in storage lanes, with the exception of the westbound and northbound left-turn movements, where 95th percentile queues exceed the storage lengths.

Under future background conditions, the intersection will continue to operate at acceptable overall v/c ratios during the weekday afternoon peak hour, and will operate near capacity during the Saturday midday peak hour. Queue lengths will continue to be accommodated in storage lanes, with the exception of the westbound, northbound and southbound left-turn movements, where queues will exceed the storage lengths.

Under future total conditions, the intersection will continue to operate at acceptable overall v/c ratios during the weekday afternoon peak hour, and will operate at capacity during the Saturday midday peak hour. The northbound left-turn movement will operate above its theoretical capacity during the Saturday midday peak hour. Queue lengths will continue to be accommodated in storage lanes, with the exception of the westbound, northbound and southbound left-turn movements, where queues will continue to exceed the storage lengths. Site traffic is not assigned to the westbound left-turn movement. A higher proportion of site traffic is assigned to the northbound through movement, and a lower proportion is assigned to the northbound left-turn movement, due to the capacity constrains and queue lengths, as well as the availability of an alternate route via Terry Fox Drive and Didsbury Road to and from the site. Due to increases in traffic volume on conflicting movements and availability of green time in the signal cycle, the impact of site traffic on queue reach is approximately one vehicle length for left-turn movements, and 5-6 vehicles lengths for through movements, compared to future background conditions. On this basis, an optimized signal timing plan has been assessed for the Saturday midday peak hour.

Optimized Signal Timing Plan

Further analysis of the intersection of Terry Fox Drive / Campeau Drive has been performed to test an optimized signal timing plan for the Saturday midday peak hour. The phase split times have been adjusted within the existing cycle length to provide additional capacity for westbound and northbound left turns. Adopted optimized signal timings are summarized in **Table 14**, and capacity analysis results for the Saturday midday peak hour with optimized signal timings are summarized in **Table 15**. Queueing results for the optimized Saturday peak hour are summarized in **Table 16**.

Under future total conditions with the optimized signal timing plan, the intersection will operate at acceptable overall v/c ratios. Queues will continue to exceed the available storage for some movements. This condition will occur with or without development of the site, and the impact of site traffic on queueing is similar with or without the optimized signal timing plan. On this basis, the City of Ottawa should monitor this intersection as the redistribution of traffic due to the Earl Grey Drive extension is realized, and as background development proceeds, to determine if an optimized signal timing plan is appropriate.

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

Lane Group	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS
EBL	(0.64) [0.79]	(D) [E]	(0.57) [0.73]	(D) [D]	(0.60) [0.89]	(D) [F]	(0.57) [0.75]	(D) [D]	(0.59) [0.93]	(D) [F]
EBT	(0.42) [0.41]	(D) [C]	(0.51) [0.51]	(C) [C]	(0.54) [0.52]	(C) [C]	(0.52) [0.52]	(C) [C]	(0.55) [0.53]	(C) [C]
EBR	(0.12) [0.17]	(C) [C]	(0.15) [0.23]	(C) [C]	(0.33) [0.59]	(C) [C]	(0.16) [0.23]	(C) [C]	(0.34) [0.59]	(C) [C]
WBL	(0.89) [0.90]	(E) [E]	(0.95) [0.98]	(F) [F]	(0.97) [0.98]	(F) [F]	(0.95) [0.98]	(F) [F]	(0.97) [0.98]	(F) [F]
WBT	(0.47) [0.58]	(D) [D]	(0.59) [0.70]	(D) [C]	(0.63) [0.76]	(D) [D]	(0.60) [0.71]	(D) [C]	(0.63) [0.77]	(D) [D]
WBR	(0.08) [0.09]	(C) [C]	(0.12) [0.17]	(C) [C]	(0.14) [0.20]	(C) [C]	(0.12) [0.18]	(C) [C]	(0.15) [0.20]	(C) [C]
NBL	(0.69) [0.67]	(E) [D]	(0.71) [0.94]	(D) [F]	(0.81) [1.20]	(E) [F]	(0.73) [0.96]	(D) [F]	(0.85) [1.23]	(E) [F]
NBT	(0.50) [0.59]	(C) [C]	(0.67) [0.81]	(D) [D]	(0.77) [0.94]	(D) [D]	(0.69) [0.83]	(D) [D]	(0.79) [0.95]	(D) [E]
NBR	(0.13) [0.16]	(B) [C]	(0.17) [0.22]	(C) [C]	(0.20) [0.25]	(C) [C]	(0.18) [0.23]	(C) [C]	(0.20) [0.26]	(C) [C]
SBL	(0.66) [0.65]	(D) [D]	(0.72) [0.80]	(D) [E]	(0.80) [0.88]	(E) [E]	(0.74) [0.81]	(D) [E]	(0.82) [0.90]	(D) [F]
SBT	(0.40) [0.48]	(C) [C]	(0.55) [0.59]	(D) [D]	(0.57) [0.58]	(D) [C]	(0.54) [0.57]	(D) [D]	(0.57) [0.57]	(C) [B]
SBR	(0.08) [0.10]	(D) [D]	(0.06) [0.07]	(E) [D]	(0.06) [0.07]	(E) [C]	(0.06) [0.07]	(E) [D]	(0.06) [0.07]	(D) [B]
Overall	**(0.67) [0.74]**	**(D) [D]**	**(0.80) [0.93]**	**(D) [D]**	**(0.88) [1.00]**	**(D) [D]**	**(0.82) [0.94]**	**(D) [D]**	**(0.89) [1.01]**	**(D) [D]**

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

Table 13 Queuing Summary – Terry Fox Drive / Campeau Drive

Movement	Existing Storage Length (m)[1]	Future Storage Length (m)	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
			50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
EBL	65	65	(33.7) [37.0]	(50.6) [58.7]	(23.6) [24.4]	(42.5) [55.0]	(22.7) [26.6]	(45.0) [64.7]	(23.5) [24.8]	(43.1) [56.5]	(22.4) [27.1]	(45.1) [66.1]
EBT	275	275	(45.0) [47.0]	(58.9) [60.6]	(59.9) [65.0]	(82.7) [91.9]	(64.4) [66.2]	(94.2) [95.0]	(60.7) [66.3]	(85.2) [93.7]	(64.7) [67.5]	(96.0) [96.6]
EBR	60	60	(0.0) [0.0]	(15.1) [16.0]	(0.0) [2.5]	(16.7) [20.1]	(10.5) [46.1]	(36.8) [86.6]	(0.0) [2.5]	(17.0) [20.1]	(11.2) [46.1]	(38.4) [86.6]
WBL	75	75	(52.7) [61.3]	(75.8) [87.4]	(51.6) [59.8]	(94.0) [112.7]	(50.3) [59.5]	(100.2) [113.9]	(51.6) [58.9]	(95.8) [111.6]	(49.9) [58.3]	(101.0) [112.8]
WBT	135	135	(49.8) [70.9]	(64.6) [87.1]	(70.3) [96.1]	(95.9) [132.2]	(75.8) [109.1]	(109.6) [151.1]	(71.0) [97.8]	(98.0) [133.9]	(75.9) [110.6]	(111.5) [153.3]
WBR	50	50	(0.0) [0.0]	(12.5) [12.2]	(0.3) [6.9]	(15.0) [21.8]	(3.2) [9.4]	(18.6) [25.7]	(0.8) [7.1]	(15.6) [22.0]	(3.5) [9.7]	(19.0) [26.0]
NBL	50	50	(42.1) [46.4]	(77.3) [105.9]	(62.7) [97.9]	(139.4) [163.1]	(79.0) [114.6]	(145.6) [172.4]	(64.0) [101.7]	(139.4) [163.1]	(88.3) [114.6]	(145.6) [172.4]
NBT	160	160	(75.0) [93.8]	(111.5) [129.3]	(103.7) [114.5]	(117.3) [138.7]	(117.1) [141.1]	(136.9) [184.1]	(106.8) [117.9]	(120.6) [145.0]	(119.0) [147.0]	(141.5) [192.8]
NBR	60	60	(1.5) [5.7]	(17.4) [23.7]	(4.4) [9.5]	(20.8) [29.2]	(8.1) [14.0]	(25.4) [35.0]	(5.2) [10.4]	(21.6) [30.5]	(8.6) [14.7]	(26.3) [35.9]
SBL	105	105	(35.9) [33.7]	(59.0) [66.6]	(53.6) [59.9]	(117.3) [121.2]	(59.1) [71.6]	(120.5) [125.3]	(54.2) [63.9]	(117.3) [121.2]	(65.4) [73.4]	(115.2) [126.5]
SBT	295	295	(63.2) [69.6]	(92.7) [88.7]	(78.4) [75.5]	(96.6) [89.6]	(82.4) [76.0]	(96.2) [59.9]	(75.5) [74.3]	(95.5) [89.6]	(81.1) [23.9]	(96.7) [49.1]
SBR	65	65	(1.0) [3.2]	(21.3) [23.6]	(0.8) [2.7]	(17.7) [19.3]	(1.7) [3.7]	(14.4) [5.9]	(0.3) [2.7]	(17.5) [19.2]	(6.5) [0.0]	(15.7) [7.3]

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

Table 14 Potential Signal Timing Modifications (Saturday Midday Peak)

Phase (ϕ)	Movement		Existing Timings (s)	Potential Timing Modifications (s)
1	SBL	Amber	4.2	4.2
		Red	2.2	2.2
		Split	**18**	**14**
2	NB	Walk	7	7
		Flashing Don't Walk	27	27
		Amber	4.2	4.2
		Red	2.2	2.2
		Split	**46**	**45**
4	EB	Walk	7	7
		Flashing Don't Walk	30	30
		Amber	3.7	3.7
		Red	2.7	2.7
		Split	**56**	**61**
5	NBL	Amber	4.2	4.2
		Red	2.2	2.2
		Split	**18**	**18**
6	SB	Walk	7	7
		Flashing Don't Walk	27	27
		Amber	4.2	4.2
		Red	2.2	2.2
		Split	**46**	**41**
8	WB	Walk	7	7
		Flashing Don't Walk	30	30
		Amber	3.7	3.7
		Red	2.7	2.7
		Split	**56**	**61**
Cycle Length (s)			**120**	**120**

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

Lane Group	Future Background (2028) – Optimized		Future Total (2028) – Optimized		Future Background (2033) – Optimized		Future Total (2033) – Optimized	
	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS
EBL	(--) [0.73]	(--) [D]	(--) [0.76]	(--) [D]	(--) [0.87]	(--) [E]	(--) [0.90]	(--) [F]
EBT	(--) [0.51]	(--) [C]	(--) [0.53]	(--) [C]	(--) [0.52]	(--) [C]	(--) [0.52]	(--) [C]
EBR	(--) [0.30]	(--) [C]	(--) [0.30]	(--) [C]	(--) [0.66]	(--) [C]	(--) [0.66]	(--) [C]
WBL	(--) [0.98]	(--) [F]	(--) [0.99]	(--) [F]	(--) [0.97]	(--) [F]	(--) [0.97]	(--) [F]
WBT	(--) [0.70]	(--) [C]	(--) [0.71]	(--) [D]	(--) [0.75]	(--) [D]	(--) [0.76]	(--) [D]
WBR	(--) [0.16]	(--) [C]	(--) [0.16]	(--) [C]	(--) [0.18]	(--) [C]	(--) [0.19]	(--) [C]
NBL	(--) [0.80]	(--) [E]	(--) [0.81]	(--) [E]	(--) [0.97]	(--) [F]	(--) [0.97]	(--) [F]
NBT	(--) [0.86]	(--) [D]	(--) [0.87]	(--) [D]	(--) [0.95]	(--) [E]	(--) [0.97]	(--) [E]
NBR	(--) [0.23]	(--) [C]	(--) [0.24]	(--) [C]	(--) [0.26]	(--) [C]	(--) [0.26]	(--) [C]
SBL	(--) [0.72]	(--) [D]	(--) [0.73]	(--) [D]	(--) [0.88]	(--) [E]	(--) [0.88]	(--) [F]
SBT	(--) [0.65]	(--) [D]	(--) [0.64]	(--) [D]	(--) [0.65]	(--) [D]	(--) [0.65]	(--) [C]
SBR	(--) [0.07]	(--) [D]	(--) [0.07]	(--) [D]	(--) [0.07]	(--) [C]	(--) [0.07]	(--) [C]
Overall	**(--) [0.92]**	**(--) [D]**	**(--) [0.93]**	**(--) [D]**	**(--) [0.99]**	**(--) [D]**	**(--) [1.00]**	**(--) [D]**

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

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

Movement	Existing Storage Length (m)[1]	Future Storage Length (m)	Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
			50th	95th	50th	95th	50th	95th	50th	95th
EBL	65	65	(--) [25.2]	(--) [47.4]	(--) [25.7]	(--) [48.8]	(--) [27.0]	(--) [60.1]	(--) [27.5]	(--) [61.4]
EBT	275	275	(--) [67.1]	(--) [84.7]	(--) [68.7]	(--) [86.3]	(--) [67.9]	(--) [87.5]	(--) [69.5]	(--) [88.9]
EBR	60	60	(--) [13.3]	(--) [31.5]	(--) [13.4]	(--) [31.5]	(--) [63.5]	(--) [96.0]	(--) [63.7]	(--) [96.0]
WBL	75	75	(--) [61.7]	(--) [105.1]	(--) [61.1]	(--) [104.3]	(--) [60.8]	(--) [106.1]	(--) [59.8]	(--) [105.0]
WBT	135	135	(--) [99.2]	(--) [121.8]	(--) [101.3]	(--) [123.3]	(--) [111.7]	(--) [139.3]	(--) [113.8]	(--) [141.2]
WBR	50	50	(--) [5.3]	(--) [18.1]	(--) [5.7]	(--) [18.4]	(--) [7.9]	(--) [21.5]	(--) [8.3]	(--) [21.9]
NBL	50	50	(--) [74.7]	(--) [163.1]	(--) [74.5]	(--) [163.1]	(--) [89.0]	(--) [172.4]	(--) [88.2]	(--) [172.4]
NBT	160	160	(--) [114.6]	(--) [140.7]	(--) [119.4]	(--) [147.0]	(--) [142.9]	(--) [188.2]	(--) [149.0]	(--) [196.8]
NBR	60	60	(--) [9.8]	(--) [30.1]	(--) [10.9]	(--) [31.5]	(--) [14.5]	(--) [36.0]	(--) [15.2]	(--) [36.8]
SBL	105	105	(--) [56.2]	(--) [137.1]	(--) [56.2]	(--) [137.1]	(--) [61.2]	(--) [141.2]	(--) [62.2]	(--) [142.3]
SBT	295	295	(--) [76.4]	(--) [94.8]	(--) [76.0]	(--) [94.8]	(--) [80.5]	(--) [64.2]	(--) [33.1]	(--) [61.5]
SBR	65	65	(--) [2.7]	(--) [19.3]	(--) [2.7]	(--) [19.2]	(--) [3.7]	(--) [6.5]	(--) [0.0]	(--) [11.4]

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

Terry Fox Drive / Signature Centre Access – Didsbury Road

The intersection of Terry Fox Drive / Signature Centre Access operates under signalized control with a cycle length of 120 seconds during the weekday afternoon and Saturday midday peak hours. Under future conditions, Didsbury Road is proposed to connect to the south approach of the intersection. The intersection includes a dedicated westbound left turn lane with a storage length of approximately 60 m (however, this lane is not used because the Didsbury Road extension is not completed, except for the occasional maintenance access to the pumping station).

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

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

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

Queue storage lengths for the reconstructed south approach of the intersection are approximate, and it is anticipated that the intersection can be designed to provide up to 80 m of storage for the northbound through-left lane and 20 m or storage for the northbound right-turn lane. As part of the redevelopment of the subject site, it is recommended that the westbound left turn lane be modified to provide 70 m of storage. Based on a preliminary feasibility review, it is anticipated that this can be accommodated by cutting back the existing median.

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

Lane Group	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS
EBL	(0.23) [0.21]	(A) [A]	(0.25) [0.22]	(A) [A]	(0.23) [0.22]	(A) [A]	(0.25) [0.23]	(A) [A]	(0.36) [0.39]	(C) [C]
EBTR	(0.26) [0.30]	(A) [A]	(0.29) [0.34]	(A) [A]	(0.32) [0.37]	(A) [A]	(0.29) [0.34]	(A) [A]	(0.51) [0.70]	(C) [C]
WBL	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.41) [0.64]	(B) [B]	(--) [--]	(--) [--]	(0.43) [0.45]	(C) [C]
WBTR	(0.34) [0.35]	(A) [B]	(0.35) [0.36]	(A) [B]	(0.34) [0.35]	(A) [A]	(0.36) [0.37]	(A) [B]	(0.35) [0.36]	(A) [B]
NBTL	(--) [--]	(--) [--]	(0.23) [0.26]	(D) [D]	(0.72) [0.74]	(E) [E]	(0.23) [0.26]	(D) [D]	(0.72) [0.74]	(E) [E]
NBR	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.04) [0.06]	(D) [D]	(--) [--]	(--) [--]	(0.04) [0.05]	(D) [D]
SBTL	(0.58) [0.58]	(D) [D]	(0.59) [0.59]	(D) [D]	(0.66) [0.65]	(E) [D]	(0.59) [0.59]	(D) [D]	(0.66) [0.65]	(E) [D]
SBR	(0.04) [0.04]	(D) [D]	(0.04) [0.04]	(D) [D]	(0.04) [0.04]	(D) [D]	(0.04) [0.04]	(D) [D]	(0.04) [0.04]	(D) [D]
Overall	**(0.38) [0.39]**	**(B) [B]**	**(0.39) [0.40]**	**(A) [B]**	**(0.46) [0.66]**	**(B) [B]**	**(0.40) [0.41]**	**(A) [B]**	**(0.53) [0.62]**	**(C) [C]**

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

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

Movement	Existing Storage Length (m)[1]	Future Storage Length (m)	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
			50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
EBL	70	70	(5.8) [5.0]	(17.9) [15.7]	(6.0) [5.1]	(18.3) [16.0]	(6.6) [6.0]	(17.8) [16.4]	(6.0) [5.1]	(18.5) [16.3]	(14.5) [14.2]	(33.1) [29.4]
EBTR	825	825	(22.7) [27.3]	(43.6) [51.3]	(26.3) [31.3]	(49.6) [58.2]	(30.7) [39.7]	(52.0) [64.8]	(26.3) [31.3]	(49.6) [58.2]	(69.1) [96.1]	(98.7) [119.2]
WBL	60	70[2]	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(1.4) [37.3]	(63.3) [16.3]	(--) [--]	(--) [--]	(18.7) [60.1]	(57.0) [69.4]
WBTR	300	300	(83.3) [81.6]	(110.2) [130.2]	(3.5) [110.0]	(118.6) [134.3]	(3.1) [56.1]	(129.2) [19.3]	(3.5) [114.4]	(124.1) [136.4]	(3.0) [94.0]	(122.3) [68.2]
NBTL	30	80[2]	(--) [--]	(--) [--]	(9.1) [11.0]	(18.4) [21.0]	(30.9) [35.9]	(49.5) [55.8]	(9.1) [11.0]	(18.4) [21.0]	(30.9) [35.9]	(49.5) [55.8]
NBR	0	20[2]	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.0) [0.8]	(11.1) [13.1]	(--) [--]	(--) [--]	(0.0) [0.0]	(4.7) [9.5]
SBTL	50	50	(29.6) [29.3]	(45.2) [45.0]	(29.6) [29.3]	(45.3) [45.1]	(29.5) [28.9]	(47.1) [46.7]	(29.6) [29.3]	(45.3) [45.1]	(29.5) [28.9]	(47.1) [46.7]
SBR	50	50	(0.0) [0.0]	(11.7) [12.1]	(0.0) [0.0]	(11.7) [12.1]	(0.0) [0.0]	(11.7) [11.9]	(0.0) [0.0]	(11.7) [12.1]	(0.0) [0.0]	(6.4) [8.1]

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

Didsbury Road / Campeau Drive

The intersection of Didsbury Road / Campeau Drive operates under signalized control with a cycle length of 60 seconds during the weekday afternoon and Saturday midday peak hours. Capacity analysis results for this intersection under existing and future conditions are summarized in **Table 19**. The westbound approach at this intersection includes a dedicated through lane with a storage length of 275 m, and a shared through-right lane with a storage length of 45 m. When evaluating queues using HCM methodology for the westbound through-right lane group, the average length of the two lanes, 160 m, is adopted as the existing storage capacity.

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

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

Queue storage lengths for the reconstructed north approach of the intersection are approximate, and it is recommended that the intersection be designed to provide 30 m of storage for the southbound through-right and dedicated left lanes.

Table 19 Traffic Operations Summary – Didsbury Road / Campeau Drive

Lane Group	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS
EBL	(--) [--]	(--) [--]	(0.07) [0.19]	(A) [A]	(0.09) [0.25]	(A) [A]	(0.07) [0.19]	(A) [A]	(0.09) [0.25]	(A) [A]
EBTR	(0.18) [0.41]	(A) [A]	(0.26) [0.48]	(A) [A]	(0.37) [0.60]	(A) [B]	(0.27) [0.49]	(A) [A]	(0.37) [0.61]	(A) [B]
WBTR	(0.17) [0.45]	(A) [A]	(0.28) [0.56]	(A) [B]	(0.32) [0.58]	(A) [B]	(0.28) [0.56]	(A) [B]	(0.32) [0.58]	(A) [B]
NBL	(0.15) [0.06]	(C) [A]	(0.11) [0.07]	(B) [A]	(0.08) [0.07]	(B) [A]	(0.11) [0.07]	(B) [A]	(0.08) [0.07]	(B) [A]
NBTR	(--) [0.01]	(--) [A]	(0.02) [0.02]	(B) [A]	(0.01) [0.02]	(B) [A]	(0.02) [0.02]	(B) [A]	(0.01) [0.02]	(B) [A]
SBL	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.06) [0.05]	(B) [A]	(--) [--]	(--) [--]	(0.06) [0.05]	(B) [A]
SBTR	(--) [--]	(--) [--]	(0.05) [0.04]	(B) [A]	(0.05) [0.05]	(B) [A]	(0.05) [0.04]	(B) [A]	(0.05) [0.05]	(B) [A]
Overall	**(0.18) [0.26]**	**(A) [A]**	**(0.24) [0.33]**	**(A) [A]**	**(0.29) [0.37]**	**(A) [B]**	**(0.25) [0.33]**	**(A) [B]**	**(0.30) [0.37]**	**(A) [B]**

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

Table 20 Queuing Summary – Didsbury Road / Campeau Drive

Movement	Existing Storage Length (m)[1]	Future Storage Length (m)	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
			50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
EBL	50	50	(--) [--]	(--) [--]	(0.0) [1.7]	(7.8) [9.4]	(1.6) [2.2]	(8.6) [12.0]	(0.0) [1.7]	(7.8) [9.5]	(1.6) [2.2]	(8.6) [12.1]
EBTR	205	205	(0.0) [11.4]	(25.8) [32.1]	(0.0) [15.3]	(34.1) [41.5]	(17.3) [21.7]	(46.3) [57.1]	(0.0) [15.4]	(34.8) [41.8]	(17.6) [21.8]	(47.1) [57.5]
WBTR	160[2]	160[2]	(0.0) [13.0]	(24.9) [35.8]	(0.0) [18.7]	(36.7) [49.8]	(14.6) [21.0]	(40.0) [55.2]	(0.0) [19.0]	(37.1) [50.2]	(14.8) [21.2]	(40.2) [55.6]
NBL	270	270	(0.7) [1.2]	(6.3) [6.2]	(0.7) [1.5]	(4.6) [6.5]	(1.3) [1.6]	(4.7) [6.6]	(0.7) [1.5]	(4.6) [6.5]	(1.3) [1.6]	(4.7) [6.6]
NBTR	275	275	(--) [0.0]	(--) [0.0]	(0.2) [0.3]	(1.9) [3.3]	(0.4) [0.3]	(2.0) [3.3]	(0.2) [0.3]	(1.9) [3.3]	(0.4) [0.3]	(2.0) [3.3]
SBL	--	30[3]	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.9) [1.1]	(3.9) [5.1]	(--) [--]	(--) [--]	(0.9) [1.1]	(3.9) [5.1]
SBTR	--	30[3]	(--) [--]	(--) [--]	(0.2) [0.3]	(5.3) [5.9]	(0.3) [0.3]	(5.8) [6.2]	(0.2) [0.3]	(5.3) [5.9]	(0.3) [0.3]	(5.8) [6.2]

Note:
1. Existing storage length values include the storage plus length of the taper where the width is 2.5 m or greater (i.e. area where queue can store without impeding the adjacent lane). For continuous lanes storage length is measured to the next public road or signalized intersection.
2. The reported storage length reflects the average combined storage length in the lane group, rounded down to the nearest whole number, i.e. (WBT 275 m+ WBTR 45 m) / 2 lanes = 160 m per lane. Synchro queue length reflects the average queue length in the lane group.
3. Approximate future storage lengths have been estimated for intersection approaches and movements impacted by proposed network improvements.
4. Storage lengths are rounded to the nearest 5 m.
5. (xx) [xx] = (PM) [SAT]

Campeau Drive / Site West Access – Kanata Commons Access

The intersection of Campeau Drive / Site West Access – Kanata Commons Access operates under signalized control with a cycle length of 65 seconds during the weekday afternoon and Saturday midday peak hours. Capacity analysis results for this intersection under existing and future conditions are summarized in **Table 21**. The eastbound approach at this intersection has been constructed with median and pavement that could accommodate dual eastbound turn lanes in the future if warranted. These lanes are currently unmarked and blocked with jersey barriers. The existing configuration could accommodate a storage length of approximately 75 m in a single eastbound left-turn lane, or a storage length of 75 m plus 50 m if configured as dual eastbound left-turn lanes. For the purposes of this application, a single eastbound left-turn lane with 75 m of storage has been adopted for analysis under future conditions.

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

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

Queue storage lengths for the north approach of the intersection within the site are approximate, and it is recommended that the intersection be designed to provide a minimum of 20 m of storage for the southbound lanes.

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

Lane Group	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS	v/c	LOS
EBT	(0.21) [0.22]	(A) [A]	(0.30) [0.30]	(A) [A]	(0.37) [0.39]	(A) [A]	(0.30) [0.31]	(A) [A]	(0.38) [0.39]	(A) [A]
EBR	(0.02) [0.01]	(A) [A]	(0.02) [0.02]	(A) [A]	(0.02) [0.02]	(A) [A]	(0.02) [0.02]	(A) [A]	(0.02) [0.02]	(A) [A]
EBL	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.37) [0.54]	(B) [B]	(--) [--]	(--) [--]	(0.37) [0.54]	(B) [B]
WBL	(0.13) [0.09]	(A) [A]	(0.26) [0.20]	(A) [A]	(0.33) [0.26]	(B) [A]	(0.26) [0.20]	(A) [A]	(0.34) [0.26]	(B) [A]
WBT	(0.21) [0.27]	(A) [A]	(0.33) [0.37]	(A) [A]	(0.42) [0.49]	(B) [B]	(0.33) [0.38]	(A) [A]	(0.43) [0.50]	(B) [B]
WBR	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.04) [0.06]	(A) [A]	(--) [--]	(--) [--]	(0.04) [0.06]	(A) [A]
NBL	(0.11) [0.06]	(B) [B]	(0.11) [0.09]	(B) [B]	(0.11) [0.08]	(A) [B]	(0.11) [0.09]	(B) [B]	(0.11) [0.08]	(A) [B]
NBTR	(0.04) [0.03]	(B) [B]	(0.06) [0.05]	(B) [B]	(0.06) [0.05]	(A) [B]	(0.06) [0.05]	(B) [B]	(0.06) [0.05]	(A) [B]
SBTLR	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.28) [0.33]	(A) [B]	(--) [--]	(--) [--]	(0.28) [0.33]	(A) [B]
Overall	**(0.18) [0.21]**	**(A) [A]**	**(0.25) [0.30]**	**(A) [A]**	**(0.35) [0.44]**	**(A) [B]**	**(0.26) [0.30]**	**(A) [A]**	**(0.35) [0.44]**	**(A) [B]**

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

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

Movement	Existing Storage Length (m)[1]	Future Storage Length (m)	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
			50th	95th	50th	95th	50th	95th	50th	95th	50th	95th
EBL	--	75	(8.4) [10.0]	(26.4) [30.6]	(11.4) [14.0]	(34.2) [40.4]	(10.7) [13.1]	(32.2) [38.2]	(11.7) [14.1]	(34.8) [41.0]	(11.0) [13.2]	(32.8) [38.6]
EBT	430	430	(0.0) [0.0]	(0.6) [0.0]	(0.0) [0.0]	(2.0) [1.2]	(0.0) [0.0]	(1.9) [1.2]	(0.0) [0.0]	(2.0) [1.2]	(0.0) [0.0]	(1.9) [1.2]
EBR	75	75	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(5.0) [7.0]	(22.5) [32.1]	(--) [--]	(--) [--]	(5.0) [7.0]	(22.5) [32.4]
WBL	130	130	(2.8) [1.9]	(13.6) [10.3]	(4.7) [3.8]	(21.4) [17.8]	(4.7) [3.8]	(20.9) [17.7]	(4.7) [3.8]	(21.4) [17.8]	(4.7) [3.8]	(21.0) [17.7]
WBT	200	200	(8.4) [12.4]	(26.4) [36.7]	(13.0) [18.3]	(38.3) [51.6]	(12.5) [17.7]	(37.0) [49.9]	(13.1) [18.5]	(38.8) [52.0]	(12.6) [17.8]	(37.3) [50.2]
WBR	200	200	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(0.0) [0.0]	(6.2) [7.6]	(--) [--]	(--) [--]	(0.0) [0.0]	(6.2) [7.6]
NBL	25[2]	25[2]	(1.7) [1.1]	(6.1) [3.7]	(1.6) [1.5]	(7.4) [5.8]	(1.7) [1.4]	(8.1) [6.0]	(1.6) [1.5]	(7.5) [5.8]	(1.7) [1.4]	(8.2) [6.0]
NBTR	25[2]	25[2]	(0.0) [0.0]	(0.0) [0.0]	(0.0) [0.0]	(0.0) [1.9]	(0.0) [0.0]	(0.0) [0.8]	(0.0) [0.0]	(0.0) [2.1]	(0.0) [0.0]	(0.0) [1.0]
SBTLR	10	20[3]	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(4.9) [7.2]	(15.5) [17.8]	(--) [--]	(--) [--]	(4.9) [7.3]	(15.5) [17.9]

Note:
1. Existing storage length values include the storage plus length of the taper where the width is 2.5 m or greater (i.e. area where queue can store without impeding the adjacent lane). For continuous lanes storage length is measured to the next public road or signalized intersection.
2. Storage length shown extends only to the end of the visible painted lines. Queues may be accommodated beyond this distance, but queueing behaviour for Kanata Commons traffic is considered beyond the scope of the study.
3. The future storage length for the north approach will depend on the internal configuration of the site, and it is recommended that at least 20 m of storage be provided.
4. Storage lengths are rounded to the nearest 5 m.
5. (xx) [xx] = (PM) [SAT]

Unsignalized Intersections

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

Table 23 Traffic Operations Summary – All Unsignalized Intersections

Lane Group	Existing		Future Background (2028)		Future Total (2028)		Future Background (2033)		Future Total (2033)	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Campeau Drive / Winterset Road – Donum Lane										
EBTLR	(A) [A]	(3.9) [3.7]	(A) [A]	(4.2) [4.0]	(A) [A]	(4.1) [4.0]	(A) [A]	(4.2) [4.0]	(A) [A]	(4.1) [4.0]
WBTLR	(A) [A]	(3.6) [3.6]	(A) [A]	(3.7) [3.7]	(A) [A]	(3.7) [3.7]	(A) [A]	(3.7) [3.7]	(A) [A]	(3.7) [3.7]
NBTLR	(A) [A]	(6.4) [6.5]	(A) [A]	(6.7) [6.9]	(A) [A]	(6.9) [7.1]	(A) [A]	(6.8) [6.9]	(A) [A]	(6.9) [7.1]
SBTLR	(A) [A]	(5.8) [5.3]	(A) [A]	(6.8) [6.8]	(A) [A]	(7.0) [7.0]	(A) [A]	(6.8) [6.8]	(A) [A]	(7.0) [7.0]
Didsbury Road / Future Site North Access										
EBLR	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(B) [B]	(11.1) [11.9]	(--) [--]	(--) [--]	(B) [B]	(11.1) [12.1]
NBTL	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(A) [A]	(0.9) [0.8]	(--) [--]	(--) [--]	(A) [A]	(0.9) [0.8]
SBTR	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(A) [A]	(0.0) [0.0]	(--) [--]	(--) [--]	(A) [A]	(0.0) [0.0]
Didsbury Road / Future Site South Access										
EBLR	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(A) [A]	(8.8) [8.9]	(--) [--]	(--) [--]	(A) [A]	(8.8) [8.9]
NBTL	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(A) [A]	(0.8) [1.3]	(--) [--]	(--) [--]	(A) [A]	(0.8) [1.3]
SBTR	(--) [--]	(--) [--]	(--) [--]	(--) [--]	(A) [A]	(0.0) [0.0]	(--) [--]	(--) [--]	(A) [A]	(0.0) [0.0]

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

3.5.2 Multi-Modal Assessment

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

4.0 SUMMARY AND CONCLUSIONS

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

Proposed Development

- The concept plan includes a large format retail store to be located at the southeast corner of the site, along Campeau Drive immediately west of the future extension of Didsbury Road. Six additional smaller-scale retail buildings are proposed to be located on the western portion of the site, with the remainder of the site used primarily for parking and circulation.
- The proposed development includes approximately 18,615 m^2 of retail gross floor area (GFA), and is anticipated to be completed in a single phase.

Travel Demand Forecast

- Analysis scenarios include existing conditions, future conditions in opening year (2028), and future conditions five years post-buildout (2033). Traffic volumes have been forecasted for the weekday afternoon street peak hour and Saturday midday peak hour of operator.
- The site is anticipated to generate 870 and 1,055 gross vehicle trips during the weekday afternoon and Saturday midday peak hours, respectively. The distribution of site traffic is based on a review of the Ottawa TRANS-OD survey for commercial uses and is supported by census population data for Kanata.

Network Improvements

- The City of Ottawa is undertaking major road works in the area beginning in 2026, to construct the Earl Grey Drive Extension. The design contemplates modifications to Terry Fox Drive south of Campeau Drive while maintaining the existing configuration of the intersection of Terry Fox Drive / Campeau Drive.
- The segment of Didsbury Road between Campeau Drive and Terry Fox Drive is shown in the City's 2025 Transportation Master Plan. It is anticipated that this segment will be constructed in conjunction with the proposed development.
- Didsbury Road will connect to the existing signalized intersections of Terry Fox Drive / Signature Centre Access and Didsbury Road / Campeau Drive. It is recommended that the road be constructed with a two-lane cross-section.
- The intersection of Terry Fox Drive / Signature Centre Access – Didsbury Road includes a dedicated westbound left turn lane with a storage length of approximately 60 m. As part of the redevelopment of the subject site, it is recommended that the left-turn lane be modified to provide 70 m of storage.

Traffic Operations

- Recommended mitigation measures to support the development of the site include:
    - Signal timings at the intersection of Terry Fox Drive / Campeau Drive should be optimized within the existing cycle length for the Saturday midday peak hour. Under future total conditions with the optimized signal timing plan, the intersection will operate at acceptable overall v/c ratios. Queues will continue to exceed the available storage for some movements. This condition will occur with or without development of the site. On this basis, the City of Ottawa should monitor this intersection as the redistribution of traffic due to the Earl Grey Drive extension is realized, and as background development proceeds, to determine if an optimized signal timing plan is appropriate.
    - At the intersection of Terry Fox Drive / Signature Centre Access – Didsbury Road the westbound left-turn storage length should be extended from 60 m to 70 m.
    - The intersection of Terry Fox Drive / Signature Centre Access – Didsbury Road should be configured to provide 80 m of storage for the northbound through-left lane and 20 m of storage for the northbound right-turn lane when the south approach is reconstructed.
    - The intersection of Didsbury Road / Campeau Drive should be configured to provide 30 m of storage for the southbound through-right and left-turn lanes when the north approach is reconstructed;
    - The intersection of Campeau Drive / Site West Access – Kanata Commons Access should be configured to provide 20 m of storage for the southbound lanes when the north approach is reconstructed.
    - When the eastbound left-turn lanes at Campeau Drive / Site West Access – Kanata Commons Access are normalized, a single eastbound left-turn lane with 75 m of storage should be provided.
- **With the recommended mitigation measures in place, site traffic will be accommodated on the road network under future conditions in 2033.**

Appendix A:
Comment Responses

COMMENT RESPONSES

Comments were provided by City staff in a letter dated July 21, 2026. Responses to all City comments are provided below. Based on discussions with City staff, some comments have been waived or responses are considered beyond the scope of the study. Follow-up comments confirming the outcome of these discussions are attached in **Appendix H**.

Comment 35

At Terry Fox / Campeau, the NBL and SBL are coded as protected/permissive in Synchro, although they are fully protected. Correct the Synchro file, and revise the queue discussion and assumptions accordingly. The intersection conclusions cannot be accepted until this is corrected.

Response

The NBL and SBL movements at the intersection of Terry Fox Drive / Campeau Drive have been coded as fully protected in the updated traffic operations analysis summarized in **Section 3.5**. Synchro worksheets are provided in **Appendix F**.

Comment 36

Revise the coded existing left turn storage against Tables 13 to 22. Most do not match and will require a rectification review.

Response

Left turn storage lengths have been corrected in the tables noted above and in the Synchro files. Updated traffic operations analysis results are summarized in **Section 3.5**. Synchro worksheets are provided in **Appendix F**.

Comment 37

Campeau Drive / Site West Access EB left, same as Terry Fox / Signature Centre WB left, queues appear not to be accommodated within the storage length provided.

Response

As part of the redevelopment of the subject site, it is recommended that the left turn lane at the intersection of Terry Fox Drive / Signature Centre Access – Didsbury Road be modified to provide 70 m of storage. It is anticipated that the extended storage length can accommodate future queues for the westbound left-turn movement.

It is also recommended that when the eastbound left-turn lanes at Campeau Drive / Site West Access – Kanata Commons Access are normalized, a single eastbound left-turn lane with 75 m of storage should be provided, which will accommodate anticipated queues.

Comment 38

Report states a Synchro default 0 s lost time, yet the model shows -1 s. This impacts effective green. Correct or discuss.

Response

The description of network parameters has been corrected to reflect the adopted lost time adjustment of -1 second at signalized intersections. This is a commonly applied assumption that reflects vehicles clearing the intersection during the amber and all-red times for each phase, particularly at busy intersections.

Comment 39

Total WBL volumes at Terry Fox / Signature Centre are forecast to be 190 vph in the PM peak, and the EBL at Campeau / Site West Access is forecast to be 155 vph on weekends. Both are mainly development generated and are coded as permissive. These values, together with the collision pattern findings, require discussion of the impact if fully protected phasing is to be considered. This will impact time allocation for other phases on both Terry Fox and Campeau.

Response

Protected left turns at the site accesses are not proposed as part of this study, and operations are anticipated to be acceptable in the future. If protected left turns were considered, it is anticipated that intersection operations would remain acceptable, given the volumes at these intersections and the time available in the signal cycle. The collision pattern findings are not applicable because these lanes are not currently in operation.

Comment 40

The conclusion that most intersections operate acceptably is not accepted. Further data rectification and discussion are required. Signal timing changes and optimization require a corridor level assessment and optimization to ensure coordination, especially given the proximity to the Highway 417 ramps, which are not included in the study area.

Response

Revisions to the traffic analysis have been completed based on comments provided by City staff, and are summarized in **Section 3.0**. Based on the revised analysis, the following mitigation measures are recommended to support the development:

- Signal timings at the intersection of Terry Fox Drive / Campeau Drive should be optimized within the existing cycle length for the Saturday midday peak hour. Under future total conditions with the optimized signal timing plan, the intersection will operate at acceptable overall v/c ratios. Queues will continue to exceed the available storage for some movements. This condition will occur with or without development of the site, and the impact of site traffic on queueing is similar with or without the optimized signal timing plan. On this basis, the City of Ottawa should monitor this intersection as the redistribution of traffic due to the Earl Grey Drive extension is realized, and as background development proceeds, to determine if an optimized signal timing plan is appropriate.

- At the intersection of Terry Fox Drive / Signature Centre Access – Didsbury Road the westbound left turn storage length should be extended from 60 m to 70 m.
- The intersection of Terry Fox Drive / Signature Centre Access – Didsbury Road should be configured to provide 80 m of storage for the northbound through-left lane and 20 m of storage for the northbound right-turn lane when the south approach is reconstructed.
- The intersection of Didsbury Road / Campeau Drive should be configured to provide 30 m of storage for the southbound through-right and left-turn lanes when the north approach is reconstructed.
- The intersection of Campeau Drive / Site West Access – Kanata Commons Access should be configured to provide 20 m of storage for the southbound lanes when the north approach is reconstructed.
- When the eastbound left-turn lanes at Campeau Drive / Site West Access – Kanata Commons Access are normalized, a single eastbound left-turn lane with 75 m of storage should be provided.

With the recommended mitigation measures in place, site traffic will be accommodated on the road network under future conditions in 2033.

A wider corridor study is considered to be beyond the scope of the TIA. The scope has been maintained from the previous submission, as agreed in discussions with City staff.

Comment 41

The WB shared through-right lane at Campeau Drive / Didsbury Road has 60 m storage against a 95th percentile queue of 55.7 m. That holds only because the site assignment gives the movement zero right turns. Justify the assignment, reassign a reasonable share of Campeau Drive traffic to the Didsbury extension, and rerun the analysis. Confirm whether a dedicated WB right-turn lane is required.

Response

The site traffic assignment has been adjusted to include a modest amount of traffic making the westbound right-turn movement at Didsbury Road / Campeau Drive. The revised queue results are summarized in **Table 20**, The reported storage length reflects the average combined storage length in the lane group, rounded down to the nearest whole number, i.e. (WBT 275 m+ WBTR 45 m) / 2 lanes = 160 m per lane. Synchro queue length reflects the average queue length in the lane group. Under future total conditions, the 95th percentile queue length of approximately 56 m per lane is well accommodated in the existing storage length.

Comment 42

Rectify Table 14 error. Phase 5 split is shown as 115s in a 120s cycle.

Response

Table 14 summarizes potential signal timing modifications for the intersection of Terry Fox Drive / Campeau Drive, updated to reflect the revised analysis.

Comment 43

The proposal reconfigures signalized intersections that operate under distinct AM timing plans, and the assumed background diversion onto the Didsbury extension applies in the AM peak. Provide weekday AM peak analysis for impacted intersections.

Response

Following discussions with City staff, it was agreed that the weekday morning peak hour will not be included as part of the zoning application.

Comment 44

1.3 Proposed development - Add a Site Plan or concept plan that represents the written description. It is understood to be conceptual and subject to change.

Response

The plan layout and site statistics are preliminary at this time. It is our understanding that a concept plan is not a requirement of the current zoning submission as the goal is to assess whether the general proposed uses are appropriate for this location rather than a full assessment of a final project for immediate development. The site statistics will also be refined over time as discussions evolve with potential site end users. A full site plan will be included in a future Site Plan Control application for City review.

Comment 45

2.1.1 Time Periods

Why is weekday AM Peak hour not included?

Response

Following discussions with City staff, it was agreed that analysis of the weekday morning peak hour will not be included as part of the zoning application.

Comment 46

2.4.5 Existing Traffic Volumes

Add AT volumes to figure 6.

Response

Active transportation volumes have been added to **Figure 6**.

Comment 47

2.4.6 Collision History

Discuss if any collisions involved pedestrians or cyclist.

Response

One recorded collision in the last five years involved a cyclist and a driver. The collision seems to have occurred when the driver made an eastbound right-turn movement at the intersection of Terry Fox Drive / Campeau Drive, colliding with a cyclist making and eastbound through movement.

No pedestrians were involved in recorded collisions in the last five years.

Comment 48

2.6.1 Trip Generation

Remember to use 1.28 conversion factor to get person trips then covert for mode shares using Ottawa TRANS report.

Response

Trip forecasts for the site have been updated to include the use of the 1.28 conversion factor to estimate person trips based on ITE vehicle trips for the proposed large format retail use. Trip generation is summarized in **Section 2.6**.

Comment 49

3.5.1.2 Network Wide Parameters

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

Verify with Signals if 1800 per 2017 TIA guidelines still in effect.

Response

BA Group has not received comments from the Signals group at the City of Ottawa, and an ideal saturation flow rate of 1900 vehicles per hour per lane has been maintained based on industry best practice in the Province of Ontario.

Comment 51

The City of Ottawa Street Lighting Group has no comments to this TIA submission. The Street lighting Group reserves the right to comment at functional design.

Please note: Any changes to the existing ROW/roadway geometry will require a review to be completed by the City of Ottawa Street Lighting Group.

Response

Noted.

Comment 52

Table 9: Area Background Developments, should also include: 2775 & 2785 Palladium Drive.

Response

Following discussions with City staff, it was agreed that the development at 2775 & 2785 Palladium Drive will not be included in the study. Background developments have been maintained from the July 2026 study, as summarized in **Table 9**.

Appendix B:
Screening Form

Certification Form for TIA Study PM

TIA Plan Reports

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

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

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

CERTIFICATION

- ☑ I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines; (Update effective July 2023)
- ☑ I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;
- ☑ I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and
- ☑ I am either a licensed or registered[1] professional in good standing, whose field of expertise
  - ☑ is either transportation engineering
  - ☑ or transportation planning.

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

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

Revision Date: June 2023

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

Name : Margaret Briegmann

Professional title: Professional Engineer, Consulting Engineer, Principal

Margaret Briegmann

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

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

Stamp

Revision Date: June 2023

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

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

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

2. Trip Generation Trigger

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

Table notes:

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

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

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

3. Location Triggers

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

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

4. Safety Triggers

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

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

5. Summary

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

[2] Hubs are identified in Schedules B1 to B8 of the City of Ottawa Official Plan. PMTSAs are identified in ScheduleC1 of the Official Plan. DPAs are identified in Schedule C7A and C7B of the Official. See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA.

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

Appendix C:
Turning Movement Counts

Spectrum

Turning Movement Count
Location Name: CAMPEAU DR & TERRY FOX DR
Date: Fri, Nov 21, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

Spectrum

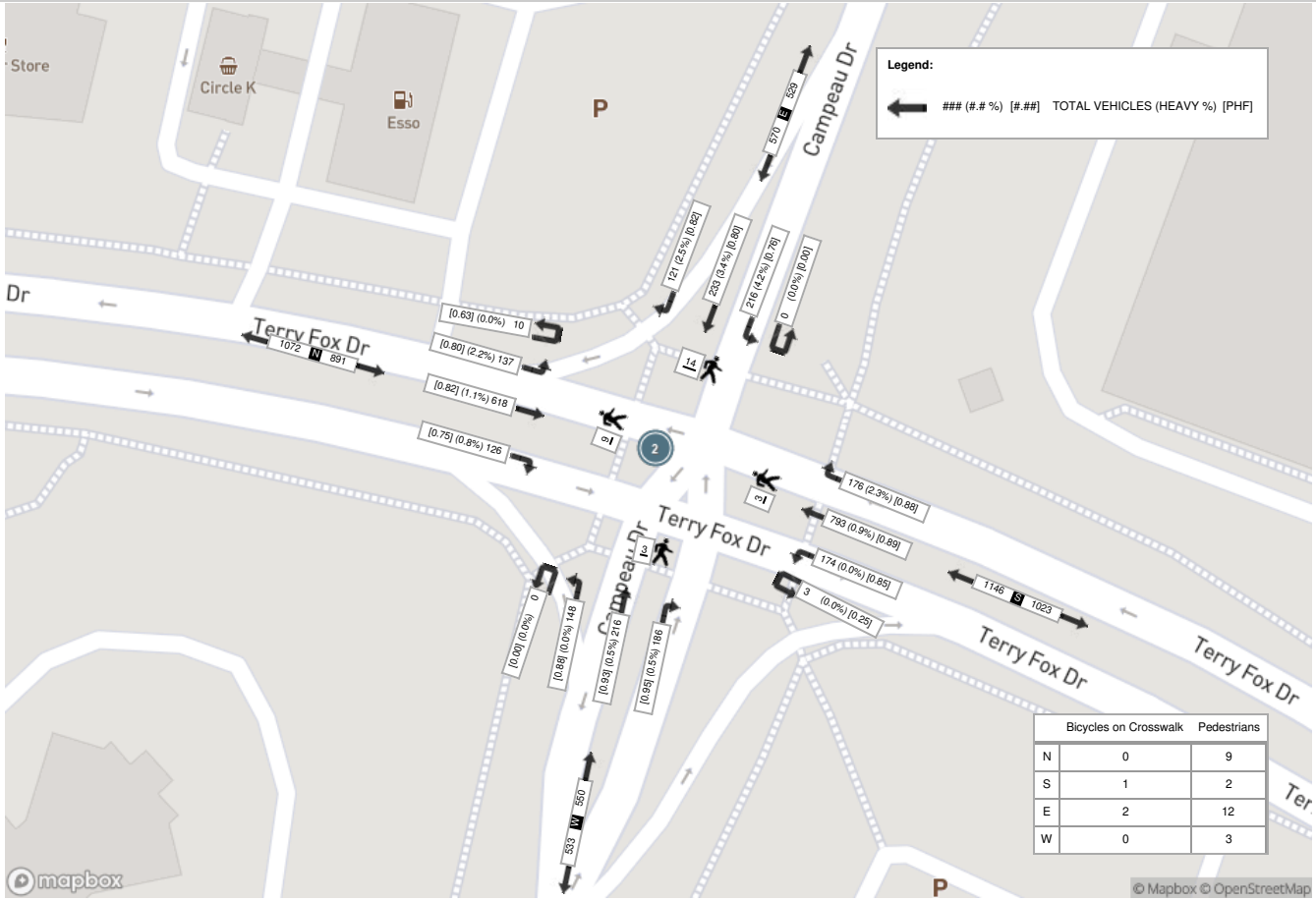
Turning Movement Count
Location Name: CAMPEAU DR & TERRY FOX DR
Date: Fri, Nov 21, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

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



Spectrum

Turning Movement Count
Location Name: CAMPEAU DR & TERRY FOX DR
Date: Sat, Nov 22, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

Spectrum

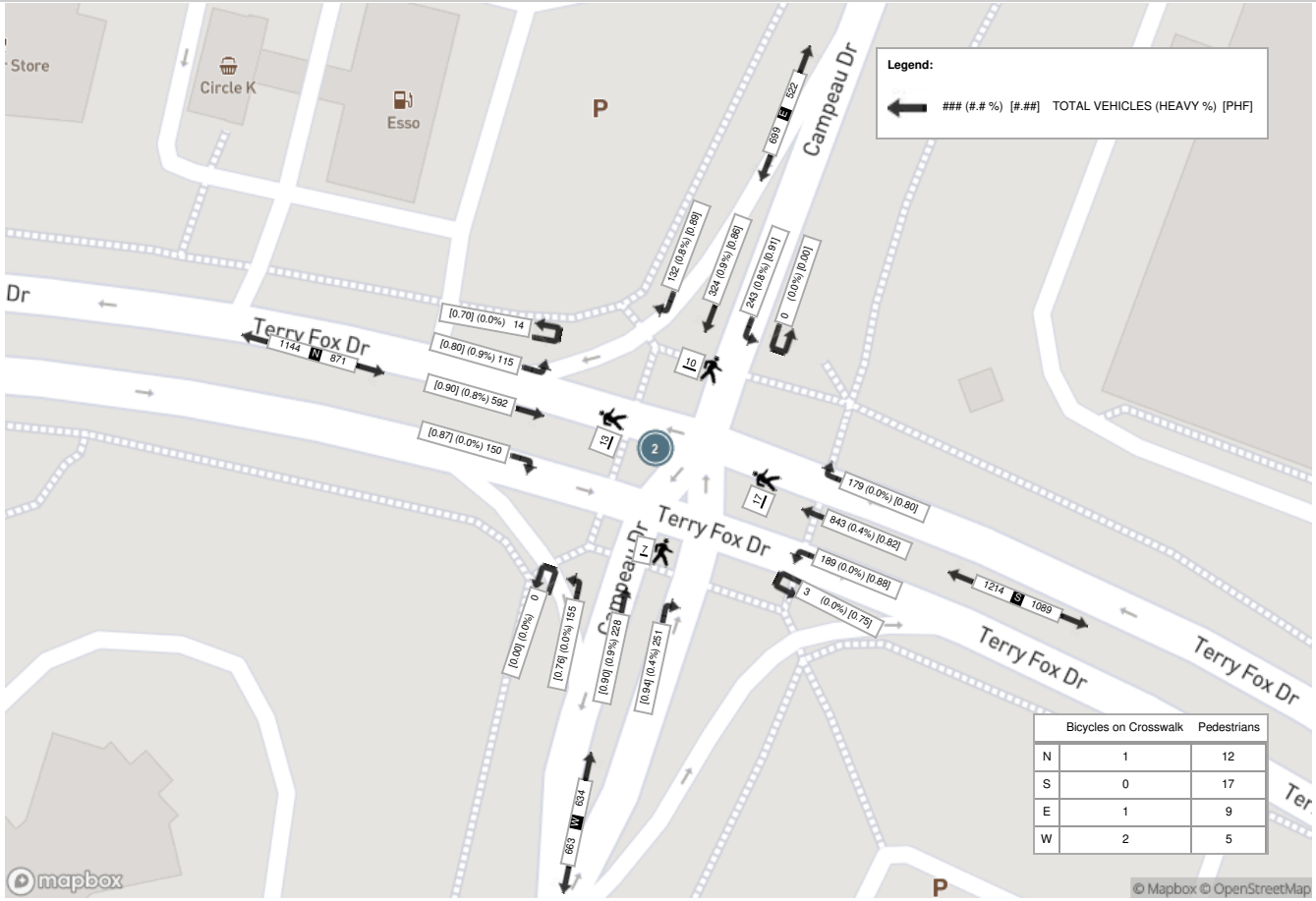
Turning Movement Count
Location Name: CAMPEAU DR & TERRY FOX DR
Date: Sat, Nov 22, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

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



Spectrum

Turning Movement Count
Location Name: TERRY FOX DR & 499 TERRY FOX DR (SIGNATURE CENTRE DRIVEWAY)
Date: Fri, Nov 21, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

Spectrum

Turning Movement Count
Location Name: TERRY FOX DR & 499 TERRY FOX DR (SIGNATURE CENTRE DRIVEWAY)
Date: Fri, Nov 21, 2025 Deployment Lead: Rey Fernandez

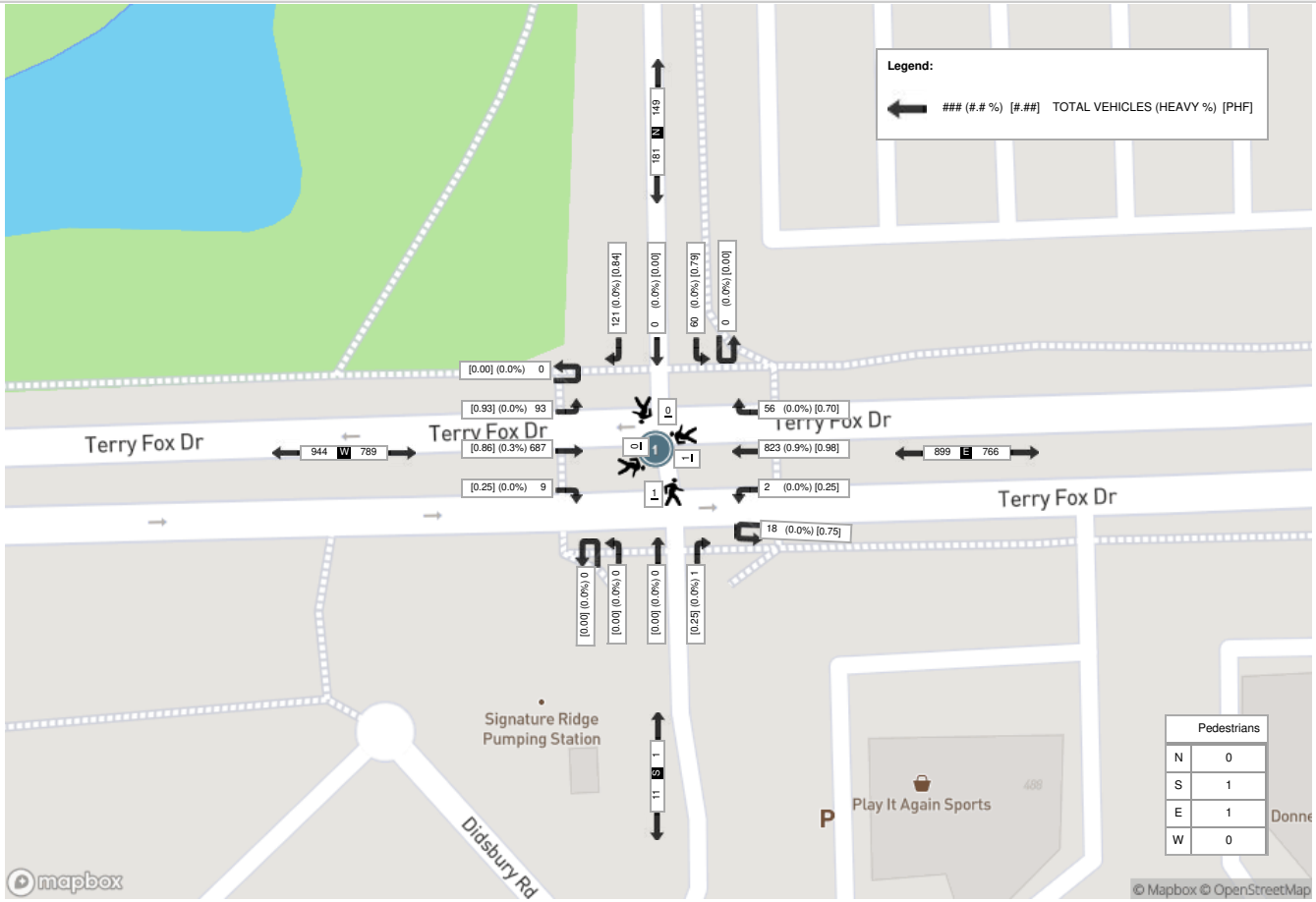
BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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



Spectrum

Turning Movement Count
Location Name: TERRY FOX DR & 499 TERRY FOX DR (SIGNATURE CENTRE DRIVEWAY)
Date: Sat, Nov 22, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

Spectrum

Turning Movement Count
Location Name: TERRY FOX DR & 499 TERRY FOX DR (SIGNATURE CENTRE DRIVEWAY)
Date: Sat, Nov 22, 2025 Deployment Lead: Rey Fernandez

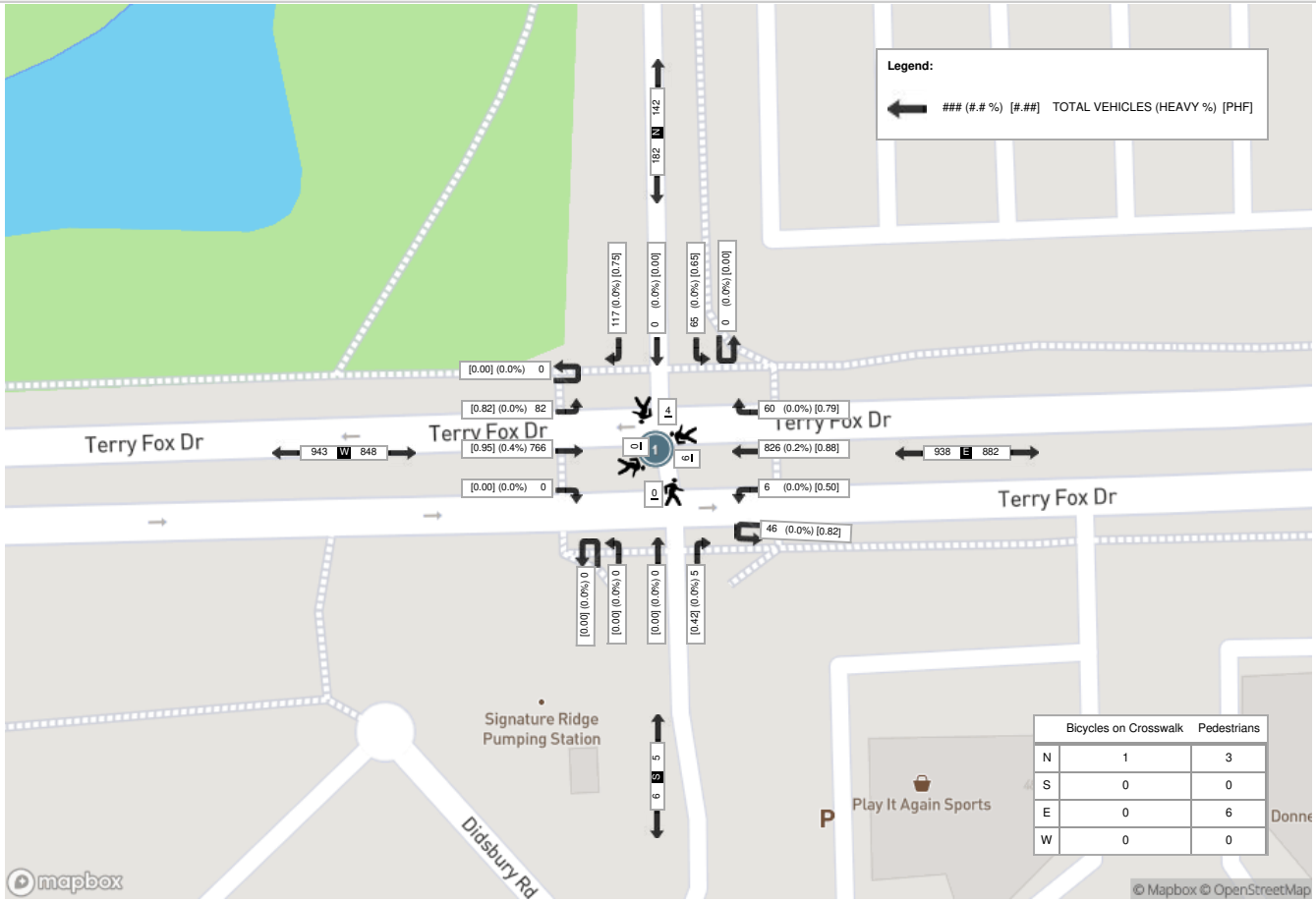
BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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



Spectrum

Turning Movement Count
Location Name: CAMPEAU DR & DIDSBURY RD
Date: Fri, Nov 21, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

Spectrum

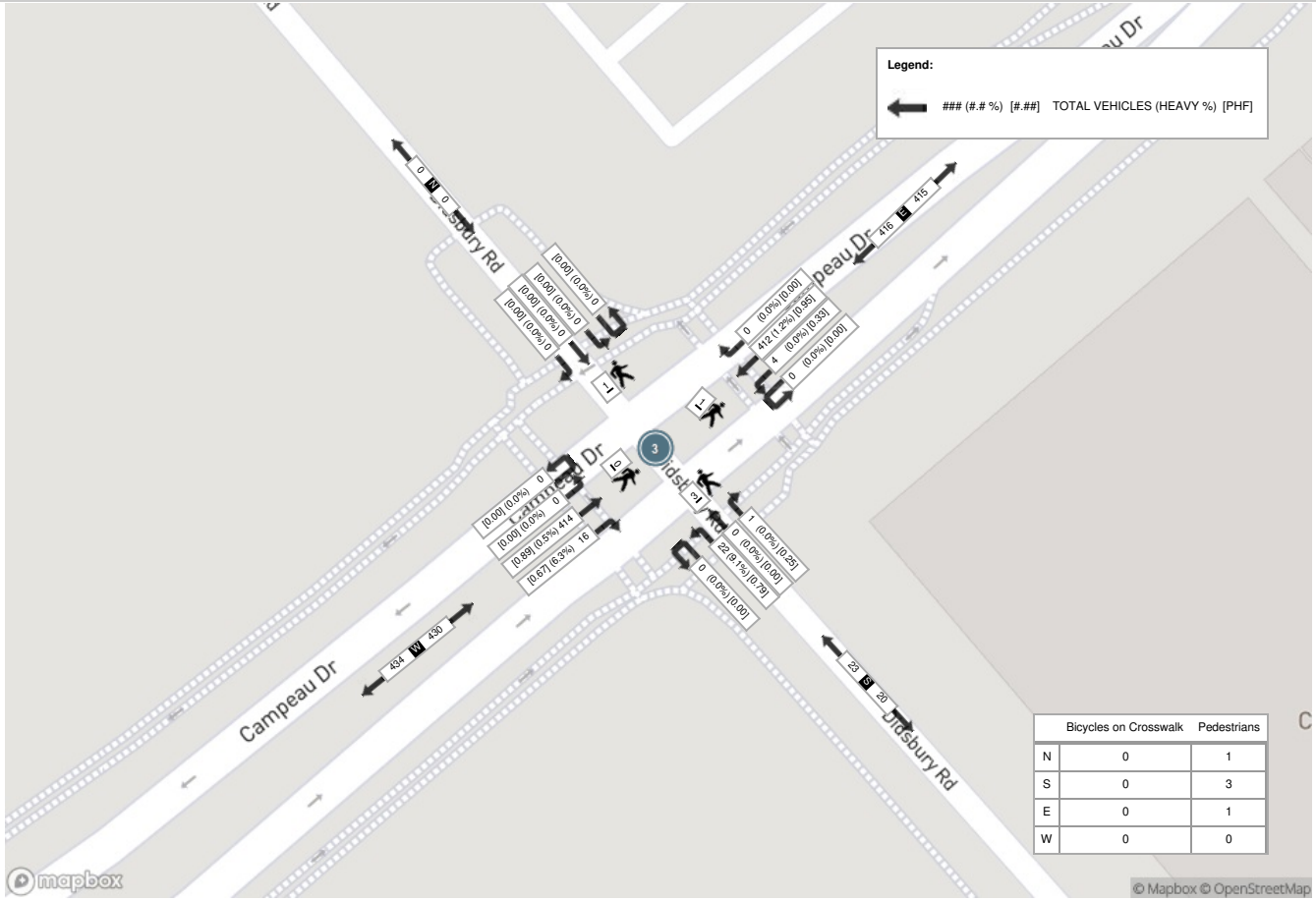
Turning Movement Count
Location Name: CAMPEAU DR & DIDSBURY RD
Date: Fri, Nov 21, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

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



	Bicycles on Crosswalk	Pedestrians
N	0	1
S	0	3
E	0	1
W	0	0

Spectrum

Turning Movement Count
Location Name: CAMPEAU DR & DIDSBURY RD
Date: Sat, Nov 22, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

Spectrum

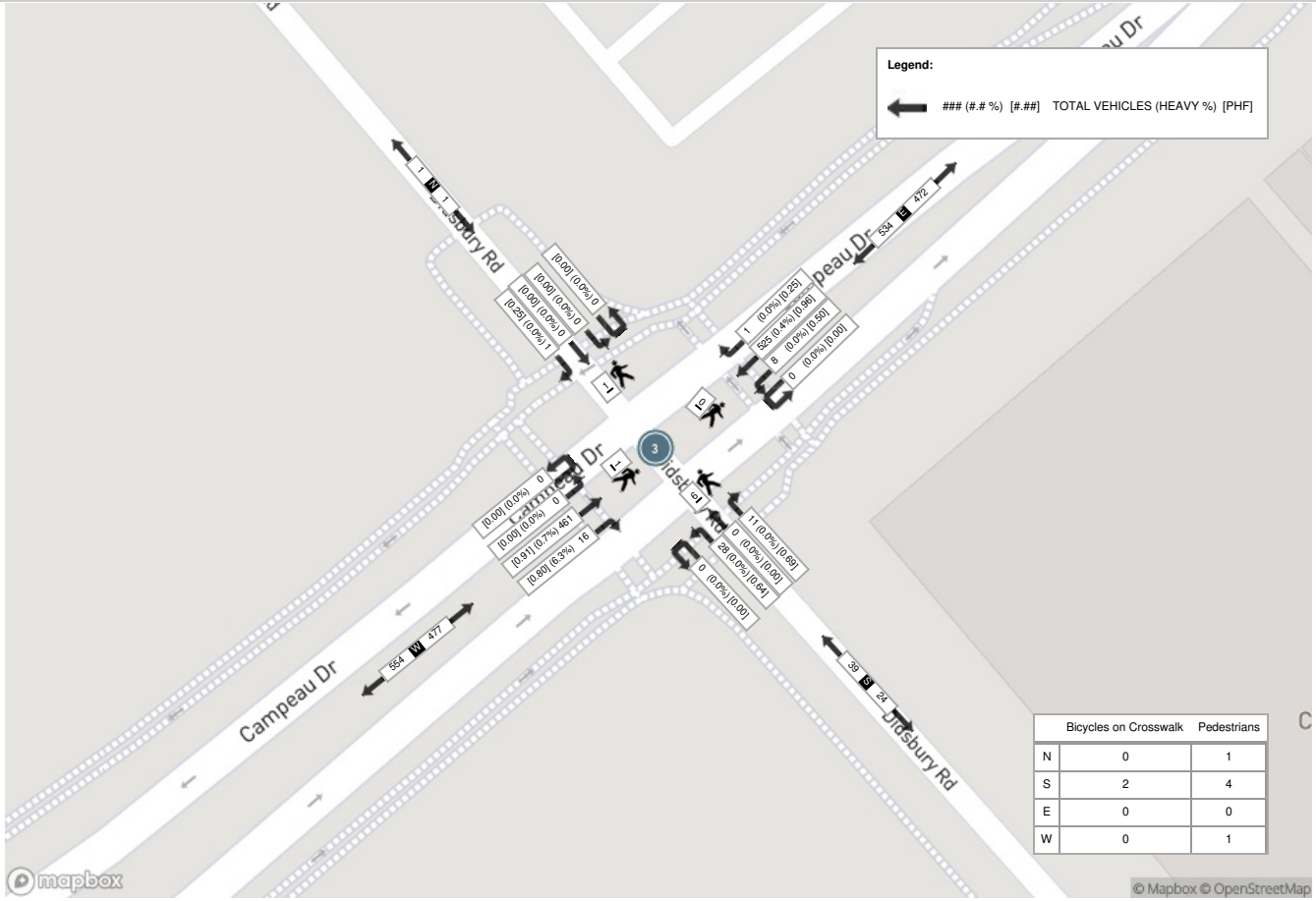
Turning Movement Count
Location Name: CAMPEAU DR & DIDSBURY RD
Date: Sat, Nov 22, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

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



Spectrum

Turning Movement Count
Location Name: CAMPEAU DR & 8231 CAMPEAU DR (SITE ACCESS â€“ PRIVATE DRIVEWAY)
Date: Fri, Nov 21, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

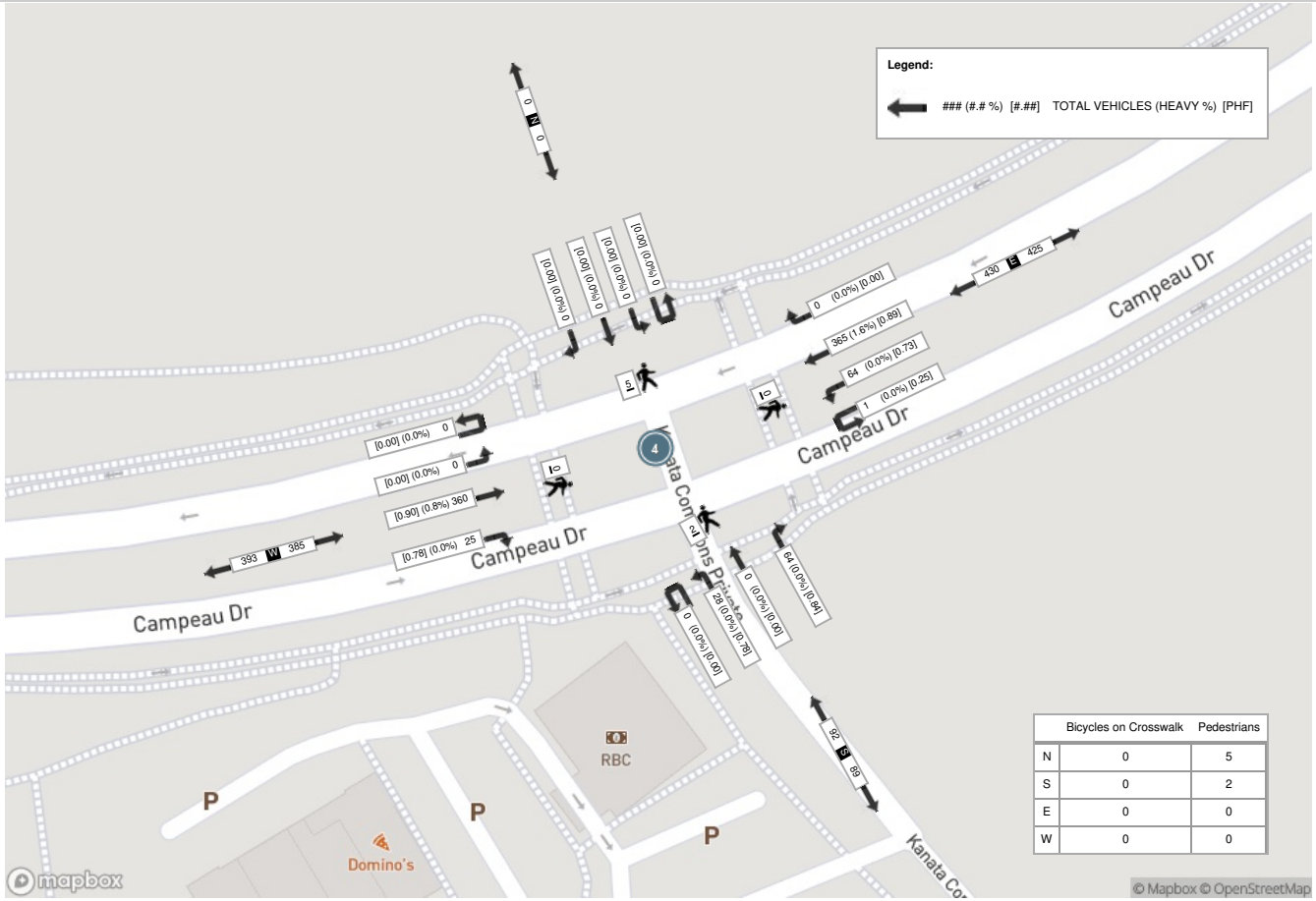
BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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



	Bicycles on Crosswalk	Pedestrians
N	0	5
S	0	2
E	0	0
W	0	0

Spectrum

Turning Movement Count
Location Name: CAMPEAU DR & 8231 CAMPEAU DR (SITE ACCESS â€“ PRIVATE DRIVEWAY)
Date: Sat, Nov 22, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

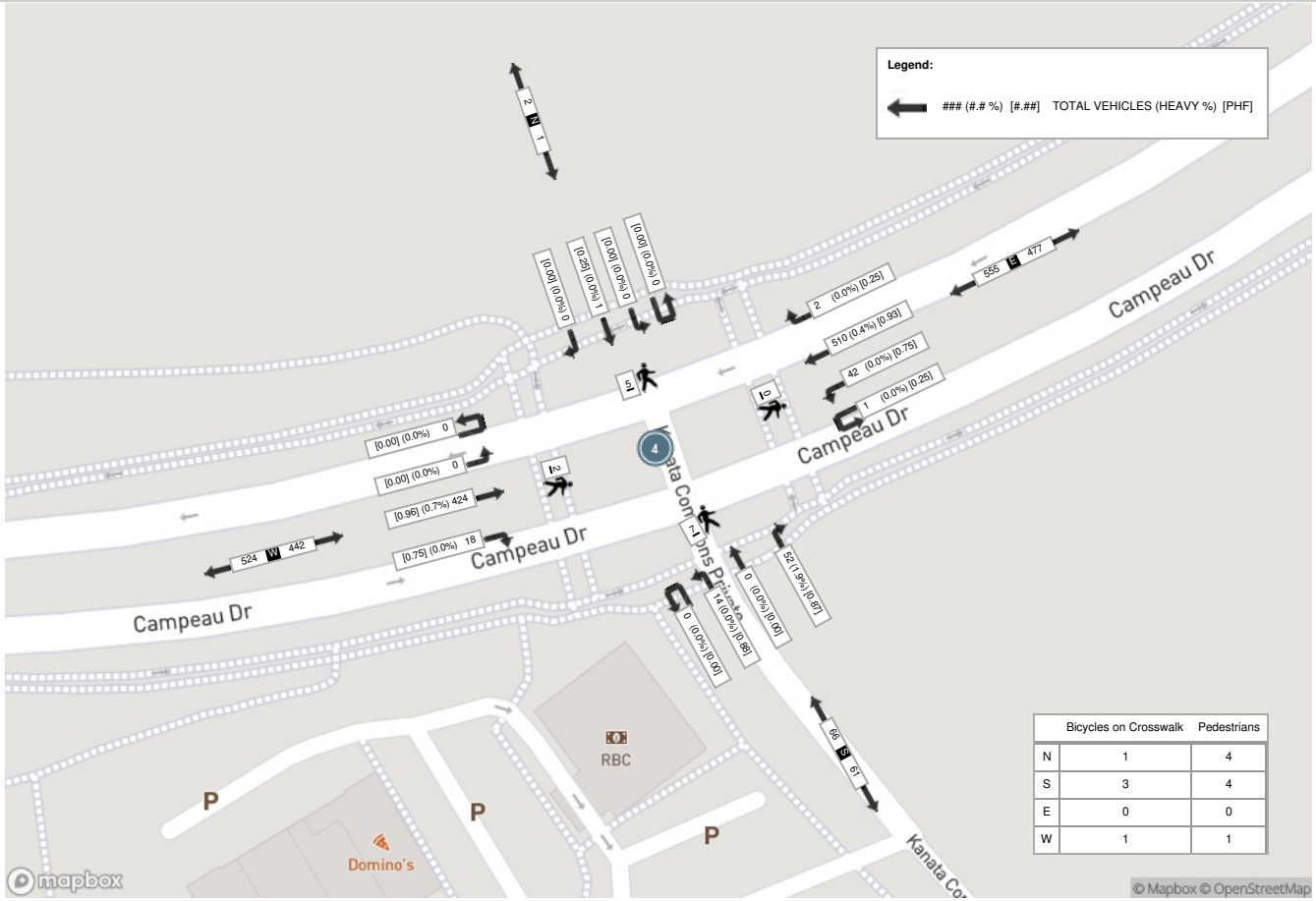
BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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



	Bicycles on Crosswalk	Pedestrians
N	1	4
S	3	4
E	0	0
W	1	1

Spectrum

Turning Movement Count
Location Name: CAMPEAU DR & WINTERSET RD â€“ DONUM LN
Date: Fri, Nov 21, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

Spectrum

Turning Movement Count
Location Name: CAMPEAU DR & WINTERSET RD â€“ DONUM LN
Date: Fri, Nov 21, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

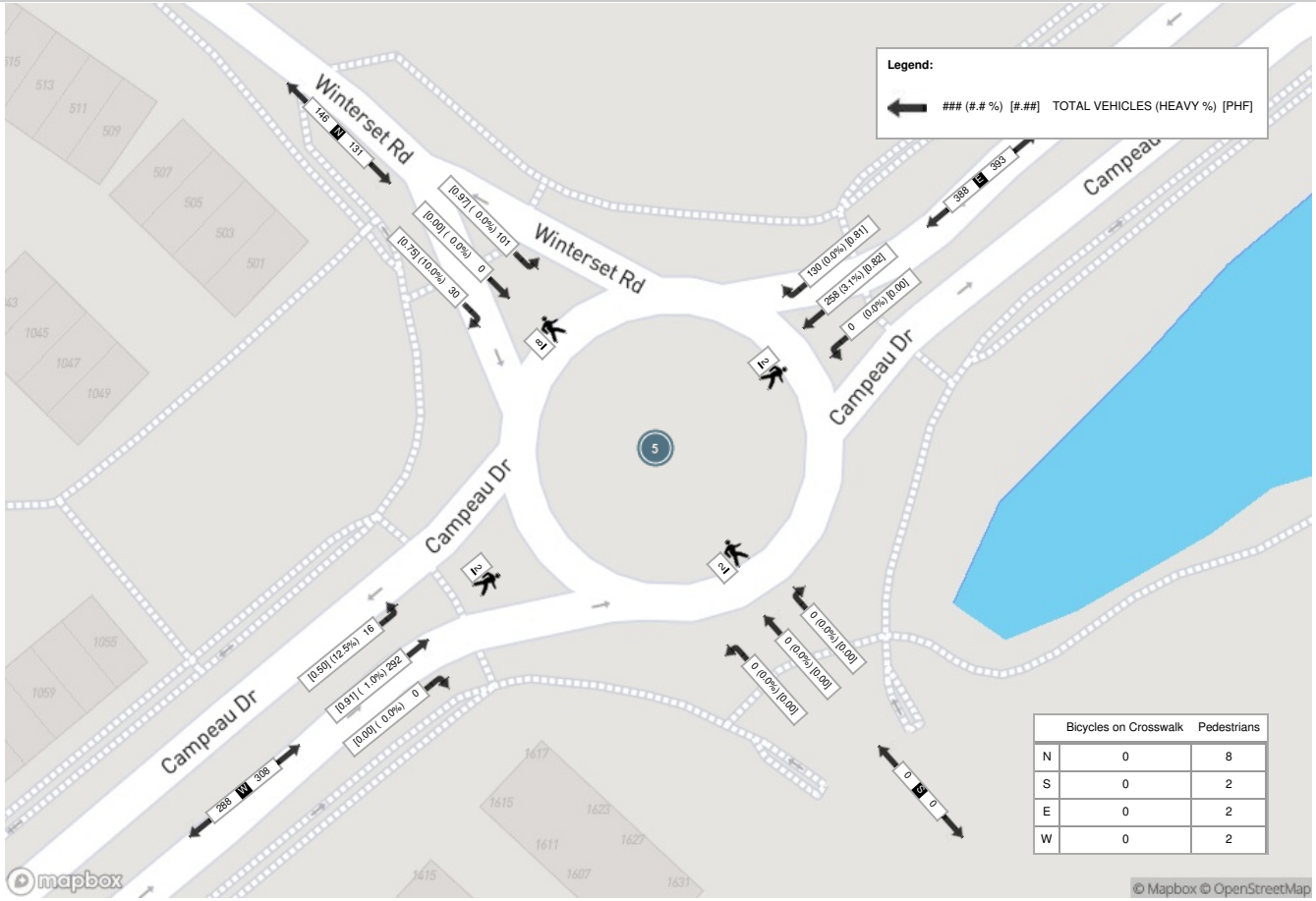
Start Time	N Approach WINTERSET RD						E Approach CAMPEAU DR						S Approach DONUM LN						W Approach CAMPEAU DR						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach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

Spectrum

Turning Movement Count
Location Name: CAMPEAU DR & WINTERSET RD â€“ DONUM LN
Date: Fri, Nov 21, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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



Spectrum

Turning Movement Count
Location Name: CAMPEAU DR & WINTERSET RD â€“ DONUM LN
Date: Sat, Nov 22, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

Spectrum

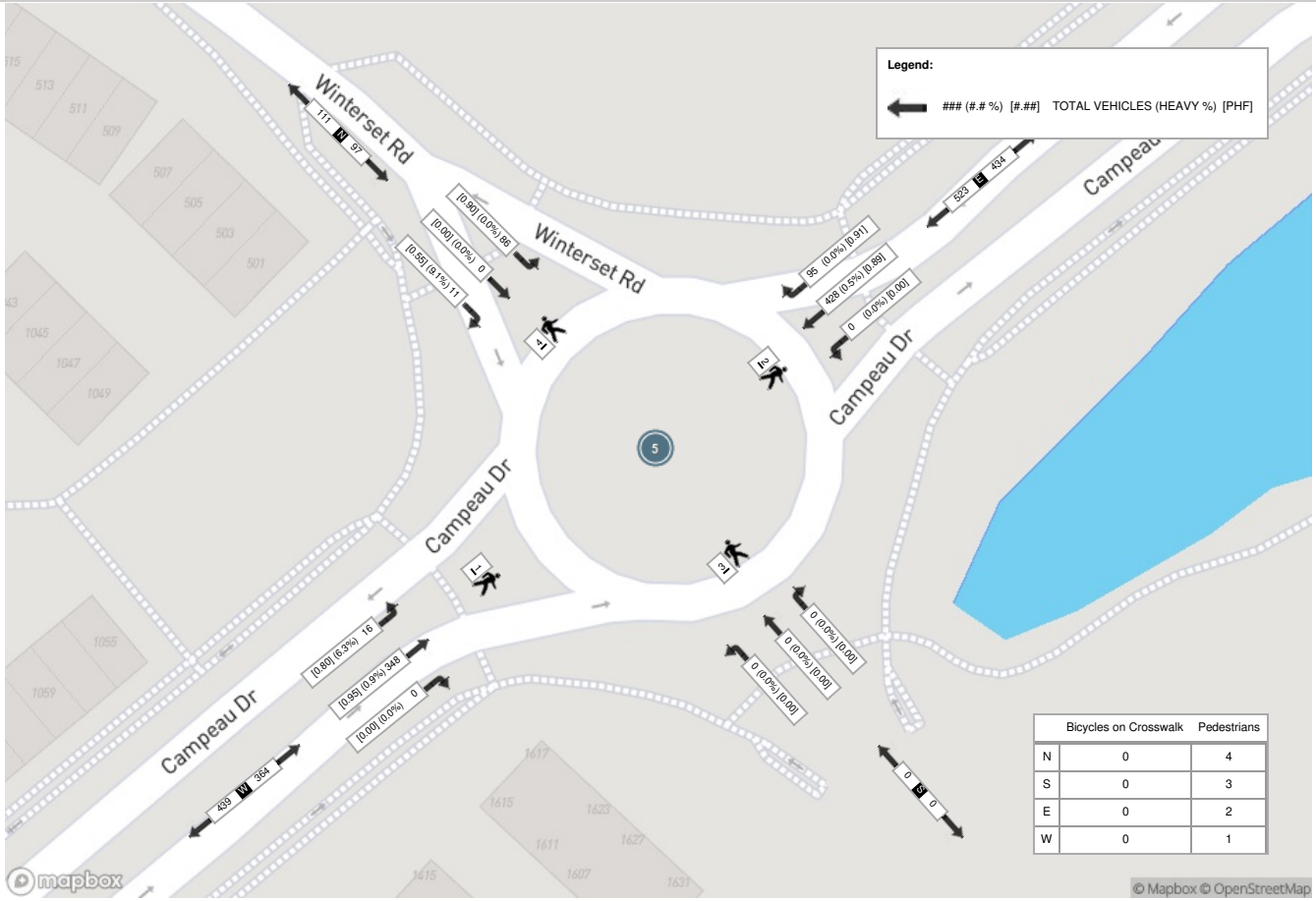
Turning Movement Count
Location Name: CAMPEAU DR & WINTERSET RD â€“ DONUM LN
Date: Sat, Nov 22, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

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

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

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



	Bicycles on Crosswalk	Pedestrians
N	0	4
S	0	3
E	0	2
W	0	1

Appendix D:
Collision Data

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: CAMPEAU DR @ DIDSBURY RD

Traffic Control: Stop sign **Total Collisions:** 3

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

Location: CAMPEAU DR @ TERRY FOX DR

Traffic Control: Traffic signal **Total Collisions:** 62

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

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: CAMPEAU DR @ TERRY FOX DR

Traffic Control: Traffic signal **Total Collisions:** 62

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

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: CAMPEAU DR @ TERRY FOX DR

Traffic Control: Traffic signal **Total Collisions:** 62

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

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: CAMPEAU DR @ TERRY FOX DR

Traffic Control: Traffic signal **Total Collisions:** 62

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

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: CAMPEAU DR @ TERRY FOX DR

Traffic Control: Traffic signal **Total Collisions:** 62

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

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: CAMPEAU DR @ TERRY FOX DR

Traffic Control: Traffic signal **Total Collisions:** 62

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

Location: CAMPEAU DR btwn DIDSBURY RD & TERRY FOX DR

Traffic Control: No control **Total Collisions:** 7

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

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Collision Details Report - Public Version

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

Location: CAMPEAU DR btwn DIDSBURY RD & TERRY FOX DR

Traffic Control: No control **Total Collisions:** 7

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

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

Traffic Control: Traffic signal **Total Collisions:** 14

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

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

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

Traffic Control: Traffic signal **Total Collisions:** 14

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

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

Traffic Control: No control **Total Collisions:** 17

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jan-30, Wed,16:07	Clear	Angle	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

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

Traffic Control: No control **Total Collisions:** 17

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

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

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

Traffic Control: No control **Total Collisions:** 17

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

Location: TERRY FOX DR btwn KANATA AVE & DIDSBURY RD

Traffic Control: No control **Total Collisions:** 9

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

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Collision Details Report - Public Version

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

Location: TERRY FOX DR btwn KANATA AVE & DIDSBURY RD

Traffic Control: No control **Total Collisions:** 9

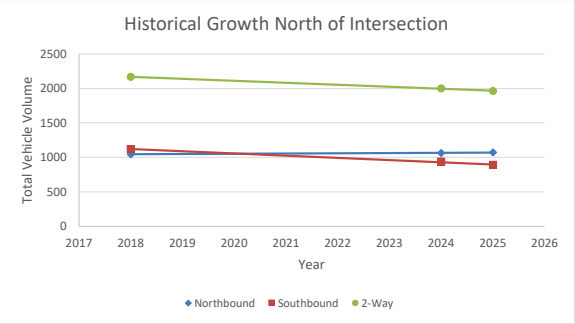
Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Jun-18, Tue,08:00	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Overtaking	Unknown	Other motor vehicle	
2024-Jul-02,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

Appendix E:
Corridor Growth

Project:	375 Didsbury Road
Project ID:	7036-52
Intersection	Terry Fox Drive / Campeau Drive
Peak Hour	PM Peak

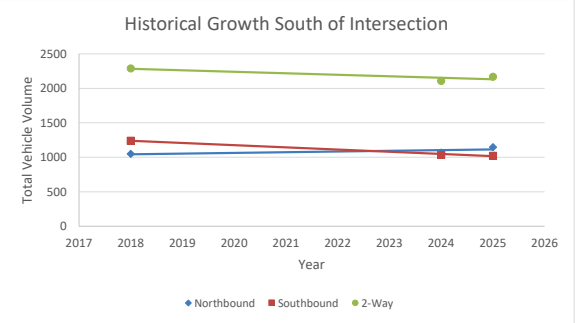
North of Intersection				
Date	**Year**	**Northbound**	**Southbound**	**2-Way**
Wednesday November 7th 2018	2018	1047	1121	2168
Thirsday October 17, 2024	2024	1065	937	2002
Friday November 21 2025	2025	1072	891	1963

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



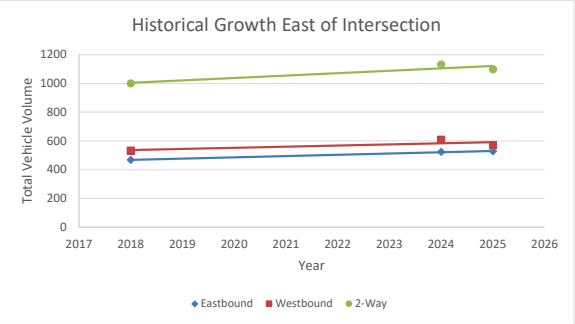
South of Intersection				
Date	**Year**	**Northbound**	**Southbound**	**2-Way**
Wednesday November 7th 2018	2018	1049	1241	2290
Thirsday October 17, 2024	2024	1068	1042	2110
Friday November 21 2025	2025	1146	1023	2169

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



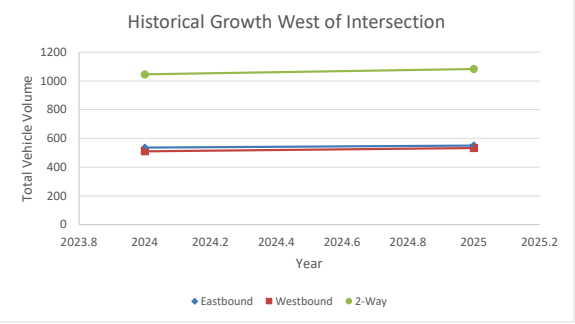
East of Intersection				
Date	**Year**	**Eastbound**	**Westbound**	**2-Way**
Wednesday November 7th 2018	2018	468	533	1001
Thirsday October 17, 2024	2024	523	609	1132
Friday November 21 2025	2025	529	570	1099

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



West of Intersection				
Date	**Year**	**Eastbound**	**Westbound**	**2-Way**
Thirsday October 17, 2024	2024	536	510	1046
Friday November 21 2025	2025	550	533	1083

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



Appendix F:
Signal Timing Plans

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

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

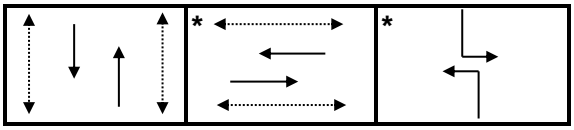
Existing Timing Plans†

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

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

Phasing Sequence‡

Plan: **All**



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

Schedule

Weekday

Time	Plan
0:10	4
6:30	1
9:30	2
14:40	12
15:20	3
19:00	2
23:00	4

Saturday

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

Sunday

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

Notes

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

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

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

▬ ▬ ► Bike Signal

═ ═ ► Transit Signal

Cost is $63.94 ($56.58 + HST)

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

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

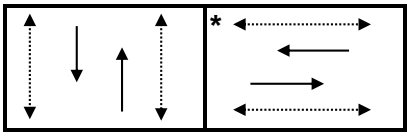
Existing Timing Plans†

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

Note: Terry Fox is considered the NS Street

Phasing Sequence‡

Plan: All



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

Schedule

Weekday

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

Saturday

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

Sunday

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

Notes

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

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

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

▬ ▬ ► Bike Signal

═ ═ ► Transit Signal

Cost is $63.94 ($56.58 + HST)

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

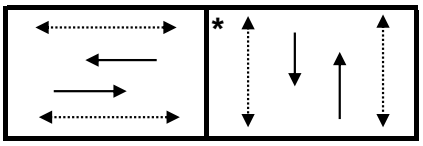
Intersection:	***Main:*** Campeau	***Side:***	Didsbury
Controller:	**ATC 3**	**TSD:**	**5355**
Author:	Kymen Kwan	**Date:**	20-Oct-2025

Existing Timing Plans†

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

Phasing Sequence‡

Plan: All



Schedule

All Day

Time	Plan
0:10	4
23:00	4

Notes

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

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

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

Cost is $62.38 ($55.20 + HST)

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

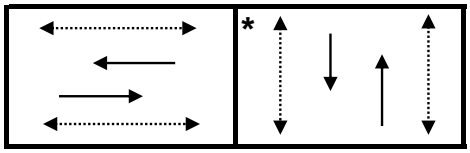
Intersection:	***Main:*** Campeau	***Side:***	Kanata Commons
Controller:	**ATC 3**	**TSD:**	**5433**
Author:	Kymen Kwan	**Date:**	20-Oct-2025

Existing Timing Plans†

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

Phasing Sequence‡

Plan: All



Schedule

All Day

Time	Plan
0:10	4
23:00	4

Notes

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

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

Asterisk (*) Indicates actuated phase

(fp): Fully Protected Left Turn

◄·····► Pedestrian signal

▬ ▬ ► Bike Signal

═ ═ ► Transit Signal

Cost is $63.94 ($56.58 + HST)

Appendix G:
Capacity Analysis Worksheets

Queues
1: Terry Fox Drive & Campeau Drive

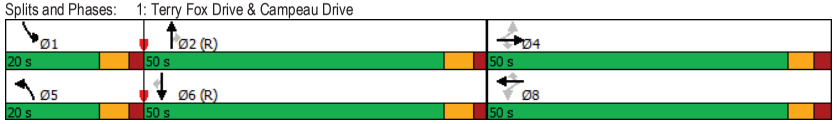
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	215	185	215	235	120	175	795	175	145	620	125
Future Volume (vph)	150	215	185	215	235	120	175	795	175	145	620	125
Lane Group Flow (vph)	155	222	191	222	242	124	180	820	180	149	639	129
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	20.0	50.0	50.0	20.0	50.0	50.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%	16.7%	41.7%	41.7%	16.7%	41.7%	41.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.64	0.43	0.33	0.89	0.47	0.24	0.69	0.50	0.23	0.66	0.40	0.17
Control Delay	48.7	36.3	5.3	74.3	37.5	5.6	63.0	26.3	5.4	61.5	31.7	12.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.7	36.3	5.3	74.3	37.5	5.6	63.0	26.3	5.4	61.5	31.7	12.9
Queue Length 50th (m)	33.7	45.0	0.0	52.7	49.8	0.0	42.1	75.0	1.5	35.9	63.2	1.0
Queue Length 95th (m)	50.6	58.9	15.1	75.8	64.6	12.5	#77.3	111.5	17.4	59.0	92.7	21.3
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	325	701	707	335	687	650	265	1653	791	238	1601	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.32	0.27	0.66	0.35	0.19	0.68	0.50	0.23	0.63	0.40	0.17

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	215	185	215	235	120	175	795	175	145	620	125
Future Volume (vph)	150	215	185	215	235	120	175	795	175	145	620	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1795	1881	1575	1733	1845	1536	1805	3574	1516	1770	3574	1559
Flt Permitted	0.46	1.00	1.00	0.49	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	872	1881	1575	901	1845	1536	1805	3574	1516	1770	3574	1559
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	155	222	191	222	242	124	180	820	180	149	639	129
RTOR Reduction (vph)	0	0	138	0	0	89	0	0	92	0	0	72
Lane Group Flow (vph)	155	222	53	222	242	35	180	820	88	149	639	57
Confl. Peds. (#/hr)	9		2	2		9	3		12	12		3
Confl. Bikes (#/hr)			1						2			
Heavy Vehicles (%)	0%	1%	1%	4%	3%	3%	0%	1%	2%	2%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	32.4	32.4	32.4	32.4	32.4	32.4	16.4	54.0	54.0	14.4	52.0	52.0
Effective Green, g (s)	33.4	33.4	33.4	33.4	33.4	33.4	17.4	55.0	55.0	15.4	53.0	53.0
Actuated g/C Ratio	0.28	0.28	0.28	0.28	0.28	0.28	0.14	0.46	0.46	0.13	0.44	0.44
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	242	523	438	250	513	427	261	1638	694	227	1578	688
v/s Ratio Prot		0.12			0.13		c0.10	c0.23		0.08	0.18	
v/s Ratio Perm	0.18		0.03	c0.25		0.02			0.06			0.04
v/c Ratio	0.64	0.42	0.12	0.89	0.47	0.08	0.69	0.50	0.13	0.66	0.40	0.08
Uniform Delay, d1	38.0	35.4	32.3	41.5	36.0	32.0	48.7	22.8	18.7	49.8	22.8	19.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.24	2.71
Incremental Delay, d2	5.7	0.6	0.1	29.2	0.7	0.1	7.4	1.1	0.4	6.6	0.8	0.2
Delay (s)	43.7	36.0	32.5	70.7	36.7	32.0	56.1	23.9	19.1	54.2	29.0	52.9
Level of Service	D	D	C	E	D	C	E	C	B	D	C	D
Approach Delay (s)		36.9			48.5			28.1			36.5	
Approach LOS		D			D			C			D	

Intersection Summary

HCM 2000 Control Delay	35.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

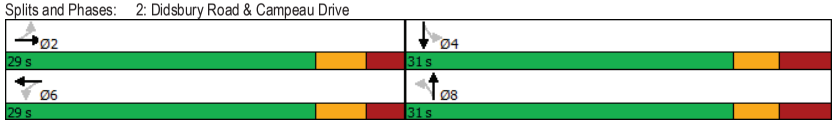
Queues
2: Didsbury Road & Campeau Drive

10-19-2026

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

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

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

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

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

c Critical Lane Group

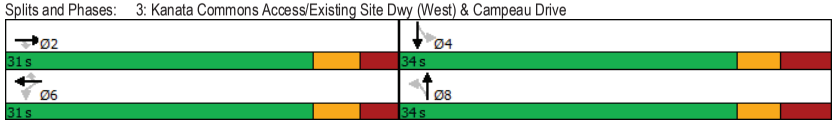
Queues
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations							
Traffic Volume (vph)	365	25	65	365	30	0	
Future Volume (vph)	365	25	65	365	30	0	
Lane Group Flow (vph)	376	26	67	376	31	67	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.17	0.03	0.11	0.17	0.06	0.09	
Control Delay	8.7	0.2	10.8	8.7	9.8	0.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.7	0.2	10.8	8.7	9.8	0.2	
Queue Length 50th (m)	8.4	0.0	2.8	8.4	1.7	0.0	
Queue Length 95th (m)	26.4	0.6	13.6	26.4	6.1	0.0	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		75.0	130.0		25.0		
Base Capacity (vph)	2679	1212	752	2652	1051	1263	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.14	0.02	0.09	0.14	0.03	0.05	

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

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

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

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

c Critical Lane Group

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

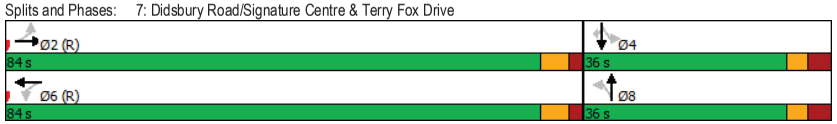
10-19-2026

Lane Group	EBL	EBT	WBT	SBL	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	95	685	825	120	0	60	
Future Volume (vph)	95	685	825	120	0	60	
Lane Group Flow (vph)	99	714	916	0	125	63	
Turn Type	Perm	NA	NA	Perm	NA	Perm	
Protected Phases		2	6		4		8
Permitted Phases	2			4		4	
Detector Phase	2	2	6	4	4	4	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6
Total Split (s)	84.0	84.0	84.0	36.0	36.0	36.0	36.0
Total Split (%)	70.0%	70.0%	70.0%	30.0%	30.0%	30.0%	30%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	5.4	5.4	5.4		5.6	5.6	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None
v/c Ratio	0.23	0.26	0.34		0.59	0.21	
Control Delay	7.0	5.2	8.9		57.5	11.3	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay	7.0	5.2	8.9		57.5	11.3	
Queue Length 50th (m)	5.8	22.7	83.3		29.6	0.0	
Queue Length 95th (m)	17.9	43.6	110.2		45.2	11.7	
Internal Link Dist (m)		741.7	312.7		84.7		
Turn Bay Length (m)	70.0						
Base Capacity (vph)	424	2741	2694		363	456	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.23	0.26	0.34		0.34	0.14	

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	685	0	0	825	55	0	0	0	120	0	60
Future Volume (vph)	95	685	0	0	825	55	0	0	0	120	0	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4						5.6	5.6
Lane Util. Factor	1.00	0.95			0.95						1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00						1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00						1.00	1.00
Frt	1.00	1.00			0.99						1.00	0.85
Flt Protected	0.95	1.00			1.00						0.95	1.00
Satd. Flow (prot)	1805	3610			3543						1803	1615
Flt Permitted	0.29	1.00			1.00						0.76	1.00
Satd. Flow (perm)	558	3610			3543						1437	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	714	0	0	859	57	0	0	0	125	0	62
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0	54
Lane Group Flow (vph)	99	714	0	0	913	0	0	0	0	0	125	9
Confl. Peds. (#/hr)			1	1					1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	90.1	90.1			90.1						16.9	16.9
Effective Green, g (s)	91.1	91.1			91.1						17.9	17.9
Actuated g/C Ratio	0.76	0.76			0.76						0.15	0.15
Clearance Time (s)	6.4	6.4			6.4						6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0						3.0	3.0
Lane Grp Cap (vph)	423	2740			2689						214	240
v/s Ratio Prot		0.20			c0.26							
v/s Ratio Perm	0.18										c0.09	0.01
v/c Ratio	0.23	0.26			0.34						0.58	0.04
Uniform Delay, d1	4.2	4.3			4.7						47.6	43.7
Progression Factor	1.00	1.00			1.63						1.00	1.00
Incremental Delay, d2	1.3	0.2			0.3						4.0	0.1
Delay (s)	5.5	4.6			8.0						51.6	43.8
Level of Service	A	A			A						D	D
Approach Delay (s)		4.7			8.0			0.0			49.0	
Approach LOS		A			A			A			D	

Intersection Summary

HCM 2000 Control Delay	10.6	HCM 2000 Level of Service		B	
HCM 2000 Volume to Capacity ratio	0.38				
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		11.0	
Intersection Capacity Utilization	58.3%	ICU Level of Service		B	
Analysis Period (min)	15				

c Critical Lane Group

Queues
1: Terry Fox Drive & Campeau Drive

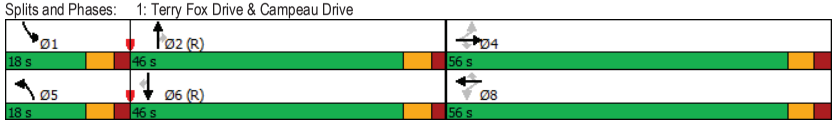
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	230	250	245	325	130	190	845	180	130	590	150
Future Volume (vph)	155	230	250	245	325	130	190	845	180	130	590	150
Lane Group Flow (vph)	167	247	269	263	349	140	204	909	194	140	634	161
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	56.0	56.0	56.0	56.0	56.0	56.0	18.0	46.0	46.0	18.0	46.0	46.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%	46.7%	15.0%	38.3%	38.3%	15.0%	38.3%	38.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.79	0.41	0.39	0.90	0.58	0.23	0.66	0.59	0.26	0.65	0.48	0.24
Control Delay	61.1	32.3	4.4	71.0	36.6	4.6	59.1	30.8	8.0	59.9	33.2	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	32.3	4.4	71.0	36.6	4.6	59.1	30.8	8.0	59.9	33.2	9.9
Queue Length 50th (m)	37.0	47.0	0.0	61.3	70.9	0.0	46.4	93.8	5.7	33.7	69.6	3.2
Queue Length 95th (m)	58.7	60.6	16.0	87.4	87.1	12.2	#105.9	129.3	23.7	#66.6	88.7	23.6
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	277	793	817	382	793	739	307	1529	748	219	1340	688
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.31	0.33	0.69	0.44	0.19	0.66	0.59	0.26	0.64	0.47	0.23

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	230	250	245	325	130	190	845	180	130	590	150
Future Volume (vph)	155	230	250	245	325	130	190	845	180	130	590	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1795	1881	1569	1768	1881	1560	1805	3610	1555	1787	3574	1567
Flt Permitted	0.35	1.00	1.00	0.49	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	659	1881	1569	907	1881	1560	1805	3610	1555	1787	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	167	247	269	263	349	140	204	909	194	140	634	161
RTOR Reduction (vph)	0	0	182	0	0	95	0	0	90	0	0	101
Lane Group Flow (vph)	167	247	87	263	349	45	204	909	104	140	634	60
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	37.6	37.6	37.6	37.6	37.6	37.6	19.4	49.8	49.8	13.4	43.8	43.8
Effective Green, g (s)	38.6	38.6	38.6	38.6	38.6	38.6	20.4	50.8	50.8	14.4	44.8	44.8
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32	0.32	0.17	0.42	0.42	0.12	0.37	0.37
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	211	605	504	291	605	501	306	1528	658	214	1334	585
v/s Ratio Prot		0.13			0.19		c0.11	c0.25		0.08	0.18	
v/s Ratio Perm	0.25		0.06	c0.29		0.03			0.07			0.04
v/c Ratio	0.79	0.41	0.17	0.90	0.58	0.09	0.67	0.59	0.16	0.65	0.48	0.10
Uniform Delay, d1	37.0	31.8	29.2	38.9	33.9	28.4	46.6	26.7	21.4	50.4	28.6	24.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.07	2.10
Incremental Delay, d2	18.1	0.5	0.2	29.2	1.3	0.1	5.4	1.7	0.5	6.8	1.2	0.3
Delay (s)	55.1	32.2	29.4	68.1	35.2	28.5	52.0	28.4	21.9	52.0	31.8	51.8
Level of Service	E	C	C	E	D	C	D	C	C	D	C	D
Approach Delay (s)		36.7			45.5			31.1			38.3	
Approach LOS		D			D			C			D	

Intersection Summary

HCM 2000 Control Delay	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

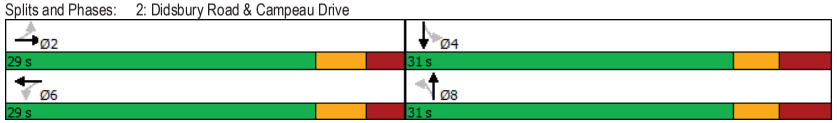
Queues
2: Didsbury Road & Campeau Drive

10-19-2026

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

Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 38.9
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

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

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

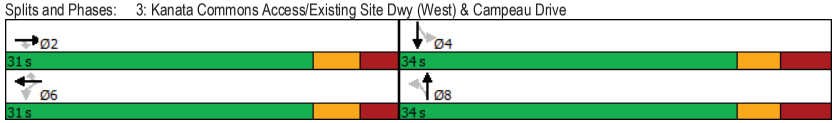
Queues
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations							
Traffic Volume (vph)	425	20	45	510	15	0	
Future Volume (vph)	425	20	45	510	15	0	
Lane Group Flow (vph)	438	21	46	526	15	52	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.19	0.02	0.07	0.22	0.03	0.08	
Control Delay	8.2	0.1	10.2	8.3	11.1	0.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.2	0.1	10.2	8.3	11.1	0.2	
Queue Length 50th (m)	10.0	0.0	1.9	12.4	1.1	0.0	
Queue Length 95th (m)	30.6	0.0	10.3	36.7	3.7	0.0	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		75.0	130.0		25.0		
Base Capacity (vph)	2539	1149	670	2565	984	1161	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.17	0.02	0.07	0.21	0.02	0.04	

Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 43.1
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

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

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

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

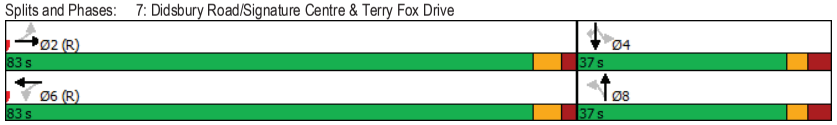
10-19-2026

Lane Group	EBL	EBT	WBT	SBL	SBT	SBR	Ø8
Lane Configurations							
Traffic Volume (vph)	80	765	825	115	0	65	
Future Volume (vph)	80	765	825	115	0	65	
Lane Group Flow (vph)	86	823	952	0	124	70	
Turn Type	Perm	NA	NA	Perm	NA	Perm	
Protected Phases		2	6		4		8
Permitted Phases	2			4		4	
Detector Phase	2	2	6	4	4	4	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	31%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0	-1.0	
Total Lost Time (s)	5.4	5.4	5.4		5.6	5.6	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None
v/c Ratio	0.21	0.30	0.35		0.58	0.23	
Control Delay	6.8	5.4	14.6		57.5	10.9	
Queue Delay	0.0	0.0	0.0		0.0	0.0	
Total Delay	6.8	5.4	14.6		57.5	10.9	
Queue Length 50th (m)	5.0	27.3	81.6		29.3	0.0	
Queue Length 95th (m)	15.7	51.3	130.2		45.0	12.1	
Internal Link Dist (m)		741.7	312.7		84.7		
Turn Bay Length (m)	70.0						
Base Capacity (vph)	406	2741	2712		373	474	
Starvation Cap Reductn	0	0	0		0	0	
Spillback Cap Reductn	0	0	0		0	0	
Storage Cap Reductn	0	0	0		0	0	
Reduced v/c Ratio	0.21	0.30	0.35		0.33	0.15	

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	765	0	0	825	60	0	0	0	115	0	65
Future Volume (vph)	80	765	0	0	825	60	0	0	0	115	0	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4						5.6	5.6
Lane Util. Factor	1.00	0.95			0.95						1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00						1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00						0.99	1.00
Frt	1.00	1.00			0.99						1.00	0.85
Flt Protected	0.95	1.00			1.00						0.95	1.00
Satd. Flow (prot)	1802	3610			3566						1791	1615
Flt Permitted	0.28	1.00			1.00						0.76	1.00
Satd. Flow (perm)	534	3610			3566						1427	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	823	0	0	887	65	0	0	0	124	0	70
RTOR Reduction (vph)	0	0	0	0	3	0	0	0	0	0	0	60
Lane Group Flow (vph)	86	823	0	0	949	0	0	0	0	0	124	10
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA					Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		4
Actuated Green, G (s)	90.1	90.1			90.1						16.9	16.9
Effective Green, g (s)	91.1	91.1			91.1						17.9	17.9
Actuated g/C Ratio	0.76	0.76			0.76						0.15	0.15
Clearance Time (s)	6.4	6.4			6.4						6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0						3.0	3.0
Lane Grp Cap (vph)	405	2740			2707						212	240
v/s Ratio Prot		0.23			c0.27							
v/s Ratio Perm	0.16										c0.09	0.01
v/c Ratio	0.21	0.30			0.35						0.58	0.04
Uniform Delay, d1	4.1	4.5			4.7						47.6	43.7
Progression Factor	1.00	1.00			2.69						1.00	1.00
Incremental Delay, d2	1.2	0.3			0.3						4.1	0.1
Delay (s)	5.3	4.8			13.1						51.7	43.8
Level of Service	A	A			B						D	D
Approach Delay (s)		4.8			13.1			0.0			48.8	
Approach LOS		A			B			A			D	

Intersection Summary

HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Queues
1: Terry Fox Drive & Campeau Drive

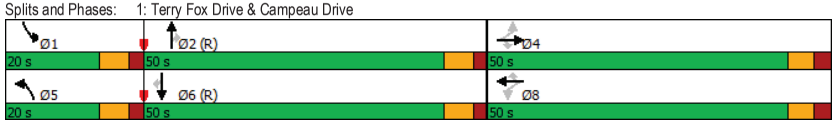
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	300	235	215	340	170	265	845	210	225	630	85
Future Volume (vph)	115	300	235	215	340	170	265	845	210	225	630	85
Lane Group Flow (vph)	119	309	242	222	351	175	273	871	216	232	649	88
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	20.0	50.0	50.0	20.0	50.0	50.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%	16.7%	41.7%	41.7%	16.7%	41.7%	41.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.57	0.51	0.36	0.95	0.59	0.29	0.71	0.67	0.32	0.72	0.55	0.15
Control Delay	43.7	35.2	4.7	86.5	37.6	5.0	56.9	36.1	6.9	59.3	45.6	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.7	35.2	4.7	86.5	37.6	5.0	56.9	36.1	6.9	59.3	45.6	15.1
Queue Length 50th (m)	23.6	59.9	0.0	51.6	70.3	0.3	62.7	103.7	4.4	53.6	78.4	0.8
Queue Length 95th (m)	42.5	82.7	16.7	#94.0	95.9	15.0	#139.4	117.3	20.8	#117.3	96.6	17.7
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	244	706	742	274	692	684	387	1373	700	324	1328	635
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.44	0.33	0.81	0.51	0.26	0.71	0.63	0.31	0.72	0.49	0.14

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	300	235	215	340	170	265	845	210	225	630	85
Future Volume (vph)	115	300	235	215	340	170	265	845	210	225	630	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1797	1881	1576	1734	1845	1536	1805	3574	1516	1770	3574	1559
Flt Permitted	0.34	1.00	1.00	0.40	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	652	1881	1576	731	1845	1536	1805	3574	1516	1770	3574	1559
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	309	242	222	351	175	273	871	216	232	649	88
RTOR Reduction (vph)	0	0	165	0	0	118	0	0	122	0	0	59
Lane Group Flow (vph)	119	309	77	222	351	57	273	871	94	232	649	29
Confl. Peds. (#/hr)	9		2	2		9	3		12	12		3
Confl. Bikes (#/hr)			1						2			
Heavy Vehicles (%)	0%	1%	1%	4%	3%	3%	0%	1%	2%	2%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	37.4	37.4	37.4	37.4	37.4	37.4	24.7	42.4	42.4	21.0	38.7	38.7
Effective Green, g (s)	38.4	38.4	38.4	38.4	38.4	38.4	25.7	43.4	43.4	22.0	39.7	39.7
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32	0.32	0.21	0.36	0.36	0.18	0.33	0.33
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	208	601	504	233	590	491	386	1292	548	324	1182	515
v/s Ratio Prot		0.16			0.19		c0.15	c0.24		0.13	0.18	
v/s Ratio Perm	0.18		0.05	c0.30		0.04			0.06			0.02
v/c Ratio	0.57	0.51	0.15	0.95	0.59	0.12	0.71	0.67	0.17	0.72	0.55	0.06
Uniform Delay, d1	34.0	33.2	29.2	39.9	34.3	28.8	43.7	32.3	26.1	46.1	32.8	27.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.33	2.73
Incremental Delay, d2	3.8	0.7	0.1	45.6	1.6	0.1	5.8	2.8	0.7	7.2	1.8	0.2
Delay (s)	37.7	34.0	29.3	85.5	35.9	28.9	49.5	35.2	26.7	52.1	45.5	74.9
Level of Service	D	C	C	F	D	C	D	D	C	D	D	E
Approach Delay (s)		33.0			49.0			36.7			49.7	
Approach LOS		C			D			D			D	

Intersection Summary

HCM 2000 Control Delay	41.9	HCM 2000 Level of Service		D		
HCM 2000 Volume to Capacity ratio	0.80					
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		16.2		
Intersection Capacity Utilization	90.6%	ICU Level of Service		E		
Analysis Period (min)	15					

c Critical Lane Group

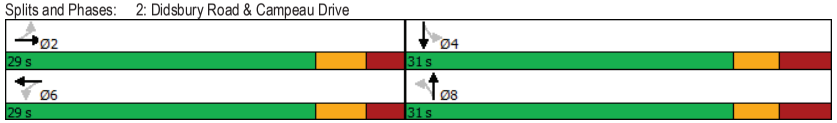
Queues
2: Didsbury Road & Campeau Drive

10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	35	520	570	20	5	5
Future Volume (vph)	35	520	570	20	5	5
Lane Group Flow (vph)	35	540	576	20	5	50
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		2	6		8	4
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	None	None	None
v/c Ratio	0.06	0.20	0.21	0.04	0.01	0.08
Control Delay	8.6	6.4	6.5	9.7	9.4	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.6	6.4	6.5	9.7	9.4	4.6
Queue Length 50th (m)	0.0	0.0	0.0	0.7	0.2	0.2
Queue Length 95th (m)	7.8	34.1	36.7	4.6	1.9	5.3
Internal Link Dist (m)		215.7	105.9		90.9	71.0
Turn Bay Length (m)	50.0					
Base Capacity (vph)	666	2864	2880	874	1315	1152
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.19	0.20	0.02	0.00	0.04

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

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	520	15	0	570	0	20	5	0	0	5	45
Future Volume (vph)	35	520	15	0	570	0	20	5	0	0	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1			6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	1.00			1.00		1.00	1.00			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1804	3552			3574		1656	1900			1644	
Flt Permitted	0.44	1.00			1.00		0.72	1.00			1.00	
Satd. Flow (perm)	826	3552			3574		1263	1900			1644	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	35	525	15	0	576	0	20	5	0	0	5	45
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	38	0
Lane Group Flow (vph)	35	538	0	0	576	0	20	5	0	0	12	0
Confl. Peds. (#/hr)	1		3	3		1			1	1		
Heavy Vehicles (%)	0%	1%	6%	0%	1%	0%	9%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	23.7	23.7			23.7		5.2	5.2			5.2	
Effective Green, g (s)	24.7	24.7			24.7		6.2	6.2			6.2	
Actuated g/C Ratio	0.58	0.58			0.58		0.15	0.15			0.15	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1			7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	480	2064			2077		184	277			239	
v/s Ratio Prot		0.15			c0.16			0.00			0.01	
v/s Ratio Perm	0.04						c0.02					
v/c Ratio	0.07	0.26			0.28		0.11	0.02			0.05	
Uniform Delay, d1	3.9	4.4			4.4		15.8	15.5			15.6	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.1	0.1			0.1		0.3	0.0			0.1	
Delay (s)	4.0	4.5			4.5		16.0	15.6			15.7	
Level of Service	A	A			A		B	B			B	
Approach Delay (s)		4.4			4.5			15.9			15.7	
Approach LOS		A			A			B			B	

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

c Critical Lane Group

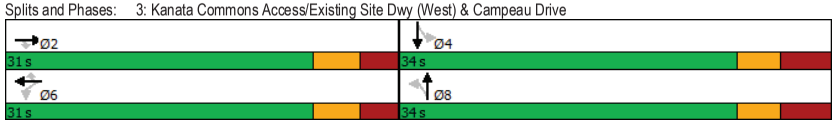
Queues
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations							
Traffic Volume (vph)	475	35	105	530	40	0	
Future Volume (vph)	475	35	105	530	40	0	
Lane Group Flow (vph)	490	36	108	546	41	98	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.27	0.04	0.23	0.30	0.09	0.15	
Control Delay	10.1	1.4	12.8	10.3	10.2	0.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	10.1	1.4	12.8	10.3	10.2	0.5	
Queue Length 50th (m)	11.4	0.0	4.7	13.0	1.6	0.0	
Queue Length 95th (m)	34.2	2.0	21.4	38.3	7.4	0.0	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		75.0	130.0		25.0		
Base Capacity (vph)	2397	1092	602	2374	987	1173	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.20	0.03	0.18	0.23	0.04	0.08	

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

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

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

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

c Critical Lane Group

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

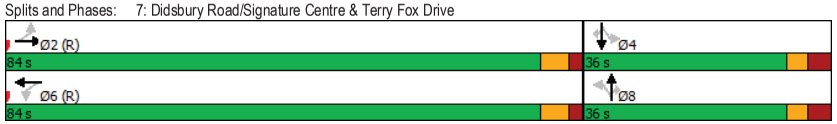
10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	95	745	865	35	5	95	25	60
Future Volume (vph)	95	745	865	35	5	95	25	60
Lane Group Flow (vph)	99	802	953	0	41	0	125	63
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	6		8		4	
Permitted Phases	2			8		4		4
Detector Phase	2	2	6	8	8	4	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6
Total Split (s)	84.0	84.0	84.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	70.0%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4		5.6		5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.24	0.29	0.35		0.23		0.59	0.21
Control Delay	7.3	5.4	4.7		45.1		57.8	11.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	7.3	5.4	4.7		45.1		57.8	11.2
Queue Length 50th (m)	6.0	26.3	3.5		9.1		29.6	0.0
Queue Length 95th (m)	18.3	49.6	118.6		18.4		45.3	11.7
Internal Link Dist (m)		741.7	312.7		88.8		84.7	
Turn Bay Length (m)	70.0							
Base Capacity (vph)	405	2723	2693		308		357	456
Starvation Cap Reductn	0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0		0	0
Reduced v/c Ratio	0.24	0.29	0.35		0.13		0.35	0.14

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	745	25	0	865	50	35	5	0	95	25	60
Future Volume (vph)	95	745	25	0	865	50	35	5	0	95	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4			5.6			5.6	5.6
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Frt	1.00	1.00			0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.96	1.00
Satd. Flow (prot)	1805	3590			3547			1820			1826	1615
Flt Permitted	0.28	1.00			1.00			0.64			0.74	1.00
Satd. Flow (perm)	534	3590			3547			1217			1410	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	776	26	0	901	52	36	5	0	99	26	62
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	54
Lane Group Flow (vph)	99	801	0	0	951	0	0	41	0	0	125	9
Confl. Peds. (#/hr)			1	1					1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	90.0	90.0			90.0			17.0			17.0	17.0
Effective Green, g (s)	91.0	91.0			91.0			18.0			18.0	18.0
Actuated g/C Ratio	0.76	0.76			0.76			0.15			0.15	0.15
Clearance Time (s)	6.4	6.4			6.4			6.6			6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	404	2722			2689			182			211	242
v/s Ratio Prot		0.22			c0.27							
v/s Ratio Perm	0.19							0.03			c0.09	0.01
v/c Ratio	0.25	0.29			0.35			0.23			0.59	0.04
Uniform Delay, d1	4.3	4.5			4.8			44.9			47.6	43.6
Progression Factor	1.00	1.00			0.81			1.00			1.00	1.00
Incremental Delay, d2	1.4	0.3			0.3			0.6			4.4	0.1
Delay (s)	5.7	4.8			4.2			45.5			52.0	43.7
Level of Service	A	A			A			D			D	D
Approach Delay (s)		4.9			4.2			45.5			49.2	
Approach LOS		A			A			D			D	

Intersection Summary

HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.39			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0	
Intersection Capacity Utilization	60.7%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Queues
1: Terry Fox Drive & Campeau Drive

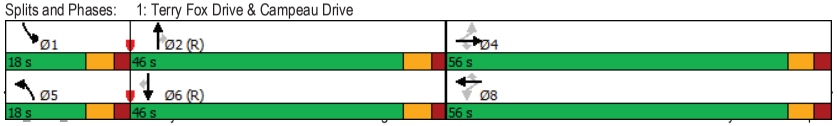
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	340	305	245	460	180	280	895	215	210	600	105
Future Volume (vph)	115	340	305	245	460	180	280	895	215	210	600	105
Lane Group Flow (vph)	124	366	328	263	495	194	301	962	231	226	645	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	56.0	56.0	56.0	56.0	56.0	56.0	18.0	46.0	46.0	18.0	46.0	46.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%	46.7%	15.0%	38.3%	38.3%	15.0%	38.3%	38.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.73	0.51	0.42	0.99	0.70	0.28	0.94	0.81	0.37	0.80	0.59	0.20
Control Delay	55.9	30.7	4.7	87.7	36.5	7.5	87.2	43.4	9.9	67.6	39.2	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.9	30.7	4.7	87.7	36.5	7.5	87.2	43.4	9.9	67.6	39.2	10.4
Queue Length 50th (m)	24.4	65.0	2.5	59.8	96.1	6.9	~97.9	114.5	9.5	~59.9	75.5	2.7
Queue Length 95th (m)	#55.0	91.9	20.1	#112.7	132.2	21.8	#163.1	138.7	29.2	#121.2	89.6	19.3
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	190	793	841	298	793	743	321	1221	642	284	1209	604
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.46	0.39	0.88	0.62	0.26	0.94	0.79	0.36	0.80	0.53	0.19

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	340	305	245	460	180	280	895	215	210	600	105
Future Volume (vph)	115	340	305	245	460	180	280	895	215	210	600	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1569	1773	1881	1561	1805	3610	1554	1787	3574	1567
Flt Permitted	0.24	1.00	1.00	0.38	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	452	1881	1569	709	1881	1561	1805	3610	1554	1787	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	366	328	263	495	194	301	962	231	226	645	113
RTOR Reduction (vph)	0	0	193	0	0	91	0	0	118	0	0	78
Lane Group Flow (vph)	124	366	135	263	495	103	301	962	113	226	645	35
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	44.4	44.4	44.4	44.4	44.4	44.4	20.4	38.3	38.3	18.1	36.0	36.0
Effective Green, g (s)	45.4	45.4	45.4	45.4	45.4	45.4	21.4	39.3	39.3	19.1	37.0	37.0
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38	0.38	0.18	0.33	0.33	0.16	0.31	0.31
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	171	711	593	268	711	590	321	1182	508	284	1101	483
v/s Ratio Prot		0.19			0.26		c0.17	c0.27		0.13	0.18	
v/s Ratio Perm	0.27		0.09	c0.37		0.07			0.07			0.02
v/c Ratio	0.73	0.51	0.23	0.98	0.70	0.17	0.94	0.81	0.22	0.80	0.59	0.07
Uniform Delay, d1	32.0	28.8	25.4	36.9	31.5	24.8	48.6	37.0	29.3	48.6	35.0	29.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.07	1.86
Incremental Delay, d2	14.2	0.6	0.2	49.5	3.0	0.1	33.9	6.2	1.0	13.7	2.2	0.3
Delay (s)	46.1	29.4	25.6	86.4	34.5	25.0	82.6	43.2	30.3	58.5	39.7	54.9
Level of Service	D	C	C	F	C	C	F	D	C	E	D	D
Approach Delay (s)		30.4			46.9			49.1			45.8	
Approach LOS		C			D			D			D	

Intersection Summary

HCM 2000 Control Delay	44.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Didsbury Road & Campeau Drive

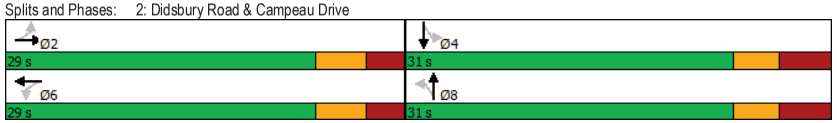
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Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	40	590	710	30	5	5
Future Volume (vph)	40	590	710	30	5	5
Lane Group Flow (vph)	43	650	763	32	16	59
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		2	6		8	4
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	Min	Min	Min
v/c Ratio	0.19	0.49	0.57	0.07	0.03	0.10
Control Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Length 50th (m)	1.7	15.3	18.7	1.5	0.3	0.3
Queue Length 95th (m)	9.4	41.5	49.8	6.5	3.3	5.9
Internal Link Dist (m)		215.7	105.9		90.9	71.0
Turn Bay Length (m)	50.0					
Base Capacity (vph)	368	2142	2175	871	1092	1055
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.30	0.35	0.04	0.01	0.06

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 40.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	590	15	0	710	0	30	5	10	0	5	50
Future Volume (vph)	40	590	15	0	710	0	30	5	10	0	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1			6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	1.00			1.00		1.00	0.90			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1804	3554			3610		1804	1704			1620	
Flt Permitted	0.32	1.00			1.00		0.72	1.00			1.00	
Satd. Flow (perm)	612	3554			3610		1365	1704			1620	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	634	16	0	763	0	32	5	11	0	5	54
RTOR Reduction (vph)	0	3	0	0	0	0	0	7	0	0	36	0
Lane Group Flow (vph)	43	647	0	0	763	0	32	9	0	0	23	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	14.2	14.2			14.2		12.4	12.4			12.4	
Effective Green, g (s)	15.2	15.2			15.2		13.4	13.4			13.4	
Actuated g/C Ratio	0.38	0.38			0.38		0.33	0.33			0.33	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1			7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	231	1343			1364		455	568			540	
v/s Ratio Prot		0.18			c0.21			0.01			0.01	
v/s Ratio Perm	0.07						c0.02					
v/c Ratio	0.19	0.48			0.56		0.07	0.02			0.04	
Uniform Delay, d1	8.4	9.5			9.9		9.1	9.0			9.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.4	0.3			0.5		0.1	0.0			0.0	
Delay (s)	8.8	9.8			10.4		9.2	9.0			9.1	
Level of Service	A	A			B		A	A			A	
Approach Delay (s)		9.7			10.4			9.1			9.1	
Approach LOS		A			B			A			A	

Intersection Summary

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

c Critical Lane Group

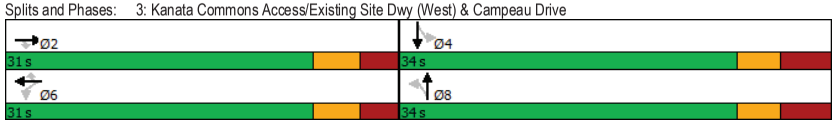
Queues
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations							
Traffic Volume (vph)	565	30	85	705	25	0	
Future Volume (vph)	565	30	85	705	25	0	
Lane Group Flow (vph)	582	31	88	727	26	82	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.25	0.03	0.16	0.31	0.05	0.13	
Control Delay	8.4	0.8	10.9	8.8	11.4	1.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.4	0.8	10.9	8.8	11.4	1.0	
Queue Length 50th (m)	14.0	0.0	3.8	18.3	1.5	0.0	
Queue Length 95th (m)	40.4	1.2	17.8	51.6	5.8	1.9	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		75.0	130.0		25.0		
Base Capacity (vph)	2585	1168	593	2611	1009	1155	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.03	0.15	0.28	0.03	0.07	

Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 42.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

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

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

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

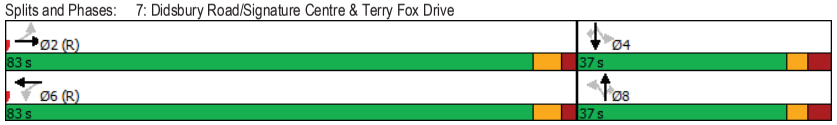
10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	80	820	865	35	10	90	25	65
Future Volume (vph)	80	820	865	35	10	90	25	65
Lane Group Flow (vph)	86	914	984	0	49	0	124	70
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	6		8		4	
Permitted Phases	2			8		4		4
Detector Phase	2	2	6	8	8	4	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4		5.6		5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.22	0.34	0.36		0.26		0.59	0.23
Control Delay	7.1	5.6	17.0		46.1		58.0	10.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	7.1	5.6	17.0		46.1		58.0	10.9
Queue Length 50th (m)	5.1	31.3	110.0		11.0		29.3	0.0
Queue Length 95th (m)	16.0	58.2	134.3		21.0		45.1	12.1
Internal Link Dist (m)		741.7	312.7		88.8		84.7	
Turn Bay Length (m)	70.0							
Base Capacity (vph)	389	2725	2714		326		365	474
Starvation Cap Reductn	0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0		0	0
Reduced v/c Ratio	0.22	0.34	0.36		0.15		0.34	0.15

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	820	30	0	865	50	35	10	0	90	25	65
Future Volume (vph)	80	820	30	0	865	50	35	10	0	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4			5.6			5.6	5.6
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00			0.99	1.00
Frt	1.00	0.99			0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.96	1.00
Satd. Flow (prot)	1802	3591			3575			1829			1818	1615
Flt Permitted	0.27	1.00			1.00			0.66			0.74	1.00
Satd. Flow (perm)	514	3591			3575			1246			1398	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	882	32	0	930	54	38	11	0	97	27	70
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	60
Lane Group Flow (vph)	86	913	0	0	982	0	0	49	0	0	124	11
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	90.0	90.0			90.0			17.0			17.0	17.0
Effective Green, g (s)	91.0	91.0			91.0			18.0			18.0	18.0
Actuated g/C Ratio	0.76	0.76			0.76			0.15			0.15	0.15
Clearance Time (s)	6.4	6.4			6.4			6.6			6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	389	2723			2711			186			209	242
v/s Ratio Prot		0.25			c0.27							
v/s Ratio Perm	0.17							0.04			c0.09	0.01
v/c Ratio	0.22	0.34			0.36			0.26			0.59	0.04
Uniform Delay, d1	4.2	4.7			4.8			45.1			47.6	43.6
Progression Factor	1.00	1.00			3.09			1.00			1.00	1.00
Incremental Delay, d2	1.3	0.3			0.3			0.8			4.5	0.1
Delay (s)	5.5	5.0			15.2			45.9			52.0	43.7
Level of Service	A	A			B			D			D	D
Approach Delay (s)		5.1			15.2			45.9			49.0	
Approach LOS		A			B			D			D	

Intersection Summary

HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.40			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0	
Intersection Capacity Utilization	60.5%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Queues
1: Terry Fox Drive & Campeau Drive

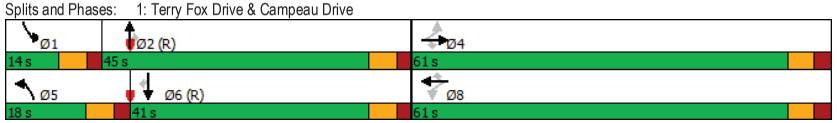
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	340	305	245	460	180	280	895	215	210	600	105
Future Volume (vph)	115	340	305	245	460	180	280	895	215	210	600	105
Lane Group Flow (vph)	124	366	328	263	495	194	301	962	231	226	645	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	61.0	61.0	61.0	61.0	61.0	61.0	18.0	45.0	45.0	14.0	41.0	41.0
Total Split (%)	50.8%	50.8%	50.8%	50.8%	50.8%	50.8%	15.0%	37.5%	37.5%	11.7%	34.2%	34.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.73	0.51	0.44	0.98	0.70	0.28	0.80	0.86	0.38	0.72	0.65	0.22
Control Delay	54.5	30.2	8.0	86.6	36.0	5.9	64.1	47.4	10.5	60.3	41.8	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	30.2	8.0	86.6	36.0	5.9	64.1	47.4	10.5	60.3	41.8	10.6
Queue Length 50th (m)	25.2	67.1	13.3	61.7	99.2	5.3	74.7	114.6	9.8	56.2	76.4	2.7
Queue Length 95th (m)	47.4	84.7	31.5	#105.1	121.8	18.1	#163.1	140.7	30.1	#137.1	94.8	19.3
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	209	871	857	328	871	808	378	1191	629	315	1060	544
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.42	0.38	0.80	0.57	0.24	0.80	0.81	0.37	0.72	0.61	0.21

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	340	305	245	460	180	280	895	215	210	600	105
Future Volume (vph)	115	340	305	245	460	180	280	895	215	210	600	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1569	1773	1881	1561	1805	3610	1554	1787	3574	1567
Flt Permitted	0.24	1.00	1.00	0.38	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	452	1881	1569	709	1881	1561	1805	3610	1554	1787	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	366	328	263	495	194	301	962	231	226	645	113
RTOR Reduction (vph)	0	0	151	0	0	99	0	0	120	0	0	82
Lane Group Flow (vph)	124	366	177	263	495	95	301	962	111	226	645	31
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	44.4	44.4	44.4	44.4	44.4	44.4	24.1	36.3	36.3	20.1	32.3	32.3
Effective Green, g (s)	45.4	45.4	45.4	45.4	45.4	45.4	25.1	37.3	37.3	21.1	33.3	33.3
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38	0.38	0.21	0.31	0.31	0.18	0.28	0.28
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	171	711	593	268	711	590	377	1122	483	314	991	434
v/s Ratio Prot		0.19			0.26		c0.17	c0.27		0.13	0.18	
v/s Ratio Perm	0.27		0.11	c0.37		0.06			0.07			0.02
v/c Ratio	0.73	0.51	0.30	0.98	0.70	0.16	0.80	0.86	0.23	0.72	0.65	0.07
Uniform Delay, d1	32.0	28.8	26.1	36.9	31.5	24.7	45.0	38.9	30.7	46.7	38.2	32.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.01	1.65
Incremental Delay, d2	14.2	0.6	0.3	49.5	3.0	0.1	11.2	8.5	1.1	7.4	3.2	0.3
Delay (s)	46.1	29.4	26.4	86.4	34.5	24.8	56.3	47.4	31.8	50.4	41.9	53.2
Level of Service	D	C	C	F	C	C	E	D	C	D	D	D
Approach Delay (s)		30.8			46.9			46.8			45.2	
Approach LOS		C			D			D			D	

Intersection Summary

HCM 2000 Control Delay	43.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Didsbury Road & Campeau Drive

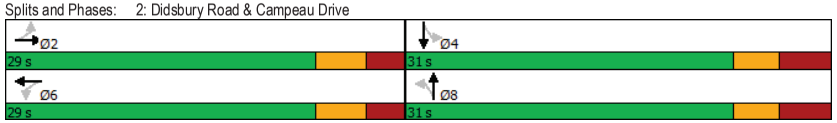
10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	40	590	710	30	5	5
Future Volume (vph)	40	590	710	30	5	5
Lane Group Flow (vph)	43	650	763	32	16	59
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		2	6		8	4
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	Min	Min	Min
v/c Ratio	0.19	0.49	0.57	0.07	0.03	0.10
Control Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Length 50th (m)	1.7	15.3	18.7	1.5	0.3	0.3
Queue Length 95th (m)	9.4	41.5	49.8	6.5	3.3	5.9
Internal Link Dist (m)		215.7	105.9		90.9	71.0
Turn Bay Length (m)	50.0					
Base Capacity (vph)	368	2142	2175	871	1092	1055
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.30	0.35	0.04	0.01	0.06

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 40.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	590	15	0	710	0	30	5	10	0	5	50
Future Volume (vph)	40	590	15	0	710	0	30	5	10	0	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1			6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	1.00			1.00		1.00	0.90			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1804	3554			3610		1804	1704			1620	
Flt Permitted	0.32	1.00			1.00		0.72	1.00			1.00	
Satd. Flow (perm)	612	3554			3610		1365	1704			1620	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	634	16	0	763	0	32	5	11	0	5	54
RTOR Reduction (vph)	0	3	0	0	0	0	0	7	0	0	36	0
Lane Group Flow (vph)	43	647	0	0	763	0	32	9	0	0	23	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	14.2	14.2			14.2		12.4	12.4			12.4	
Effective Green, g (s)	15.2	15.2			15.2		13.4	13.4			13.4	
Actuated g/C Ratio	0.38	0.38			0.38		0.33	0.33			0.33	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1			7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	231	1343			1364		455	568			540	
v/s Ratio Prot		0.18			c0.21			0.01			0.01	
v/s Ratio Perm	0.07						c0.02					
v/c Ratio	0.19	0.48			0.56		0.07	0.02			0.04	
Uniform Delay, d1	8.4	9.5			9.9		9.1	9.0			9.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.4	0.3			0.5		0.1	0.0			0.0	
Delay (s)	8.8	9.8			10.4		9.2	9.0			9.1	
Level of Service	A	A			B		A	A			A	
Approach Delay (s)		9.7			10.4			9.1			9.1	
Approach LOS		A			B			A			A	

Intersection Summary

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

c Critical Lane Group

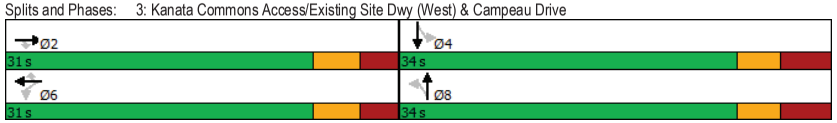
Queues
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations							
Traffic Volume (vph)	565	30	85	705	25	0	
Future Volume (vph)	565	30	85	705	25	0	
Lane Group Flow (vph)	582	31	88	727	26	82	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.25	0.03	0.16	0.31	0.05	0.13	
Control Delay	8.4	0.8	10.9	8.8	11.4	1.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.4	0.8	10.9	8.8	11.4	1.0	
Queue Length 50th (m)	14.0	0.0	3.8	18.3	1.5	0.0	
Queue Length 95th (m)	40.4	1.2	17.8	51.6	5.8	1.9	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		75.0	130.0		25.0		
Base Capacity (vph)	2585	1168	593	2611	1009	1155	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.03	0.15	0.28	0.03	0.07	

Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 42.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

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

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

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

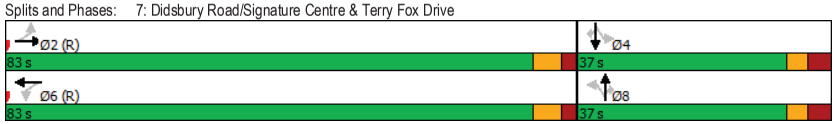
10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	80	820	865	35	10	90	25	65
Future Volume (vph)	80	820	865	35	10	90	25	65
Lane Group Flow (vph)	86	914	984	0	49	0	124	70
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	6		8		4	
Permitted Phases	2			8		4		4
Detector Phase	2	2	6	8	8	4	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4		5.6		5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.22	0.34	0.36		0.26		0.59	0.23
Control Delay	7.1	5.6	17.6		46.1		58.0	10.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	7.1	5.6	17.6		46.1		58.0	10.9
Queue Length 50th (m)	5.1	31.3	110.5		11.0		29.3	0.0
Queue Length 95th (m)	16.0	58.2	121.3		21.0		45.1	12.1
Internal Link Dist (m)		741.7	312.7		88.8		84.7	
Turn Bay Length (m)	70.0							
Base Capacity (vph)	389	2725	2714		326		365	474
Starvation Cap Reductn	0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0		0	0
Reduced v/c Ratio	0.22	0.34	0.36		0.15		0.34	0.15

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	820	30	0	865	50	35	10	0	90	25	65
Future Volume (vph)	80	820	30	0	865	50	35	10	0	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4			5.6			5.6	5.6
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00			0.99	1.00
Frt	1.00	0.99			0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.96	1.00
Satd. Flow (prot)	1802	3591			3575			1829			1818	1615
Flt Permitted	0.27	1.00			1.00			0.66			0.74	1.00
Satd. Flow (perm)	514	3591			3575			1246			1398	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	882	32	0	930	54	38	11	0	97	27	70
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	60
Lane Group Flow (vph)	86	913	0	0	982	0	0	49	0	0	124	11
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	90.0	90.0			90.0			17.0			17.0	17.0
Effective Green, g (s)	91.0	91.0			91.0			18.0			18.0	18.0
Actuated g/C Ratio	0.76	0.76			0.76			0.15			0.15	0.15
Clearance Time (s)	6.4	6.4			6.4			6.6			6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	389	2723			2711			186			209	242
v/s Ratio Prot		0.25			c0.27							
v/s Ratio Perm	0.17							0.04			c0.09	0.01
v/c Ratio	0.22	0.34			0.36			0.26			0.59	0.04
Uniform Delay, d1	4.2	4.7			4.8			45.1			47.6	43.6
Progression Factor	1.00	1.00			3.20			1.00			1.00	1.00
Incremental Delay, d2	1.3	0.3			0.3			0.8			4.5	0.1
Delay (s)	5.5	5.0			15.7			45.9			52.0	43.7
Level of Service	A	A			B			D			D	D
Approach Delay (s)		5.1			15.7			45.9			49.0	
Approach LOS		A			B			D			D	

Intersection Summary

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

c Critical Lane Group

Queues
1: Terry Fox Drive & Campeau Drive

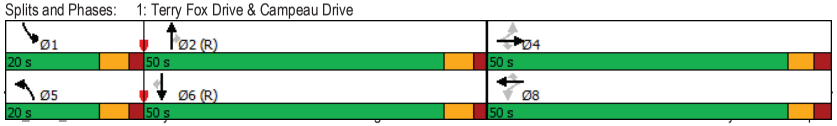
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	335	385	215	380	175	275	960	210	230	660	85
Future Volume (vph)	115	335	385	215	380	175	275	960	210	230	660	85
Lane Group Flow (vph)	119	345	397	222	392	180	284	990	216	237	680	88
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	20.0	50.0	50.0	20.0	50.0	50.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%	16.7%	41.7%	41.7%	16.7%	41.7%	41.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.60	0.54	0.53	0.97	0.63	0.29	0.81	0.77	0.33	0.80	0.57	0.15
Control Delay	45.3	34.9	8.1	92.0	37.6	6.6	67.0	39.2	8.6	67.4	40.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.3	34.9	8.1	92.0	37.6	6.6	67.0	39.2	8.6	67.4	40.2	10.9
Queue Length 50th (m)	22.7	64.4	10.5	50.3	75.8	3.2	~79.0	117.1	8.1	59.1	82.4	1.7
Queue Length 95th (m)	45.0	94.2	36.8	#100.2	109.6	18.6	#145.6	136.9	25.4	#120.5	96.2	14.4
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	220	704	796	253	690	674	351	1342	674	298	1328	635
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.49	0.50	0.88	0.57	0.27	0.81	0.74	0.32	0.80	0.51	0.14

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	335	385	215	380	175	275	960	210	230	660	85
Future Volume (vph)	115	335	385	215	380	175	275	960	210	230	660	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1576	1734	1845	1536	1805	3574	1516	1770	3574	1559
Flt Permitted	0.31	1.00	1.00	0.37	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	591	1881	1576	676	1845	1536	1805	3574	1516	1770	3574	1559
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	345	397	222	392	180	284	990	216	237	680	88
RTOR Reduction (vph)	0	0	219	0	0	105	0	0	108	0	0	59
Lane Group Flow (vph)	119	345	178	222	392	75	284	990	108	237	680	29
Confl. Peds. (#/hr)	9		2	2		9	3		12	12		3
Confl. Bikes (#/hr)			1						2			
Heavy Vehicles (%)	0%	1%	1%	4%	3%	3%	0%	1%	2%	2%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	39.6	39.6	39.6	39.6	39.6	39.6	22.4	42.0	42.0	19.2	38.8	38.8
Effective Green, g (s)	40.6	40.6	40.6	40.6	40.6	40.6	23.4	43.0	43.0	20.2	39.8	39.8
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34	0.34	0.19	0.36	0.36	0.17	0.33	0.33
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	199	636	533	228	624	519	351	1280	543	297	1185	517
v/s Ratio Prot		0.18			0.21		c0.16	c0.28		0.13	0.19	
v/s Ratio Perm	0.20		0.11	c0.33		0.05			0.07			0.02
v/c Ratio	0.60	0.54	0.33	0.97	0.63	0.14	0.81	0.77	0.20	0.80	0.57	0.06
Uniform Delay, d1	32.9	32.2	29.6	39.2	33.4	27.6	46.2	34.2	26.6	47.9	33.1	27.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.17	2.03
Incremental Delay, d2	4.8	0.9	0.4	51.8	2.0	0.1	12.9	4.6	0.8	13.5	2.0	0.2
Delay (s)	37.7	33.1	30.0	90.9	35.3	27.7	59.0	38.8	27.4	59.7	40.7	55.6
Level of Service	D	C	C	F	D	C	E	D	C	E	D	E
Approach Delay (s)		32.3			49.2			41.0			46.5	
Approach LOS		C			D			D			D	

Intersection Summary

HCM 2000 Control Delay	42.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

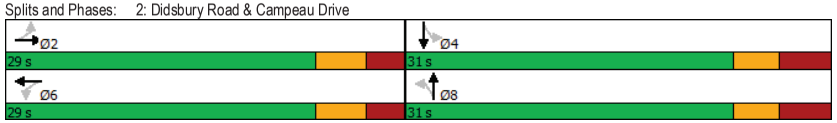
Queues
2: Didsbury Road & Campeau Drive

10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	40	695	615	20	5	15	5
Future Volume (vph)	40	695	615	20	5	15	5
Lane Group Flow (vph)	40	717	626	20	5	15	56
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		2	6		8		4
Permitted Phases	2			8		4	
Detector Phase	2	2	6	8	8	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1	6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	None	None	None	None
v/c Ratio	0.08	0.31	0.27	0.05	0.01	0.03	0.10
Control Delay	9.7	8.2	7.9	11.1	10.4	10.8	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	8.2	7.9	11.1	10.4	10.8	4.8
Queue Length 50th (m)	1.6	17.3	14.6	1.3	0.4	0.9	0.3
Queue Length 95th (m)	8.6	46.3	40.0	4.7	2.0	3.9	5.8
Internal Link Dist (m)		215.7	105.9		90.9		71.0
Turn Bay Length (m)	50.0						
Base Capacity (vph)	556	2517	2525	805	1219	918	1071
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.28	0.25	0.02	0.00	0.02	0.05

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

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	695	15	0	615	5	20	5	0	15	5	50
Future Volume (vph)	40	695	15	0	615	5	20	5	0	15	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	1.00		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	3558			3570		1656	1900		1803	1640	
Flt Permitted	0.41	1.00			1.00		0.72	1.00		0.75	1.00	
Satd. Flow (perm)	787	3558			3570		1256	1900		1432	1640	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	40	702	15	0	621	5	20	5	0	15	5	51
RTOR Reduction (vph)	0	2	0	0	1	0	0	0	0	0	41	0
Lane Group Flow (vph)	40	715	0	0	625	0	20	5	0	15	15	0
Confl. Peds. (#/hr)	1		3	3		1			1	1		
Heavy Vehicles (%)	0%	1%	6%	0%	1%	0%	9%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	23.2	23.2			23.2		7.3	7.3		7.3	7.3	
Effective Green, g (s)	24.2	24.2			24.2		8.3	8.3		8.3	8.3	
Actuated g/C Ratio	0.55	0.55			0.55		0.19	0.19		0.19	0.19	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1		7.1	7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	431	1952			1959		236	357		269	308	
v/s Ratio Prot		c0.20			0.18			0.00			0.01	
v/s Ratio Perm	0.05						c0.02			0.01		
v/c Ratio	0.09	0.37			0.32		0.08	0.01		0.06	0.05	
Uniform Delay, d1	4.7	5.6			5.4		14.8	14.6		14.7	14.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1			0.1		0.2	0.0		0.1	0.1	
Delay (s)	4.8	5.7			5.5		14.9	14.6		14.8	14.7	
Level of Service	A	A			A		B	B		B	B	
Approach Delay (s)		5.7			5.5			14.9			14.7	
Approach LOS		A			A			B			B	

Intersection Summary					
HCM 2000 Control Delay	6.2	HCM 2000 Level of Service	A		
HCM 2000 Volume to Capacity ratio	0.29				
Actuated Cycle Length (s)	44.1	Sum of lost time (s)	11.6		
Intersection Capacity Utilization	51.0%	ICU Level of Service	A		
Analysis Period (min)	15				

c Critical Lane Group

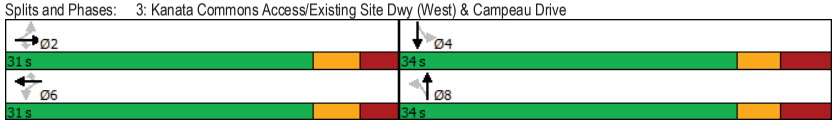
Queues
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	110	450	35	105	515	65	40	0	205	0
Future Volume (vph)	110	450	35	105	515	65	40	0	205	0
Lane Group Flow (vph)	113	464	36	108	531	67	41	98	0	299
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2			6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	6	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	27.8	27.8	34.4	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	34.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52.3%	52.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	4.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4		6.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None
v/c Ratio	0.38	0.37	0.06	0.34	0.43	0.11	0.11	0.14		0.33
Control Delay	15.5	11.5	1.5	14.4	12.0	3.8	10.9	0.4		8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	15.5	11.5	1.5	14.4	12.0	3.8	10.9	0.4		8.3
Queue Length 50th (m)	5.0	10.7	0.0	4.7	12.5	0.0	1.7	0.0		4.9
Queue Length 95th (m)	22.5	32.2	1.9	20.9	37.0	6.2	8.1	0.0		15.5
Internal Link Dist (m)		239.7			215.7			136.6		37.3
Turn Bay Length (m)	75.0		75.0	130.0			25.0			
Base Capacity (vph)	560	2326	1062	599	2303	1047	772	1217		1845
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0
Reduced v/c Ratio	0.20	0.20	0.03	0.18	0.23	0.06	0.05	0.08		0.16

Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 41.1
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	450	35	105	515	65	40	0	95	205	0	85
Future Volume (vph)	110	450	35	105	515	65	40	0	95	205	0	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4			6.4	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.97	
Satd. Flow (prot)	1801	3574	1594	1804	3539	1575	1805	1615			3333	
Flt Permitted	0.45	1.00	1.00	0.49	1.00	1.00	0.57	1.00			0.74	
Satd. Flow (perm)	862	3574	1594	922	3539	1575	1082	1615			2552	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	113	464	36	108	531	67	41	0	98	211	0	88
RTOR Reduction (vph)	0	0	23	0	0	43	0	64	0	0	58	0
Lane Group Flow (vph)	113	464	13	108	531	24	41	34	0	0	241	0
Confl. Peds. (#/hr)	5		2	2		5						
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	13.2	13.2	13.2	13.2	13.2	13.2	12.8	12.8			12.8	
Effective Green, g (s)	14.2	14.2	14.2	14.2	14.2	14.2	13.8	13.8			13.8	
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.35	0.35	0.34	0.34			0.34	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.4	7.4			7.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	304	1262	563	325	1250	556	371	554			876	
v/s Ratio Prot		0.13			c0.15			0.02				
v/s Ratio Perm	0.13		0.01	0.12		0.02	0.04				c0.09	
v/c Ratio	0.37	0.37	0.02	0.33	0.42	0.04	0.11	0.06			0.28	
Uniform Delay, d1	9.7	9.7	8.5	9.5	9.9	8.5	9.0	8.9			9.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	0.8	0.2	0.0	0.6	0.2	0.0	0.1	0.0			0.2	
Delay (s)	10.4	9.8	8.5	10.1	10.1	8.6	9.1	8.9			9.7	
Level of Service	B	A	A	B	B	A	A	A			A	
Approach Delay (s)		9.9			10.0			9.0			9.7	
Approach LOS		A			A			A			A	

Intersection Summary					
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service		A	
HCM 2000 Volume to Capacity ratio	0.35				
Actuated Cycle Length (s)	40.2	Sum of lost time (s)		12.2	
Intersection Capacity Utilization	56.1%	ICU Level of Service		B	
Analysis Period (min)	15				

c Critical Lane Group

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

10-19-2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	15	5	45	55	5
Future Volume (Veh/h)	5	15	5	45	55	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	17	6	50	61	6
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	126	64	67			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	126	64	67			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	870	1006	1547			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	23	56	67
Volume Left	6	6	0
Volume Right	17	0	6
cSH	967	1547	1700
Volume to Capacity	0.02	0.00	0.04
Queue Length 95th (m)	0.6	0.1	0.0
Control Delay (s)	8.8	0.8	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	0.8	0.0
Approach LOS	A		

Intersection Summary				
Average Delay		1.7		
Intersection Capacity Utilization		16.5%	ICU Level of Service	A
Analysis Period (min)		15		

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

10-19-2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	135	5	5	45	55	230
Future Volume (Veh/h)	135	5	5	45	55	230
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	150	6	6	50	61	256
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked	0.98	0.98	0.98			
vC, conflicting volume	251	189	317			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	230	167	297			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	99	100			
cM capacity (veh/h)	746	868	1255			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	156	56	317
Volume Left	150	6	0
Volume Right	6	0	256
cSH	751	1255	1700
Volume to Capacity	0.21	0.00	0.19
Queue Length 95th (m)	6.2	0.1	0.0
Control Delay (s)	11.1	0.9	0.0
Lane LOS	B	A	
Approach Delay (s)	11.1	0.9	0.0
Approach LOS	B		

Intersection Summary				
Average Delay		3.4		
Intersection Capacity Utilization		31.5%	ICU Level of Service	A
Analysis Period (min)		15		

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

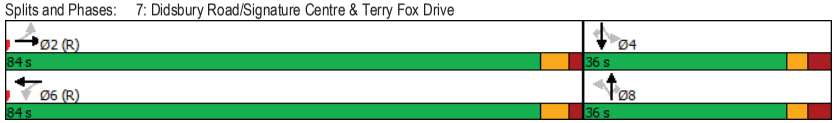
10-19-2026

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	95	725	175	810	120	5	55	95	25	60
Future Volume (vph)	95	725	175	810	120	5	55	95	25	60
Lane Group Flow (vph)	99	844	182	896	0	130	57	0	125	63
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		6		8			4	
Permitted Phases	2		6		8		8	4		4
Detector Phase	2	2	6	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6	33.6
Total Split (s)	84.0	84.0	84.0	84.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	70.0%	70.0%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.2	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.6	5.6		5.6	5.6
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.24	0.32	0.41	0.34		0.72	0.19		0.66	0.20
Control Delay	7.5	5.9	15.3	8.4		68.4	11.2		63.0	10.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	7.5	5.9	15.3	8.4		68.4	11.2		63.0	10.8
Queue Length 50th (m)	6.6	30.7	1.4	3.1		30.9	0.0		29.5	0.0
Queue Length 95th (m)	17.8	52.0	m63.3	129.2		49.5	11.1		47.1	11.7
Internal Link Dist (m)		741.7		312.7		88.8			84.7	
Turn Bay Length (m)	70.0		70.0				20.0			
Base Capacity (vph)	421	2646	448	2643		280	446		292	456
Starvation Cap Reductn	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.24	0.32	0.41	0.34		0.46	0.13		0.43	0.14

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	725	85	175	810	50	120	5	55	95	25	60
Future Volume (vph)	95	725	85	175	810	50	120	5	55	95	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		5.4	5.4			5.6	5.6		5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1805	3545		1804	3545			1813	1594		1826	1615
Flt Permitted	0.30	1.00		0.32	1.00			0.58	1.00		0.61	1.00
Satd. Flow (perm)	567	3545		602	3545			1108	1594		1155	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	755	89	182	844	52	125	5	57	99	26	62
RTOR Reduction (vph)	0	6	0	0	3	0	0	0	48	0	0	53
Lane Group Flow (vph)	99	838	0	182	893	0	0	130	9	0	125	10
Confl. Peds. (#/hr)			1	1					1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	88.4	88.4		88.4	88.4			18.6	18.6		18.6	18.6
Effective Green, g (s)	89.4	89.4		89.4	89.4			19.6	19.6		19.6	19.6
Actuated g/C Ratio	0.75	0.75		0.75	0.75			0.16	0.16		0.16	0.16
Clearance Time (s)	6.4	6.4		6.4	6.4			6.6	6.6		6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	422	2641		448	2641			180	260		188	263
v/s Ratio Prot		0.24			0.25							
v/s Ratio Perm	0.17			c0.30				c0.12	0.01		0.11	0.01
v/c Ratio	0.23	0.32		0.41	0.34			0.72	0.04		0.66	0.04
Uniform Delay, d1	4.7	5.1		5.6	5.2			47.6	42.2		47.1	42.3
Progression Factor	1.00	1.00		1.79	1.41			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.3	0.3		2.1	0.3			13.3	0.1		8.6	0.1
Delay (s)	6.0	5.4		12.1	7.6			61.0	42.3		55.7	42.3
Level of Service	A	A		B	A			E	D		E	D
Approach Delay (s)		5.5			8.4			55.3			51.2	
Approach LOS		A			A			E			D	

Intersection Summary

HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.46			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0	
Intersection Capacity Utilization	60.0%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Queues
1: Terry Fox Drive & Campeau Drive

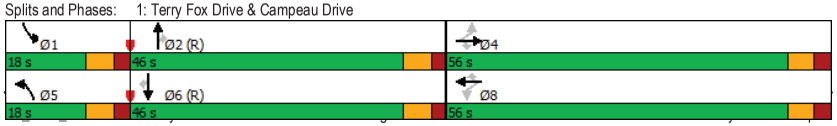
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	350	505	245	510	190	295	1050	215	215	640	105
Future Volume (vph)	115	350	505	245	510	190	295	1050	215	215	640	105
Lane Group Flow (vph)	124	376	543	263	548	204	317	1129	231	231	688	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	56.0	56.0	56.0	56.0	56.0	56.0	18.0	46.0	46.0	18.0	46.0	46.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%	46.7%	15.0%	38.3%	38.3%	15.0%	38.3%	38.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.89	0.52	0.69	0.98	0.76	0.30	1.20	0.94	0.37	0.89	0.58	0.19
Control Delay	86.7	30.5	17.2	86.7	39.0	8.8	165.9	53.6	12.6	85.1	31.8	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.7	30.5	17.2	86.7	39.0	8.8	165.9	53.6	12.6	85.1	31.8	4.5
Queue Length 50th (m)	26.6	66.2	46.1	59.5	109.1	9.4	~114.6	141.1	14.0	~71.6	76.0	3.7
Queue Length 95th (m)	#64.7	95.0	86.6	#113.9	151.1	25.7	#172.4	#184.1	35.0	#125.3	59.9	5.9
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	153	793	835	294	793	739	264	1221	625	261	1209	604
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.47	0.65	0.89	0.69	0.28	1.20	0.92	0.37	0.89	0.57	0.19

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	350	505	245	510	190	295	1050	215	215	640	105
Future Volume (vph)	115	350	505	245	510	190	295	1050	215	215	640	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1799	1881	1569	1773	1881	1561	1805	3610	1554	1787	3574	1567
Flt Permitted	0.19	1.00	1.00	0.37	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	363	1881	1569	698	1881	1561	1805	3610	1554	1787	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	376	543	263	548	204	317	1129	231	231	688	113
RTOR Reduction (vph)	0	0	185	0	0	86	0	0	100	0	0	75
Lane Group Flow (vph)	124	376	358	263	548	118	317	1129	131	231	688	38
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	45.2	45.2	45.2	45.2	45.2	45.2	16.6	39.0	39.0	16.6	39.0	39.0
Effective Green, g (s)	46.2	46.2	46.2	46.2	46.2	46.2	17.6	40.0	40.0	17.6	40.0	40.0
Actuated g/C Ratio	0.39	0.39	0.39	0.39	0.39	0.39	0.15	0.33	0.33	0.15	0.33	0.33
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	139	724	604	268	724	600	264	1203	518	262	1191	522
v/s Ratio Prot		0.20			0.29		c0.18	c0.31		0.13	0.19	
v/s Ratio Perm	0.34		0.23	c0.38		0.08			0.08			0.02
v/c Ratio	0.89	0.52	0.59	0.98	0.76	0.20	1.20	0.94	0.25	0.88	0.58	0.07
Uniform Delay, d1	34.6	28.4	29.4	36.5	32.0	24.6	51.2	38.8	29.1	50.2	33.0	27.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.04	0.90	0.74
Incremental Delay, d2	45.5	0.6	1.6	49.5	4.5	0.2	120.8	14.9	1.2	26.3	1.9	0.3
Delay (s)	80.1	29.0	31.0	86.0	36.6	24.7	172.0	53.7	30.3	78.4	31.8	20.4
Level of Service	F	C	C	F	D	C	F	D	C	E	C	C
Approach Delay (s)		36.1			47.0			72.8			41.0	
Approach LOS		D			D			E			D	

Intersection Summary

HCM 2000 Control Delay	52.4	HCM 2000 Level of Service	D			
HCM 2000 Volume to Capacity ratio	1.00					
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2			
Intersection Capacity Utilization	100.0%	ICU Level of Service	G			
Analysis Period (min)	15					

c Critical Lane Group

Queues
2: Didsbury Road & Campeau Drive

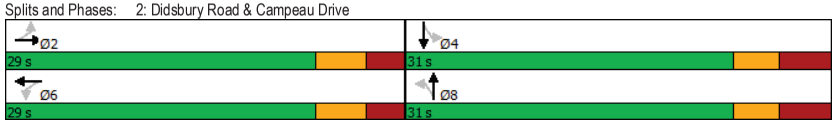
10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	50	780	770	30	5	20	5
Future Volume (vph)	50	780	770	30	5	20	5
Lane Group Flow (vph)	54	855	833	32	16	22	64
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		2	6		8		4
Permitted Phases	2			8		4	
Detector Phase	2	2	6	8	8	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1	6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	Min	Min	Min
v/c Ratio	0.25	0.61	0.59	0.07	0.03	0.05	0.11
Control Delay	13.4	12.7	12.4	11.2	7.5	10.9	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.4	12.7	12.4	11.2	7.5	10.9	4.8
Queue Length 50th (m)	2.2	21.7	21.0	1.6	0.3	1.1	0.3
Queue Length 95th (m)	12.0	57.1	55.2	6.6	3.3	5.1	6.2
Internal Link Dist (m)		215.7	105.9		90.9		71.0
Turn Bay Length (m)	50.0						
Base Capacity (vph)	316	2074	2100	838	1056	876	1022
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.41	0.40	0.04	0.02	0.03	0.06

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 42
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	780	15	0	770	5	30	5	10	20	5	55
Future Volume (vph)	50	780	15	0	770	5	30	5	10	20	5	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	3559			3606		1804	1704		1805	1618	
Flt Permitted	0.29	1.00			1.00		0.72	1.00		0.75	1.00	
Satd. Flow (perm)	543	3559			3606		1358	1704		1419	1618	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	54	839	16	0	828	5	32	5	11	22	5	59
RTOR Reduction (vph)	0	2	0	0	1	0	0	7	0	0	40	0
Lane Group Flow (vph)	54	853	0	0	832	0	32	9	0	22	24	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	15.5	15.5			15.5		12.4	12.4		12.4	12.4	
Effective Green, g (s)	16.5	16.5			16.5		13.4	13.4		13.4	13.4	
Actuated g/C Ratio	0.40	0.40			0.40		0.32	0.32		0.32	0.32	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1		7.1	7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	215	1415			1433		438	550		458	522	
v/s Ratio Prot		c0.24			0.23			0.01			0.01	
v/s Ratio Perm	0.10						c0.02			0.02		
v/c Ratio	0.25	0.60			0.58		0.07	0.02		0.05	0.05	
Uniform Delay, d1	8.4	9.9			9.8		9.7	9.6		9.7	9.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.7			0.6		0.1	0.0		0.0	0.0	
Delay (s)	9.0	10.6			10.4		9.8	9.6		9.7	9.7	
Level of Service	A	B			B		A	A		A	A	
Approach Delay (s)		10.5			10.4			9.7			9.7	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.37			
Actuated Cycle Length (s)	41.5	Sum of lost time (s)	11.6	
Intersection Capacity Utilization	53.3%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

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

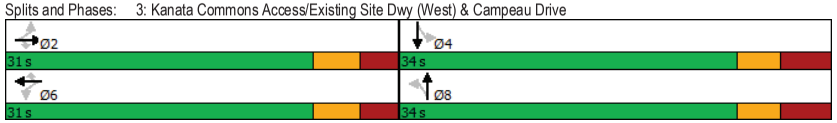
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	140	535	30	85	685	85	25	0	230	0
Future Volume (vph)	140	535	30	85	685	85	25	0	230	0
Lane Group Flow (vph)	144	552	31	88	706	88	26	82	0	335
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2			6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	6	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	27.8	27.8	34.4	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	34.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52.3%	52.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	4.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4		6.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None
v/c Ratio	0.54	0.40	0.05	0.27	0.50	0.13	0.08	0.13		0.38
Control Delay	20.6	11.2	0.8	12.8	12.1	3.7	12.4	0.6		10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	20.6	11.2	0.8	12.8	12.1	3.7	12.4	0.6		10.1
Queue Length 50th (m)	7.0	13.1	0.0	3.8	17.7	0.0	1.4	0.0		7.2
Queue Length 95th (m)	32.1	38.2	1.2	17.7	49.9	7.6	6.0	0.8		17.8
Internal Link Dist (m)		239.7			215.7			136.6		37.3
Turn Bay Length (m)	75.0		75.0	130.0			25.0			
Base Capacity (vph)	408	2137	978	505	2158	974	685	1094		1712
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0
Reduced v/c Ratio	0.35	0.26	0.03	0.17	0.33	0.09	0.04	0.07		0.20

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 44.5
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	535	30	85	685	85	25	0	80	230	0	95
Future Volume (vph)	140	535	30	85	685	85	25	0	80	230	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4			6.4	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.97	
Satd. Flow (prot)	1802	3574	1589	1803	3610	1575	1804	1583			3321	
Flt Permitted	0.36	1.00	1.00	0.45	1.00	1.00	0.55	1.00			0.75	
Satd. Flow (perm)	682	3574	1589	845	3610	1575	1044	1583			2563	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	552	31	88	706	88	26	0	82	237	0	98
RTOR Reduction (vph)	0	0	19	0	0	53	0	55	0	0	63	0
Lane Group Flow (vph)	144	552	12	88	706	35	26	27	0	0	272	0
Confl. Peds. (#/hr)	4		4	4		4	1					1
Confl. Bikes (#/hr)			3			1						1
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	16.3	16.3	16.3	16.3	16.3	16.3	13.2	13.2			13.2	
Effective Green, g (s)	17.3	17.3	17.3	17.3	17.3	17.3	14.2	14.2			14.2	
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.32	0.32			0.32	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.4	7.4			7.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	269	1414	629	334	1429	623	339	514			832	
v/s Ratio Prot		0.15			0.20			0.02				
v/s Ratio Perm	c0.21		0.01	0.10		0.02	0.02				c0.11	
v/c Ratio	0.54	0.39	0.02	0.26	0.49	0.06	0.08	0.05			0.33	
Uniform Delay, d1	10.1	9.4	8.0	8.9	9.9	8.2	10.2	10.1			11.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	2.0	0.2	0.0	0.4	0.3	0.0	0.1	0.0			0.2	
Delay (s)	12.2	9.6	8.0	9.3	10.2	8.2	10.3	10.2			11.4	
Level of Service	B	A	A	A	B	A	B	B			B	
Approach Delay (s)		10.1			9.9			10.2			11.4	
Approach LOS		B			A			B			B	

Intersection Summary

HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B			
HCM 2000 Volume to Capacity ratio	0.44					
Actuated Cycle Length (s)	43.7	Sum of lost time (s)	12.2			
Intersection Capacity Utilization	61.8%	ICU Level of Service	B			
Analysis Period (min)	15					

c Critical Lane Group

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

10-19-2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	20	10	50	60	15
Future Volume (Veh/h)	5	20	10	50	60	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	22	11	56	67	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	154	76	84			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	154	76	84			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	99			
cM capacity (veh/h)	837	991	1526			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	28	67	84
Volume Left	6	11	0
Volume Right	22	0	17
cSH	954	1526	1700
Volume to Capacity	0.03	0.01	0.05
Queue Length 95th (m)	0.7	0.2	0.0
Control Delay (s)	8.9	1.3	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	1.3	0.0
Approach LOS	A		

Intersection Summary				
Average Delay		1.9		
Intersection Capacity Utilization	19.9%	ICU Level of Service	A	
Analysis Period (min)	15			

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

10-19-2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	160	5	5	50	70	285
Future Volume (Veh/h)	160	5	5	50	70	285
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	178	6	6	56	78	317
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked	0.97	0.97	0.97			
vC, conflicting volume	304	236	395			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	261	191	355			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	75	99	99			
cM capacity (veh/h)	703	826	1172			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	184	62	395
Volume Left	178	6	0
Volume Right	6	0	317
cSH	706	1172	1700
Volume to Capacity	0.26	0.01	0.23
Queue Length 95th (m)	8.3	0.1	0.0
Control Delay (s)	11.9	0.8	0.0
Lane LOS	B	A	
Approach Delay (s)	11.9	0.8	0.0
Approach LOS	B		

Intersection Summary				
Average Delay		3.5		
Intersection Capacity Utilization	37.1%	ICU Level of Service	A	
Analysis Period (min)	15			

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

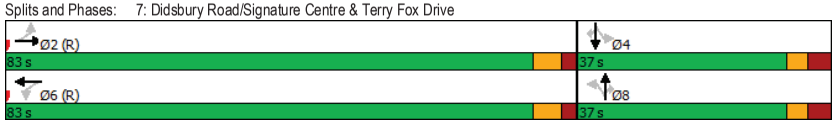
10-19-2026

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	80	795	225	805	130	10	70	90	25	65
Future Volume (vph)	80	795	225	805	130	10	70	90	25	65
Lane Group Flow (vph)	86	968	242	920	0	151	75	0	124	70
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		6		8			4	
Permitted Phases	2		6		8		8	4		4
Detector Phase	2	2	6	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.6	5.6		5.6	5.6
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.22	0.37	0.64	0.35		0.75	0.22		0.66	0.20
Control Delay	8.0	6.9	24.9	8.4		67.7	11.1		61.0	9.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	8.0	6.9	24.9	8.4		67.7	11.1		61.0	9.9
Queue Length 50th (m)	6.0	39.7	37.3	56.1		35.9	0.8		28.9	0.0
Queue Length 95th (m)	16.4	64.8	m16.3	m19.3		55.8	13.1		46.7	11.9
Internal Link Dist (m)		741.7		312.7		88.8			84.7	
Turn Bay Length (m)	70.0		70.0				20.0			
Base Capacity (vph)	397	2598	376	2614		299	466		280	474
Starvation Cap Reductn	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.22	0.37	0.64	0.35		0.51	0.16		0.44	0.15

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	795	105	225	805	50	130	10	70	90	25	65
Future Volume (vph)	80	795	105	225	805	50	130	10	70	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		5.4	5.4			5.6	5.6		5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1802	3547		1805	3573			1816	1583		1820	1615
Flt Permitted	0.29	1.00		0.27	1.00			0.60	1.00		0.57	1.00
Satd. Flow (perm)	545	3547		515	3573			1144	1583		1071	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	855	113	242	866	54	140	11	75	97	27	70
RTOR Reduction (vph)	0	6	0	0	3	0	0	0	58	0	0	58
Lane Group Flow (vph)	86	962	0	242	917	0	0	151	17	0	124	12
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	86.7	86.7		86.7	86.7			20.3	20.3		20.3	20.3
Effective Green, g (s)	87.7	87.7		87.7	87.7			21.3	21.3		21.3	21.3
Actuated g/C Ratio	0.73	0.73		0.73	0.73			0.18	0.18		0.18	0.18
Clearance Time (s)	6.4	6.4		6.4	6.4			6.6	6.6		6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	398	2592		376	2611			203	280		190	286
v/s Ratio Prot		0.27			0.26							
v/s Ratio Perm	0.16			c0.47				c0.13	0.01		0.12	0.01
v/c Ratio	0.22	0.37		0.64	0.35			0.74	0.06		0.65	0.04
Uniform Delay, d1	5.2	6.0		8.2	5.8			46.8	41.0		45.9	40.9
Progression Factor	1.00	1.00		1.74	1.28			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.2	0.4		4.5	0.2			13.7	0.1		7.8	0.1
Delay (s)	6.4	6.4		18.8	7.7			60.5	41.1		53.7	41.0
Level of Service	A	A		B	A			E	D		D	D
Approach Delay (s)		6.4			10.0			54.1			49.1	
Approach LOS		A			A			D			D	

Intersection Summary

HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0	
Intersection Capacity Utilization	67.3%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Queues
1: Terry Fox Drive & Campeau Drive

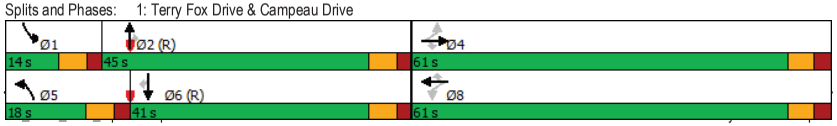
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	350	505	245	510	190	295	1050	215	215	640	105
Future Volume (vph)	115	350	505	245	510	190	295	1050	215	215	640	105
Lane Group Flow (vph)	124	376	543	263	548	204	317	1129	231	231	688	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	61.0	61.0	61.0	61.0	61.0	61.0	18.0	45.0	45.0	14.0	41.0	41.0
Total Split (%)	50.8%	50.8%	50.8%	50.8%	50.8%	50.8%	15.0%	37.5%	37.5%	11.7%	34.2%	34.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.87	0.52	0.72	0.97	0.75	0.29	0.97	0.95	0.38	0.88	0.65	0.21
Control Delay	80.9	29.6	21.9	82.6	37.8	7.2	93.7	56.0	13.1	81.8	36.1	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.9	29.6	21.9	82.6	37.8	7.2	93.7	56.0	13.1	81.8	36.1	5.0
Queue Length 50th (m)	27.0	67.9	63.5	60.8	111.7	7.9	~89.0	142.9	14.5	~61.2	80.5	3.7
Queue Length 95th (m)	#60.1	87.5	96.0	#106.1	139.3	21.5	#172.4	#188.2	36.0	#141.2	64.2	6.5
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	170	871	852	324	871	804	326	1191	611	263	1060	544
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.43	0.64	0.81	0.63	0.25	0.97	0.95	0.38	0.88	0.65	0.21

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	350	505	245	510	190	295	1050	215	215	640	105
Future Volume (vph)	115	350	505	245	510	190	295	1050	215	215	640	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1799	1881	1569	1773	1881	1561	1805	3610	1554	1787	3574	1567
Flt Permitted	0.19	1.00	1.00	0.38	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	369	1881	1569	702	1881	1561	1805	3610	1554	1787	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	376	543	263	548	204	317	1129	231	231	688	113
RTOR Reduction (vph)	0	0	143	0	0	92	0	0	99	0	0	79
Lane Group Flow (vph)	124	376	400	263	548	112	317	1129	132	231	688	34
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	45.5	45.5	45.5	45.5	45.5	45.5	20.7	38.6	38.6	16.7	34.6	34.6
Effective Green, g (s)	46.5	46.5	46.5	46.5	46.5	46.5	21.7	39.6	39.6	17.7	35.6	35.6
Actuated g/C Ratio	0.39	0.39	0.39	0.39	0.39	0.39	0.18	0.33	0.33	0.15	0.30	0.30
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	142	728	607	272	728	604	326	1191	512	263	1060	464
v/s Ratio Prot		0.20			0.29		c0.18	c0.31		0.13	0.19	
v/s Ratio Perm	0.34		0.25	c0.37		0.07			0.08			0.02
v/c Ratio	0.87	0.52	0.66	0.97	0.75	0.18	0.97	0.95	0.26	0.88	0.65	0.07
Uniform Delay, d1	34.0	28.1	30.2	36.0	31.8	24.2	48.9	39.2	29.4	50.1	36.8	30.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.89	0.72
Incremental Delay, d2	40.5	0.6	2.6	45.0	4.4	0.1	42.1	16.2	1.2	25.4	2.9	0.3
Delay (s)	74.5	28.8	32.8	81.0	36.2	24.4	91.0	55.4	30.7	74.9	35.8	22.1
Level of Service	E	C	C	F	D	C	F	E	C	E	D	C
Approach Delay (s)		36.3			45.4			58.8			43.1	
Approach LOS		D			D			E			D	

Intersection Summary

HCM 2000 Control Delay	47.6	HCM 2000 Level of Service	D			
HCM 2000 Volume to Capacity ratio	0.99					
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2			
Intersection Capacity Utilization	100.0%	ICU Level of Service	G			
Analysis Period (min)	15					

c Critical Lane Group

Queues
2: Didsbury Road & Campeau Drive

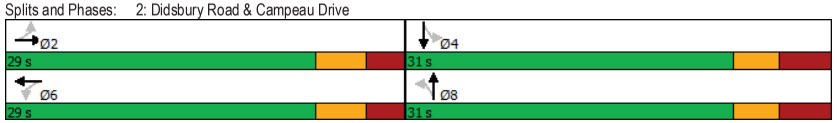
10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	50	780	770	30	5	20	5
Future Volume (vph)	50	780	770	30	5	20	5
Lane Group Flow (vph)	54	855	833	32	16	22	64
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		2	6		8		4
Permitted Phases	2			8		4	
Detector Phase	2	2	6	8	8	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1	6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	Min	Min	Min
v/c Ratio	0.25	0.61	0.59	0.07	0.03	0.05	0.11
Control Delay	13.4	12.7	12.4	11.2	7.5	10.9	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.4	12.7	12.4	11.2	7.5	10.9	4.8
Queue Length 50th (m)	2.2	21.7	21.0	1.6	0.3	1.1	0.3
Queue Length 95th (m)	12.0	57.1	55.2	6.6	3.3	5.1	6.2
Internal Link Dist (m)		215.7	105.9		90.9		71.0
Turn Bay Length (m)	50.0						
Base Capacity (vph)	316	2074	2100	838	1056	876	1022
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.41	0.40	0.04	0.02	0.03	0.06

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 42
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	780	15	0	770	5	30	5	10	20	5	55
Future Volume (vph)	50	780	15	0	770	5	30	5	10	20	5	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	3559			3606		1804	1704		1805	1618	
Flt Permitted	0.29	1.00			1.00		0.72	1.00		0.75	1.00	
Satd. Flow (perm)	543	3559			3606		1358	1704		1419	1618	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	54	839	16	0	828	5	32	5	11	22	5	59
RTOR Reduction (vph)	0	2	0	0	1	0	0	7	0	0	40	0
Lane Group Flow (vph)	54	853	0	0	832	0	32	9	0	22	24	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	15.5	15.5			15.5		12.4	12.4		12.4	12.4	
Effective Green, g (s)	16.5	16.5			16.5		13.4	13.4		13.4	13.4	
Actuated g/C Ratio	0.40	0.40			0.40		0.32	0.32		0.32	0.32	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1		7.1	7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	215	1415			1433		438	550		458	522	
v/s Ratio Prot		c0.24			0.23			0.01			0.01	
v/s Ratio Perm	0.10						c0.02			0.02		
v/c Ratio	0.25	0.60			0.58		0.07	0.02		0.05	0.05	
Uniform Delay, d1	8.4	9.9			9.8		9.7	9.6		9.7	9.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.7			0.6		0.1	0.0		0.0	0.0	
Delay (s)	9.0	10.6			10.4		9.8	9.6		9.7	9.7	
Level of Service	A	B			B		A	A		A	A	
Approach Delay (s)		10.5			10.4			9.7			9.7	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.37			
Actuated Cycle Length (s)	41.5	Sum of lost time (s)	11.6	
Intersection Capacity Utilization	53.3%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

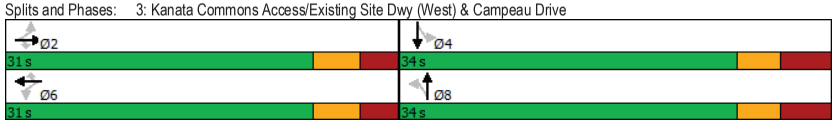
Queues
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	140	535	30	85	685	85	25	0	230	0
Future Volume (vph)	140	535	30	85	685	85	25	0	230	0
Lane Group Flow (vph)	144	552	31	88	706	88	26	82	0	335
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2			6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	6	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	27.8	27.8	34.4	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	34.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52.3%	52.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	4.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4		6.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None
v/c Ratio	0.54	0.40	0.05	0.27	0.50	0.13	0.08	0.13		0.38
Control Delay	20.6	11.2	0.8	12.8	12.1	3.7	12.4	0.6		10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	20.6	11.2	0.8	12.8	12.1	3.7	12.4	0.6		10.1
Queue Length 50th (m)	7.0	13.1	0.0	3.8	17.7	0.0	1.4	0.0		7.2
Queue Length 95th (m)	32.1	38.2	1.2	17.7	49.9	7.6	6.0	0.8		17.8
Internal Link Dist (m)		239.7			215.7			136.6		37.3
Turn Bay Length (m)	75.0		75.0	130.0			25.0			
Base Capacity (vph)	408	2137	978	505	2158	974	685	1094		1712
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0
Reduced v/c Ratio	0.35	0.26	0.03	0.17	0.33	0.09	0.04	0.07		0.20

Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 44.5
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

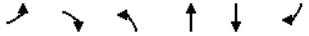
10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	535	30	85	685	85	25	0	80	230	0	95
Future Volume (vph)	140	535	30	85	685	85	25	0	80	230	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4			6.4	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.97	
Satd. Flow (prot)	1802	3574	1589	1803	3610	1575	1804	1583			3321	
Flt Permitted	0.36	1.00	1.00	0.45	1.00	1.00	0.55	1.00			0.75	
Satd. Flow (perm)	682	3574	1589	845	3610	1575	1044	1583			2563	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	552	31	88	706	88	26	0	82	237	0	98
RTOR Reduction (vph)	0	0	19	0	0	53	0	55	0	0	63	0
Lane Group Flow (vph)	144	552	12	88	706	35	26	27	0	0	272	0
Confl. Peds. (#/hr)	4		4	4		4	1					1
Confl. Bikes (#/hr)			3			1						1
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	16.3	16.3	16.3	16.3	16.3	16.3	13.2	13.2			13.2	
Effective Green, g (s)	17.3	17.3	17.3	17.3	17.3	17.3	14.2	14.2			14.2	
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.32	0.32			0.32	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.4	7.4			7.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	269	1414	629	334	1429	623	339	514			832	
v/s Ratio Prot		0.15			0.20			0.02				
v/s Ratio Perm	c0.21		0.01	0.10		0.02	0.02				c0.11	
v/c Ratio	0.54	0.39	0.02	0.26	0.49	0.06	0.08	0.05			0.33	
Uniform Delay, d1	10.1	9.4	8.0	8.9	9.9	8.2	10.2	10.1			11.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	2.0	0.2	0.0	0.4	0.3	0.0	0.1	0.0			0.2	
Delay (s)	12.2	9.6	8.0	9.3	10.2	8.2	10.3	10.2			11.4	
Level of Service	B	A	A	A	B	A	B	B			B	
Approach Delay (s)		10.1			9.9			10.2			11.4	
Approach LOS		B			A			B			B	

Intersection Summary					
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service		B	
HCM 2000 Volume to Capacity ratio	0.44				
Actuated Cycle Length (s)	43.7	Sum of lost time (s)		12.2	
Intersection Capacity Utilization	61.8%	ICU Level of Service		B	
Analysis Period (min)	15				
c Critical Lane Group					

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

10-19-2026



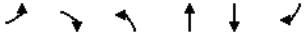
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	20	10	50	60	15
Future Volume (Veh/h)	5	20	10	50	60	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	22	11	56	67	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	154	76	84			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	154	76	84			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	99			
cM capacity (veh/h)	837	991	1526			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	28	67	84
Volume Left	6	11	0
Volume Right	22	0	17
cSH	954	1526	1700
Volume to Capacity	0.03	0.01	0.05
Queue Length 95th (m)	0.7	0.2	0.0
Control Delay (s)	8.9	1.3	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	1.3	0.0
Approach LOS	A		

Intersection Summary				
Average Delay		1.9		
Intersection Capacity Utilization	19.9%	ICU Level of Service	A	
Analysis Period (min)	15			

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

10-19-2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	160	5	5	50	70	285
Future Volume (Veh/h)	160	5	5	50	70	285
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	178	6	6	56	78	317
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked	0.97	0.97	0.97			
vC, conflicting volume	304	236	395			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	261	191	355			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	75	99	99			
cM capacity (veh/h)	703	826	1172			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	184	62	395
Volume Left	178	6	0
Volume Right	6	0	317
cSH	706	1172	1700
Volume to Capacity	0.26	0.01	0.23
Queue Length 95th (m)	8.3	0.1	0.0
Control Delay (s)	11.9	0.8	0.0
Lane LOS	B	A	
Approach Delay (s)	11.9	0.8	0.0
Approach LOS	B		

Intersection Summary				
Average Delay		3.5		
Intersection Capacity Utilization	37.1%	ICU Level of Service	A	
Analysis Period (min)	15			

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

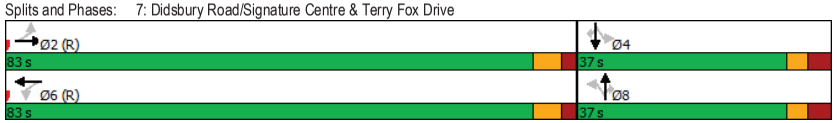
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	80	795	225	805	130	10	70	90	25	65
Future Volume (vph)	80	795	225	805	130	10	70	90	25	65
Lane Group Flow (vph)	86	968	242	920	0	151	75	0	124	70
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		6		8			4	
Permitted Phases	2		6		8		8	4		4
Detector Phase	2	2	6	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.6	5.6		5.6	5.6
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	C-Min	C-Min	C-Min	C-Min	None	None	None	None	None	None
v/c Ratio	0.22	0.37	0.64	0.35		0.75	0.22		0.66	0.20
Control Delay	8.0	6.9	23.4	7.8		67.7	11.1		61.0	9.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	8.0	6.9	23.4	7.8		67.7	11.1		61.0	9.9
Queue Length 50th (m)	6.0	39.7	33.0	45.6		35.9	0.8		28.9	0.0
Queue Length 95th (m)	16.4	64.8	m13.6	m13.7		55.8	13.1		46.7	11.9
Internal Link Dist (m)		741.7		312.7		88.8			84.7	
Turn Bay Length (m)	70.0		70.0				20.0			
Base Capacity (vph)	397	2598	376	2614		299	466		280	474
Starvation Cap Reductn	0	0	0	0		0	0		0	0
Spillback Cap Reductn	0	0	0	0		0	0		0	0
Storage Cap Reductn	0	0	0	0		0	0		0	0
Reduced v/c Ratio	0.22	0.37	0.64	0.35		0.51	0.16		0.44	0.15

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	795	105	225	805	50	130	10	70	90	25	65
Future Volume (vph)	80	795	105	225	805	50	130	10	70	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		5.4	5.4			5.6	5.6		5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1802	3547		1805	3573			1816	1583		1820	1615
Flt Permitted	0.29	1.00		0.27	1.00			0.60	1.00		0.57	1.00
Satd. Flow (perm)	545	3547		515	3573			1144	1583		1071	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	855	113	242	866	54	140	11	75	97	27	70
RTOR Reduction (vph)	0	6	0	0	3	0	0	0	58	0	0	58
Lane Group Flow (vph)	86	962	0	242	917	0	0	151	17	0	124	12
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	86.7	86.7		86.7	86.7			20.3	20.3		20.3	20.3
Effective Green, g (s)	87.7	87.7		87.7	87.7			21.3	21.3		21.3	21.3
Actuated g/C Ratio	0.73	0.73		0.73	0.73			0.18	0.18		0.18	0.18
Clearance Time (s)	6.4	6.4		6.4	6.4			6.6	6.6		6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	398	2592		376	2611			203	280		190	286
v/s Ratio Prot		0.27			0.26							
v/s Ratio Perm	0.16			c0.47				c0.13	0.01		0.12	0.01
v/c Ratio	0.22	0.37		0.64	0.35			0.74	0.06		0.65	0.04
Uniform Delay, d1	5.2	6.0		8.2	5.8			46.8	41.0		45.9	40.9
Progression Factor	1.00	1.00		1.61	1.17			1.00	1.00		1.00	1.00
Incremental Delay, d2	1.2	0.4		4.4	0.2			13.7	0.1		7.8	0.1
Delay (s)	6.4	6.4		17.7	7.1			60.5	41.1		53.7	41.0
Level of Service	A	A		B	A			E	D		D	D
Approach Delay (s)		6.4			9.3			54.1			49.1	
Approach LOS		A			A			D			D	

Intersection Summary

HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.66			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0	
Intersection Capacity Utilization	67.3%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Queues
1: Terry Fox Drive & Campeau Drive

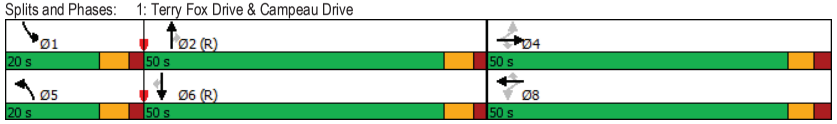
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	305	240	215	345	170	265	870	210	225	630	85
Future Volume (vph)	115	305	240	215	345	170	265	870	210	225	630	85
Lane Group Flow (vph)	119	314	247	222	356	175	273	897	216	232	649	88
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	20.0	50.0	50.0	20.0	50.0	50.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%	16.7%	41.7%	41.7%	16.7%	41.7%	41.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.57	0.52	0.37	0.96	0.60	0.29	0.73	0.69	0.32	0.74	0.54	0.15
Control Delay	43.9	35.2	4.7	87.7	37.7	5.3	59.0	36.2	7.1	61.6	44.2	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.9	35.2	4.7	87.7	37.7	5.3	59.0	36.2	7.1	61.6	44.2	14.3
Queue Length 50th (m)	23.5	60.7	0.0	51.6	71.0	0.8	64.0	106.8	5.2	54.2	75.5	0.3
Queue Length 95th (m)	43.1	85.2	17.0	#95.8	98.0	15.6	#139.4	120.6	21.6	#117.3	95.5	17.5
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	241	706	745	271	692	682	375	1371	696	315	1328	635
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.44	0.33	0.82	0.51	0.26	0.73	0.65	0.31	0.74	0.49	0.14

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	305	240	215	345	170	265	870	210	225	630	85
Future Volume (vph)	115	305	240	215	345	170	265	870	210	225	630	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1797	1881	1576	1734	1845	1536	1805	3574	1516	1770	3574	1559
Flt Permitted	0.34	1.00	1.00	0.40	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	645	1881	1576	723	1845	1536	1805	3574	1516	1770	3574	1559
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	314	247	222	356	175	273	897	216	232	649	88
RTOR Reduction (vph)	0	0	167	0	0	115	0	0	118	0	0	59
Lane Group Flow (vph)	119	314	80	222	356	60	273	897	98	232	649	29
Confl. Peds. (#/hr)	9		2	2		9	3		12	12		3
Confl. Bikes (#/hr)			1						2			
Heavy Vehicles (%)	0%	1%	1%	4%	3%	3%	0%	1%	2%	2%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	37.7	37.7	37.7	37.7	37.7	37.7	24.0	42.7	42.7	20.4	39.1	39.1
Effective Green, g (s)	38.7	38.7	38.7	38.7	38.7	38.7	25.0	43.7	43.7	21.4	40.1	40.1
Actuated g/C Ratio	0.32	0.32	0.32	0.32	0.32	0.32	0.21	0.36	0.36	0.18	0.33	0.33
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	208	606	508	233	595	495	376	1301	552	315	1194	520
v/s Ratio Prot		0.17			0.19		c0.15	c0.25		0.13	0.18	
v/s Ratio Perm	0.18		0.05	c0.31		0.04			0.06			0.02
v/c Ratio	0.57	0.52	0.16	0.95	0.60	0.12	0.73	0.69	0.18	0.74	0.54	0.06
Uniform Delay, d1	33.8	33.1	29.0	39.8	34.1	28.7	44.3	32.4	25.9	46.6	32.5	27.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.31	2.65
Incremental Delay, d2	3.8	0.8	0.1	45.6	1.6	0.1	6.8	3.0	0.7	8.5	1.7	0.2
Delay (s)	37.5	33.8	29.2	85.3	35.8	28.8	51.1	35.4	26.6	53.9	44.3	72.1
Level of Service	D	C	C	F	D	C	D	D	C	D	D	E
Approach Delay (s)		32.8			48.8			37.1			49.2	
Approach LOS		C			D			D			D	

Intersection Summary

HCM 2000 Control Delay	41.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

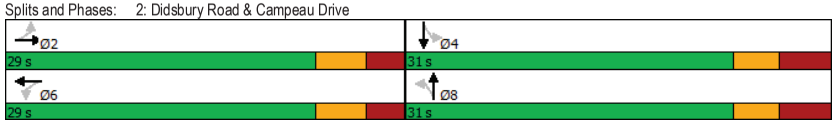
Queues
2: Didsbury Road & Campeau Drive

10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	35	530	575	20	5	5
Future Volume (vph)	35	530	575	20	5	5
Lane Group Flow (vph)	35	550	581	20	5	50
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		2	6		8	4
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	None	None	None
v/c Ratio	0.06	0.21	0.22	0.04	0.01	0.08
Control Delay	8.6	6.5	6.5	9.7	9.4	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.6	6.5	6.5	9.7	9.4	4.6
Queue Length 50th (m)	0.0	0.0	0.0	0.7	0.2	0.2
Queue Length 95th (m)	7.8	34.8	37.1	4.6	1.9	5.3
Internal Link Dist (m)		215.7	105.9		90.9	71.0
Turn Bay Length (m)	50.0					
Base Capacity (vph)	662	2863	2879	873	1315	1151
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.19	0.20	0.02	0.00	0.04

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

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	530	15	0	575	0	20	5	0	0	5	45
Future Volume (vph)	35	530	15	0	575	0	20	5	0	0	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1			6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	1.00			1.00		1.00	1.00			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1804	3553			3574		1656	1900			1644	
Flt Permitted	0.43	1.00			1.00		0.72	1.00			1.00	
Satd. Flow (perm)	822	3553			3574		1263	1900			1644	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	35	535	15	0	581	0	20	5	0	0	5	45
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	38	0
Lane Group Flow (vph)	35	548	0	0	581	0	20	5	0	0	12	0
Confl. Peds. (#/hr)	1		3	3		1			1	1		
Heavy Vehicles (%)	0%	1%	6%	0%	1%	0%	9%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	23.7	23.7			23.7		5.2	5.2			5.2	
Effective Green, g (s)	24.7	24.7			24.7		6.2	6.2			6.2	
Actuated g/C Ratio	0.58	0.58			0.58		0.15	0.15			0.15	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1			7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	477	2064			2077		184	277			239	
v/s Ratio Prot		0.15			c0.16			0.00			0.01	
v/s Ratio Perm	0.04						c0.02					
v/c Ratio	0.07	0.27			0.28		0.11	0.02			0.05	
Uniform Delay, d1	3.9	4.4			4.5		15.8	15.5			15.6	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.1	0.1			0.1		0.3	0.0			0.1	
Delay (s)	4.0	4.5			4.5		16.0	15.6			15.7	
Level of Service	A	A			A		B	B			B	
Approach Delay (s)		4.4			4.5			15.9			15.7	
Approach LOS		A			A			B			B	

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

c Critical Lane Group

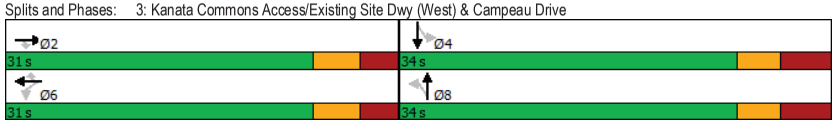
Queues
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations							
Traffic Volume (vph)	485	35	105	535	40	0	
Future Volume (vph)	485	35	105	535	40	0	
Lane Group Flow (vph)	500	36	108	552	41	98	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.27	0.04	0.24	0.30	0.09	0.15	
Control Delay	10.1	1.4	12.8	10.3	10.2	0.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	10.1	1.4	12.8	10.3	10.2	0.5	
Queue Length 50th (m)	11.7	0.0	4.7	13.1	1.6	0.0	
Queue Length 95th (m)	34.8	2.0	21.4	38.8	7.5	0.0	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		75.0	130.0		25.0		
Base Capacity (vph)	2393	1091	596	2369	986	1169	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.21	0.03	0.18	0.23	0.04	0.08	

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

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

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

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

c Critical Lane Group

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

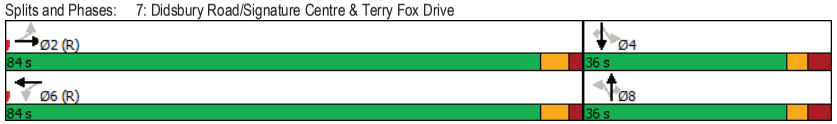
10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	95	745	890	35	5	95	25	60
Future Volume (vph)	95	745	890	35	5	95	25	60
Lane Group Flow (vph)	99	802	979	0	41	0	125	63
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	6		8		4	
Permitted Phases	2			8		4		4
Detector Phase	2	2	6	8	8	4	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6
Total Split (s)	84.0	84.0	84.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	70.0%	70.0%	70.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4		5.6		5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.25	0.29	0.36		0.23		0.59	0.21
Control Delay	7.5	5.4	4.6		45.1		57.8	11.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	7.5	5.4	4.6		45.1		57.8	11.2
Queue Length 50th (m)	6.0	26.3	3.5		9.1		29.6	0.0
Queue Length 95th (m)	18.5	49.6	124.1		18.4		45.3	11.7
Internal Link Dist (m)		741.7	312.7		88.8		84.7	
Turn Bay Length (m)	70.0							
Base Capacity (vph)	393	2723	2693		308		357	456
Starvation Cap Reductn	0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0		0	0
Reduced v/c Ratio	0.25	0.29	0.36		0.13		0.35	0.14

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	745	25	0	890	50	35	5	0	95	25	60
Future Volume (vph)	95	745	25	0	890	50	35	5	0	95	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4			5.6			5.6	5.6
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Frt	1.00	1.00			0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.96	1.00
Satd. Flow (prot)	1805	3590			3548			1820			1826	1615
Flt Permitted	0.27	1.00			1.00			0.64			0.74	1.00
Satd. Flow (perm)	518	3590			3548			1217			1410	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	776	26	0	927	52	36	5	0	99	26	62
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	54
Lane Group Flow (vph)	99	801	0	0	977	0	0	41	0	0	125	9
Confl. Peds. (#/hr)			1	1					1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	90.0	90.0			90.0			17.0			17.0	17.0
Effective Green, g (s)	91.0	91.0			91.0			18.0			18.0	18.0
Actuated g/C Ratio	0.76	0.76			0.76			0.15			0.15	0.15
Clearance Time (s)	6.4	6.4			6.4			6.6			6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	392	2722			2690			182			211	242
v/s Ratio Prot		0.22			c0.28							
v/s Ratio Perm	0.19							0.03			c0.09	0.01
v/c Ratio	0.25	0.29			0.36			0.23			0.59	0.04
Uniform Delay, d1	4.3	4.5			4.8			44.9			47.6	43.6
Progression Factor	1.00	1.00			0.80			1.00			1.00	1.00
Incremental Delay, d2	1.5	0.3			0.3			0.6			4.4	0.1
Delay (s)	5.9	4.8			4.2			45.5			52.0	43.7
Level of Service	A	A			A			D			D	D
Approach Delay (s)		4.9			4.2			45.5			49.2	
Approach LOS		A			A			D			D	

Intersection Summary

HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.40			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0	
Intersection Capacity Utilization	61.4%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Queues
1: Terry Fox Drive & Campeau Drive

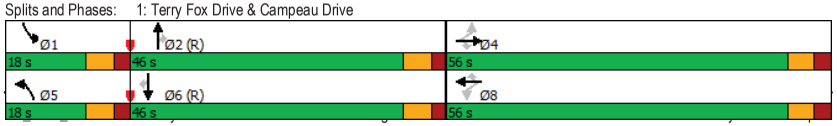
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	345	305	240	465	180	280	925	215	210	600	105
Future Volume (vph)	115	345	305	240	465	180	280	925	215	210	600	105
Lane Group Flow (vph)	124	371	328	258	500	194	301	995	231	226	645	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	56.0	56.0	56.0	56.0	56.0	56.0	18.0	46.0	46.0	18.0	46.0	46.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%	46.7%	15.0%	38.3%	38.3%	15.0%	38.3%	38.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.75	0.52	0.42	0.98	0.71	0.29	0.96	0.83	0.37	0.81	0.57	0.20
Control Delay	59.5	31.1	4.7	89.1	37.1	7.6	92.3	44.0	10.4	69.6	38.5	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.5	31.1	4.7	89.1	37.1	7.6	92.3	44.0	10.4	69.6	38.5	10.1
Queue Length 50th (m)	24.8	66.3	2.5	58.9	97.8	7.1	~101.7	117.9	10.4	~63.9	74.3	2.7
Queue Length 95th (m)	#56.5	93.7	20.1	#111.6	133.9	22.0	#163.1	145.0	30.5	#121.2	89.6	19.2
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	185	793	841	293	793	742	314	1221	638	279	1209	604
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.47	0.39	0.88	0.63	0.26	0.96	0.81	0.36	0.81	0.53	0.19

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	345	305	240	465	180	280	925	215	210	600	105
Future Volume (vph)	115	345	305	240	465	180	280	925	215	210	600	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1569	1773	1881	1561	1805	3610	1554	1787	3574	1567
Flt Permitted	0.23	1.00	1.00	0.37	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	439	1881	1569	696	1881	1561	1805	3610	1554	1787	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	371	328	258	500	194	301	995	231	226	645	113
RTOR Reduction (vph)	0	0	194	0	0	91	0	0	113	0	0	77
Lane Group Flow (vph)	124	371	134	258	500	103	301	995	118	226	645	36
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	44.2	44.2	44.2	44.2	44.2	44.2	19.9	38.9	38.9	17.7	36.7	36.7
Effective Green, g (s)	45.2	45.2	45.2	45.2	45.2	45.2	20.9	39.9	39.9	18.7	37.7	37.7
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38	0.38	0.17	0.33	0.33	0.16	0.31	0.31
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	165	708	590	262	708	587	314	1200	516	278	1122	492
v/s Ratio Prot		0.20			0.27		c0.17	c0.28		0.13	0.18	
v/s Ratio Perm	0.28		0.09	c0.37		0.07			0.08			0.02
v/c Ratio	0.75	0.52	0.23	0.98	0.71	0.18	0.96	0.83	0.23	0.81	0.57	0.07
Uniform Delay, d1	32.5	29.0	25.5	37.1	31.8	25.0	49.1	36.9	28.9	49.0	34.4	28.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.07	1.82
Incremental Delay, d2	17.4	0.7	0.2	51.0	3.2	0.1	39.3	6.7	1.0	15.8	2.1	0.3
Delay (s)	49.9	29.7	25.7	88.0	35.0	25.1	88.4	43.6	29.9	61.0	38.8	53.0
Level of Service	D	C	C	F	C	C	F	D	C	E	D	D
Approach Delay (s)		31.2			47.3			50.4			45.5	
Approach LOS		C			D			D			D	

Intersection Summary

HCM 2000 Control Delay	44.9	HCM 2000 Level of Service	D			
HCM 2000 Volume to Capacity ratio	0.94					
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2			
Intersection Capacity Utilization	98.8%	ICU Level of Service	F			
Analysis Period (min)	15					

c Critical Lane Group

Queues
2: Didsbury Road & Campeau Drive

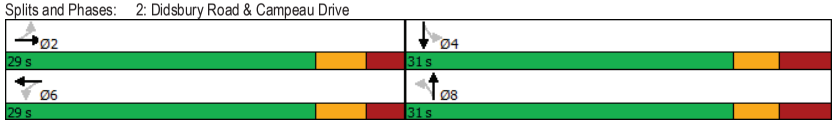
10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	40	595	715	30	5	5
Future Volume (vph)	40	595	715	30	5	5
Lane Group Flow (vph)	43	656	769	32	16	59
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		2	6		8	4
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	Min	Min	Min
v/c Ratio	0.19	0.49	0.57	0.07	0.03	0.10
Control Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Length 50th (m)	1.7	15.4	19.0	1.5	0.3	0.3
Queue Length 95th (m)	9.5	41.8	50.2	6.5	3.3	5.9
Internal Link Dist (m)		215.7	105.9		90.9	71.0
Turn Bay Length (m)	50.0					
Base Capacity (vph)	364	2140	2172	870	1091	1053
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.31	0.35	0.04	0.01	0.06

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 40.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	595	15	0	715	0	30	5	10	0	5	50
Future Volume (vph)	40	595	15	0	715	0	30	5	10	0	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1			6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	1.00			1.00		1.00	0.90			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1804	3555			3610		1804	1704			1620	
Flt Permitted	0.32	1.00			1.00		0.72	1.00			1.00	
Satd. Flow (perm)	605	3555			3610		1365	1704			1620	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	640	16	0	769	0	32	5	11	0	5	54
RTOR Reduction (vph)	0	3	0	0	0	0	0	7	0	0	36	0
Lane Group Flow (vph)	43	653	0	0	769	0	32	9	0	0	23	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	14.2	14.2			14.2		12.4	12.4			12.4	
Effective Green, g (s)	15.2	15.2			15.2		13.4	13.4			13.4	
Actuated g/C Ratio	0.38	0.38			0.38		0.33	0.33			0.33	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1			7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	228	1344			1364		455	568			540	
v/s Ratio Prot		0.18			c0.21			0.01			0.01	
v/s Ratio Perm	0.07						c0.02					
v/c Ratio	0.19	0.49			0.56		0.07	0.02			0.04	
Uniform Delay, d1	8.4	9.5			9.9		9.1	9.0			9.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.4	0.3			0.5		0.1	0.0			0.0	
Delay (s)	8.8	9.8			10.4		9.2	9.0			9.1	
Level of Service	A	A			B		A	A			A	
Approach Delay (s)		9.7			10.4			9.1			9.1	
Approach LOS		A			B			A			A	

Intersection Summary

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

c Critical Lane Group

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

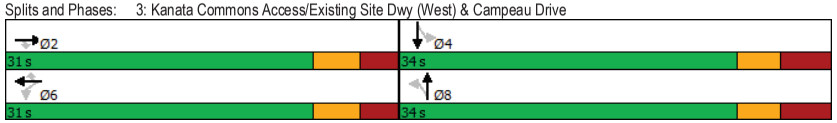
10-19-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations							
Traffic Volume (vph)	570	30	85	710	25	0	
Future Volume (vph)	570	30	85	710	25	0	
Lane Group Flow (vph)	588	31	88	732	26	82	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.25	0.03	0.17	0.31	0.05	0.13	
Control Delay	8.5	0.8	10.9	8.8	11.4	1.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.5	0.8	10.9	8.8	11.4	1.1	
Queue Length 50th (m)	14.1	0.0	3.8	18.5	1.5	0.0	
Queue Length 95th (m)	41.0	1.2	17.8	52.0	5.8	2.1	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		75.0	130.0		25.0		
Base Capacity (vph)	2583	1167	589	2609	1009	1154	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.03	0.15	0.28	0.03	0.07	

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 42.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

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

Intersection Summary

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

c Critical Lane Group

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

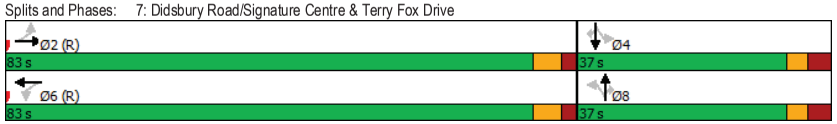
10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	80	820	895	35	10	90	25	65
Future Volume (vph)	80	820	895	35	10	90	25	65
Lane Group Flow (vph)	86	914	1016	0	49	0	124	70
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	6		8		4	
Permitted Phases	2			8		4		4
Detector Phase	2	2	6	8	8	4	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4		5.6		5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.23	0.34	0.37		0.26		0.59	0.23
Control Delay	7.3	5.6	17.3		46.1		58.0	10.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	7.3	5.6	17.3		46.1		58.0	10.9
Queue Length 50th (m)	5.1	31.3	114.4		11.0		29.3	0.0
Queue Length 95th (m)	16.3	58.2	136.4		21.0		45.1	12.1
Internal Link Dist (m)		741.7	312.7		88.8		84.7	
Turn Bay Length (m)	70.0							
Base Capacity (vph)	375	2725	2714		326		365	474
Starvation Cap Reductn	0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0		0	0
Reduced v/c Ratio	0.23	0.34	0.37		0.15		0.34	0.15

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	820	30	0	895	50	35	10	0	90	25	65
Future Volume (vph)	80	820	30	0	895	50	35	10	0	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4			5.6			5.6	5.6
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00			0.99	1.00
Frt	1.00	0.99			0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.96	1.00
Satd. Flow (prot)	1802	3591			3576			1829			1818	1615
Flt Permitted	0.26	1.00			1.00			0.66			0.74	1.00
Satd. Flow (perm)	495	3591			3576			1246			1398	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	882	32	0	962	54	38	11	0	97	27	70
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	60
Lane Group Flow (vph)	86	913	0	0	1014	0	0	49	0	0	124	11
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	90.0	90.0			90.0			17.0			17.0	17.0
Effective Green, g (s)	91.0	91.0			91.0			18.0			18.0	18.0
Actuated g/C Ratio	0.76	0.76			0.76			0.15			0.15	0.15
Clearance Time (s)	6.4	6.4			6.4			6.6			6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	375	2723			2711			186			209	242
v/s Ratio Prot		0.25			c0.28							
v/s Ratio Perm	0.17							0.04			c0.09	0.01
v/c Ratio	0.23	0.34			0.37			0.26			0.59	0.04
Uniform Delay, d1	4.2	4.7			4.9			45.1			47.6	43.6
Progression Factor	1.00	1.00			3.09			1.00			1.00	1.00
Incremental Delay, d2	1.4	0.3			0.3			0.8			4.5	0.1
Delay (s)	5.7	5.0			15.4			45.9			52.0	43.7
Level of Service	A	A			B			D			D	D
Approach Delay (s)		5.1			15.4			45.9			49.0	
Approach LOS		A			B			D			D	

Intersection Summary

HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.41			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0	
Intersection Capacity Utilization	61.3%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Queues
1: Terry Fox Drive & Campeau Drive

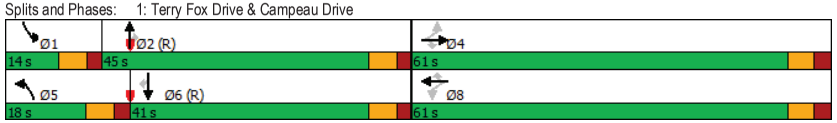
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	345	305	240	465	180	280	925	215	210	600	105
Future Volume (vph)	115	345	305	240	465	180	280	925	215	210	600	105
Lane Group Flow (vph)	124	371	328	258	500	194	301	995	231	226	645	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	61.0	61.0	61.0	61.0	61.0	61.0	18.0	45.0	45.0	14.0	41.0	41.0
Total Split (%)	50.8%	50.8%	50.8%	50.8%	50.8%	50.8%	15.0%	37.5%	37.5%	11.7%	34.2%	34.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.76	0.53	0.44	0.99	0.71	0.28	0.81	0.87	0.38	0.73	0.64	0.22
Control Delay	59.1	30.7	8.1	89.8	36.6	6.1	65.2	48.3	11.1	61.1	41.3	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.1	30.7	8.1	89.8	36.6	6.1	65.2	48.3	11.1	61.1	41.3	10.4
Queue Length 50th (m)	25.7	68.7	13.4	61.1	101.3	5.7	74.5	119.4	10.9	56.2	76.0	2.7
Queue Length 95th (m)	48.8	86.3	31.5	#104.3	123.3	18.4	#163.1	147.0	31.5	#137.1	94.8	19.2
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	202	871	857	321	871	807	373	1191	625	310	1060	544
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.43	0.38	0.80	0.57	0.24	0.81	0.84	0.37	0.73	0.61	0.21

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	345	305	240	465	180	280	925	215	210	600	105
Future Volume (vph)	115	345	305	240	465	180	280	925	215	210	600	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1569	1773	1881	1561	1805	3610	1554	1787	3574	1567
Flt Permitted	0.23	1.00	1.00	0.37	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	437	1881	1569	695	1881	1561	1805	3610	1554	1787	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	371	328	258	500	194	301	995	231	226	645	113
RTOR Reduction (vph)	0	0	152	0	0	98	0	0	115	0	0	81
Lane Group Flow (vph)	124	371	176	258	500	96	301	995	116	226	645	32
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	44.1	44.1	44.1	44.1	44.1	44.1	23.8	36.9	36.9	19.8	32.9	32.9
Effective Green, g (s)	45.1	45.1	45.1	45.1	45.1	45.1	24.8	37.9	37.9	20.8	33.9	33.9
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38	0.38	0.21	0.32	0.32	0.17	0.28	0.28
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	164	706	589	261	706	586	373	1140	490	309	1009	442
v/s Ratio Prot		0.20			0.27		c0.17	c0.28		0.13	0.18	
v/s Ratio Perm	0.28		0.11	c0.37		0.06			0.07			0.02
v/c Ratio	0.76	0.53	0.30	0.99	0.71	0.16	0.81	0.87	0.24	0.73	0.64	0.07
Uniform Delay, d1	32.7	29.1	26.3	37.2	31.9	24.9	45.3	38.8	30.4	47.0	37.7	31.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	1.02	1.62
Incremental Delay, d2	17.9	0.7	0.3	52.0	3.3	0.1	12.0	9.3	1.1	8.3	3.0	0.3
Delay (s)	50.5	29.8	26.6	89.2	35.1	25.0	57.4	48.1	31.5	51.5	41.4	51.5
Level of Service	D	C	C	F	D	C	E	D	C	D	D	D
Approach Delay (s)		31.7			47.7			47.4			44.9	
Approach LOS		C			D			D			D	

Intersection Summary

HCM 2000 Control Delay	43.9	HCM 2000 Level of Service		D		
HCM 2000 Volume to Capacity ratio	0.93					
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		16.2		
Intersection Capacity Utilization	98.8%	ICU Level of Service		F		
Analysis Period (min)	15					

c Critical Lane Group

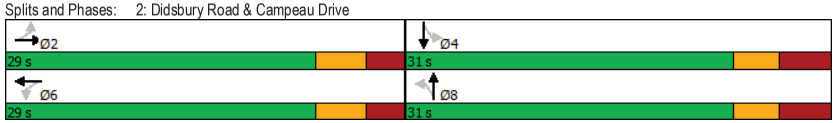
Queues
2: Didsbury Road & Campeau Drive

10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBT
Lane Configurations						
Traffic Volume (vph)	40	595	715	30	5	5
Future Volume (vph)	40	595	715	30	5	5
Lane Group Flow (vph)	43	656	769	32	16	59
Turn Type	Perm	NA	NA	Perm	NA	NA
Protected Phases		2	6		8	4
Permitted Phases	2			8		
Detector Phase	2	2	6	8	8	4
Switch Phase						
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	Min	Min	Min	Min	Min
v/c Ratio	0.19	0.49	0.57	0.07	0.03	0.10
Control Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.1	11.5	12.4	10.7	7.2	4.7
Queue Length 50th (m)	1.7	15.4	19.0	1.5	0.3	0.3
Queue Length 95th (m)	9.5	41.8	50.2	6.5	3.3	5.9
Internal Link Dist (m)		215.7	105.9		90.9	71.0
Turn Bay Length (m)	50.0					
Base Capacity (vph)	364	2140	2172	870	1091	1053
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.31	0.35	0.04	0.01	0.06

Intersection Summary
Cycle Length: 60
Actuated Cycle Length: 40.8
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	595	15	0	715	0	30	5	10	0	5	50
Future Volume (vph)	40	595	15	0	715	0	30	5	10	0	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1			6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00			1.00	
Frt	1.00	1.00			1.00		1.00	0.90			0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00			1.00	
Satd. Flow (prot)	1804	3555			3610		1804	1704			1620	
Flt Permitted	0.32	1.00			1.00		0.72	1.00			1.00	
Satd. Flow (perm)	605	3555			3610		1365	1704			1620	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	43	640	16	0	769	0	32	5	11	0	5	54
RTOR Reduction (vph)	0	3	0	0	0	0	0	7	0	0	36	0
Lane Group Flow (vph)	43	653	0	0	769	0	32	9	0	0	23	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	14.2	14.2			14.2		12.4	12.4			12.4	
Effective Green, g (s)	15.2	15.2			15.2		13.4	13.4			13.4	
Actuated g/C Ratio	0.38	0.38			0.38		0.33	0.33			0.33	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1			7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0			3.0	
Lane Grp Cap (vph)	228	1344			1364		455	568			540	
v/s Ratio Prot		0.18			c0.21			0.01			0.01	
v/s Ratio Perm	0.07						c0.02					
v/c Ratio	0.19	0.49			0.56		0.07	0.02			0.04	
Uniform Delay, d1	8.4	9.5			9.9		9.1	9.0			9.1	
Progression Factor	1.00	1.00			1.00		1.00	1.00			1.00	
Incremental Delay, d2	0.4	0.3			0.5		0.1	0.0			0.0	
Delay (s)	8.8	9.8			10.4		9.2	9.0			9.1	
Level of Service	A	A			B		A	A			A	
Approach Delay (s)		9.7			10.4			9.1			9.1	
Approach LOS		A			B			A			A	

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

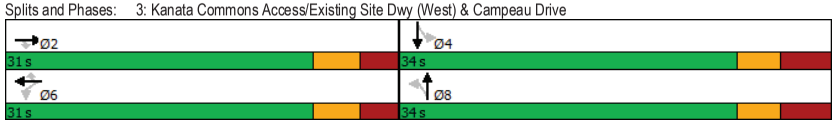
Queues
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Lane Group	EBT	EBR	WBL	WBT	NBL	NBT	Ø4
Lane Configurations							
Traffic Volume (vph)	570	30	85	710	25	0	
Future Volume (vph)	570	30	85	710	25	0	
Lane Group Flow (vph)	588	31	88	732	26	82	
Turn Type	NA	Perm	Perm	NA	Perm	NA	
Protected Phases	2			6		8	4
Permitted Phases		2	6		8		
Detector Phase	2	2	6	6	8	8	
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	5.8	5.8	5.8	5.8	6.4	6.4	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	None	None	None
v/c Ratio	0.25	0.03	0.17	0.31	0.05	0.13	
Control Delay	8.5	0.8	10.9	8.8	11.4	1.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	8.5	0.8	10.9	8.8	11.4	1.1	
Queue Length 50th (m)	14.1	0.0	3.8	18.5	1.5	0.0	
Queue Length 95th (m)	41.0	1.2	17.8	52.0	5.8	2.1	
Internal Link Dist (m)	239.7			215.7		136.6	
Turn Bay Length (m)		75.0	130.0		25.0		
Base Capacity (vph)	2583	1167	589	2609	1009	1154	
Starvation Cap Reductn	0	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	0	
Reduced v/c Ratio	0.23	0.03	0.15	0.28	0.03	0.07	

Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 42.2
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

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

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

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

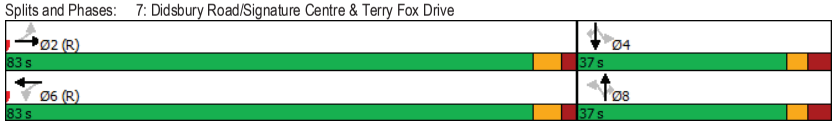
10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Configurations								
Traffic Volume (vph)	80	820	895	35	10	90	25	65
Future Volume (vph)	80	820	895	35	10	90	25	65
Lane Group Flow (vph)	86	914	1016	0	49	0	124	70
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm
Protected Phases		2	6		8		4	
Permitted Phases	2			8		4		4
Detector Phase	2	2	6	8	8	4	4	4
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	33.4	33.6	33.6	33.6	33.6	33.6
Total Split (s)	83.0	83.0	83.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	69.2%	69.2%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4		5.6		5.6	5.6
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Min	C-Min	C-Min	None	None	None	None	None
v/c Ratio	0.23	0.34	0.37		0.26		0.59	0.23
Control Delay	7.3	5.6	18.0		46.1		58.0	10.9
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0
Total Delay	7.3	5.6	18.0		46.1		58.0	10.9
Queue Length 50th (m)	5.1	31.3	116.3		11.0		29.3	0.0
Queue Length 95th (m)	16.3	58.2	122.5		21.0		45.1	12.1
Internal Link Dist (m)		741.7	312.7		88.8		84.7	
Turn Bay Length (m)	70.0							
Base Capacity (vph)	375	2725	2714		326		365	474
Starvation Cap Reductn	0	0	0		0		0	0
Spillback Cap Reductn	0	0	0		0		0	0
Storage Cap Reductn	0	0	0		0		0	0
Reduced v/c Ratio	0.23	0.34	0.37		0.15		0.34	0.15

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	820	30	0	895	50	35	10	0	90	25	65
Future Volume (vph)	80	820	30	0	895	50	35	10	0	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4			5.4			5.6			5.6	5.6
Lane Util. Factor	1.00	0.95			0.95			1.00			1.00	1.00
Frpb, ped/bikes	1.00	1.00			1.00			1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00			1.00			1.00			0.99	1.00
Frt	1.00	0.99			0.99			1.00			1.00	0.85
Flt Protected	0.95	1.00			1.00			0.96			0.96	1.00
Satd. Flow (prot)	1802	3591			3576			1829			1818	1615
Flt Permitted	0.26	1.00			1.00			0.66			0.74	1.00
Satd. Flow (perm)	495	3591			3576			1246			1398	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	882	32	0	962	54	38	11	0	97	27	70
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	60
Lane Group Flow (vph)	86	913	0	0	1014	0	0	49	0	0	124	11
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8		8	4		4
Actuated Green, G (s)	90.0	90.0			90.0			17.0			17.0	17.0
Effective Green, g (s)	91.0	91.0			91.0			18.0			18.0	18.0
Actuated g/C Ratio	0.76	0.76			0.76			0.15			0.15	0.15
Clearance Time (s)	6.4	6.4			6.4			6.6			6.6	6.6
Vehicle Extension (s)	3.0	3.0			3.0			3.0			3.0	3.0
Lane Grp Cap (vph)	375	2723			2711			186			209	242
v/s Ratio Prot		0.25			c0.28							
v/s Ratio Perm	0.17							0.04			c0.09	0.01
v/c Ratio	0.23	0.34			0.37			0.26			0.59	0.04
Uniform Delay, d1	4.2	4.7			4.9			45.1			47.6	43.6
Progression Factor	1.00	1.00			3.22			1.00			1.00	1.00
Incremental Delay, d2	1.4	0.3			0.3			0.8			4.5	0.1
Delay (s)	5.7	5.0			16.0			45.9			52.0	43.7
Level of Service	A	A			B			D			D	D
Approach Delay (s)		5.1			16.0			45.9			49.0	
Approach LOS		A			B			D			D	

Intersection Summary

HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.41			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0	
Intersection Capacity Utilization	61.3%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Queues
1: Terry Fox Drive & Campeau Drive

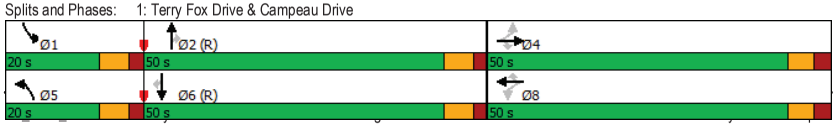
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	340	390	215	385	175	275	985	210	230	660	85
Future Volume (vph)	115	340	390	215	385	175	275	985	210	230	660	85
Lane Group Flow (vph)	119	351	402	222	397	180	284	1015	216	237	680	88
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	50.0	50.0	50.0	50.0	50.0	50.0	20.0	50.0	50.0	20.0	50.0	50.0
Total Split (%)	41.7%	41.7%	41.7%	41.7%	41.7%	41.7%	16.7%	41.7%	41.7%	16.7%	41.7%	41.7%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.59	0.55	0.53	0.97	0.63	0.29	0.84	0.79	0.33	0.82	0.57	0.15
Control Delay	44.9	34.8	8.4	92.2	37.4	6.8	71.7	39.8	8.9	63.7	29.3	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	34.8	8.4	92.2	37.4	6.8	71.7	39.8	8.9	63.7	29.3	9.5
Queue Length 50th (m)	22.4	64.7	11.2	49.9	75.9	3.5	~88.3	119.0	8.6	~65.4	81.1	6.5
Queue Length 95th (m)	45.1	96.0	38.4	#101.0	111.5	19.0	#145.6	141.5	26.3	#115.2	96.7	15.7
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	220	705	797	250	691	673	337	1336	669	290	1328	635
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.50	0.50	0.89	0.57	0.27	0.84	0.76	0.32	0.82	0.51	0.14

Intersection Summary

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

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	340	390	215	385	175	275	985	210	230	660	85
Future Volume (vph)	115	340	390	215	385	175	275	985	210	230	660	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1798	1881	1576	1734	1845	1536	1805	3574	1516	1770	3574	1559
Flt Permitted	0.31	1.00	1.00	0.37	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	586	1881	1576	668	1845	1536	1805	3574	1516	1770	3574	1559
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	119	351	402	222	397	180	284	1015	216	237	680	88
RTOR Reduction (vph)	0	0	218	0	0	103	0	0	105	0	0	58
Lane Group Flow (vph)	119	351	184	222	397	77	284	1015	111	237	680	30
Confl. Peds. (#/hr)	9		2	2		9	3		12	12		3
Confl. Bikes (#/hr)			1						2			
Heavy Vehicles (%)	0%	1%	1%	4%	3%	3%	0%	1%	2%	2%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	40.0	40.0	40.0	40.0	40.0	40.0	21.4	42.1	42.1	18.7	39.4	39.4
Effective Green, g (s)	41.0	41.0	41.0	41.0	41.0	41.0	22.4	43.1	43.1	19.7	40.4	40.4
Actuated g/C Ratio	0.34	0.34	0.34	0.34	0.34	0.34	0.19	0.36	0.36	0.16	0.34	0.34
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	200	642	538	228	630	524	336	1283	544	290	1203	524
v/s Ratio Prot		0.19			0.22		c0.16	c0.28		0.13	0.19	
v/s Ratio Perm	0.20		0.12	c0.33		0.05			0.07			0.02
v/c Ratio	0.59	0.55	0.34	0.97	0.63	0.15	0.85	0.79	0.20	0.82	0.57	0.06
Uniform Delay, d1	32.6	32.0	29.4	39.0	33.1	27.4	47.1	34.4	26.6	48.4	32.6	26.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	0.85	1.77
Incremental Delay, d2	4.7	1.0	0.4	51.8	2.1	0.1	17.4	5.0	0.8	15.4	1.8	0.2
Delay (s)	37.3	32.9	29.8	90.7	35.2	27.5	64.5	39.5	27.4	54.3	29.6	47.7
Level of Service	D	C	C	F	D	C	E	D	C	D	C	D
Approach Delay (s)		32.1			48.9			42.4			37.0	
Approach LOS		C			D			D			D	

Intersection Summary

HCM 2000 Control Delay	40.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

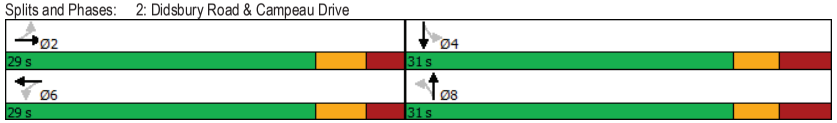
Queues
2: Didsbury Road & Campeau Drive

10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	40	705	620	20	5	15	5
Future Volume (vph)	40	705	620	20	5	15	5
Lane Group Flow (vph)	40	727	631	20	5	15	56
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		2	6		8		4
Permitted Phases	2			8		4	
Detector Phase	2	2	6	8	8	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1	6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	None	None	None	None
v/c Ratio	0.08	0.31	0.27	0.05	0.01	0.03	0.10
Control Delay	9.7	8.2	7.9	11.1	10.4	10.8	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	8.2	7.9	11.1	10.4	10.8	4.8
Queue Length 50th (m)	1.6	17.6	14.8	1.3	0.4	0.9	0.3
Queue Length 95th (m)	8.6	47.1	40.2	4.7	2.0	3.9	5.8
Internal Link Dist (m)		215.7	105.9		90.9		71.0
Turn Bay Length (m)	50.0						
Base Capacity (vph)	552	2515	2523	805	1218	917	1070
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.29	0.25	0.02	0.00	0.02	0.05

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

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	705	15	0	620	5	20	5	0	15	5	50
Future Volume (vph)	40	705	15	0	620	5	20	5	0	15	5	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	1.00		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	3558			3570		1656	1900		1803	1640	
Flt Permitted	0.41	1.00			1.00		0.72	1.00		0.75	1.00	
Satd. Flow (perm)	783	3558			3570		1256	1900		1432	1640	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	40	712	15	0	626	5	20	5	0	15	5	51
RTOR Reduction (vph)	0	2	0	0	1	0	0	0	0	0	41	0
Lane Group Flow (vph)	40	725	0	0	630	0	20	5	0	15	15	0
Confl. Peds. (#/hr)	1		3	3		1			1	1		
Heavy Vehicles (%)	0%	1%	6%	0%	1%	0%	9%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	23.2	23.2			23.2		7.3	7.3		7.3	7.3	
Effective Green, g (s)	24.2	24.2			24.2		8.3	8.3		8.3	8.3	
Actuated g/C Ratio	0.55	0.55			0.55		0.19	0.19		0.19	0.19	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1		7.1	7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	429	1952			1959		236	357		269	308	
v/s Ratio Prot		c0.20			0.18			0.00			0.01	
v/s Ratio Perm	0.05						c0.02			0.01		
v/c Ratio	0.09	0.37			0.32		0.08	0.01		0.06	0.05	
Uniform Delay, d1	4.7	5.6			5.5		14.8	14.6		14.7	14.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.1	0.1			0.1		0.2	0.0		0.1	0.1	
Delay (s)	4.8	5.8			5.5		14.9	14.6		14.8	14.7	
Level of Service	A	A			A		B	B		B	B	
Approach Delay (s)		5.7			5.5			14.9			14.7	
Approach LOS		A			A			B			B	

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

c Critical Lane Group

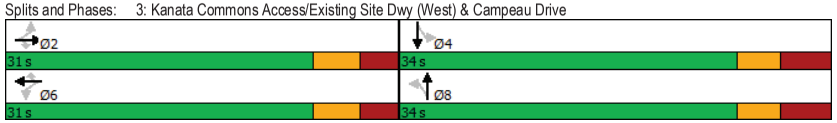
Queues
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	110	460	35	105	520	65	40	0	205	0
Future Volume (vph)	110	460	35	105	520	65	40	0	205	0
Lane Group Flow (vph)	113	474	36	108	536	67	41	98	0	299
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2			6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	6	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	27.8	27.8	34.4	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	34.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52.3%	52.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	4.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4		6.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None
v/c Ratio	0.38	0.38	0.06	0.34	0.44	0.11	0.11	0.14		0.33
Control Delay	15.5	11.6	1.4	14.5	12.0	3.8	10.9	0.4		8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	15.5	11.6	1.4	14.5	12.0	3.8	10.9	0.4		8.3
Queue Length 50th (m)	5.0	11.0	0.0	4.7	12.6	0.0	1.7	0.0		4.9
Queue Length 95th (m)	22.5	32.8	1.9	21.0	37.3	6.2	8.2	0.0		15.5
Internal Link Dist (m)		239.7			215.7			136.6		37.3
Turn Bay Length (m)	75.0		75.0	130.0			25.0			
Base Capacity (vph)	558	2325	1062	593	2302	1047	771	1215		1845
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0
Reduced v/c Ratio	0.20	0.20	0.03	0.18	0.23	0.06	0.05	0.08		0.16

Intersection Summary
Cycle Length: 65
Actuated Cycle Length: 41.1
Natural Cycle: 65
Control Type: Actuated-Uncoordinated

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	460	35	105	520	65	40	0	95	205	0	85
Future Volume (vph)	110	460	35	105	520	65	40	0	95	205	0	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4			6.4	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			0.95	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.97	
Satd. Flow (prot)	1801	3574	1594	1804	3539	1575	1805	1615			3333	
Flt Permitted	0.45	1.00	1.00	0.48	1.00	1.00	0.57	1.00			0.74	
Satd. Flow (perm)	858	3574	1594	913	3539	1575	1082	1615			2552	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	113	474	36	108	536	67	41	0	98	211	0	88
RTOR Reduction (vph)	0	0	23	0	0	43	0	64	0	0	58	0
Lane Group Flow (vph)	113	474	13	108	536	24	41	34	0	0	241	0
Confl. Peds. (#/hr)	5		2	2		5						
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	13.2	13.2	13.2	13.2	13.2	13.2	12.8	12.8			12.8	
Effective Green, g (s)	14.2	14.2	14.2	14.2	14.2	14.2	13.8	13.8			13.8	
Actuated g/C Ratio	0.35	0.35	0.35	0.35	0.35	0.35	0.34	0.34			0.34	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.4	7.4			7.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	303	1262	563	322	1250	556	371	554			876	
v/s Ratio Prot		0.13			c0.15			0.02				
v/s Ratio Perm	0.13		0.01	0.12		0.02	0.04				c0.09	
v/c Ratio	0.37	0.38	0.02	0.34	0.43	0.04	0.11	0.06			0.28	
Uniform Delay, d1	9.7	9.7	8.5	9.5	9.9	8.5	9.0	8.9			9.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	0.8	0.2	0.0	0.6	0.2	0.0	0.1	0.0			0.2	
Delay (s)	10.5	9.9	8.5	10.2	10.1	8.6	9.1	8.9			9.7	
Level of Service	B	A	A	B	B	A	A	A			A	
Approach Delay (s)		9.9			10.0			9.0			9.7	
Approach LOS		A			A			A			A	

Intersection Summary					
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service		A	
HCM 2000 Volume to Capacity ratio	0.35				
Actuated Cycle Length (s)	40.2	Sum of lost time (s)		12.2	
Intersection Capacity Utilization	56.2%	ICU Level of Service		B	
Analysis Period (min)	15				

c Critical Lane Group

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

10-19-2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	15	5	45	55	5
Future Volume (Veh/h)	5	15	5	45	55	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	17	6	50	61	6
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	126	64	67			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	126	64	67			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	870	1006	1547			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	23	56	67
Volume Left	6	6	0
Volume Right	17	0	6
cSH	967	1547	1700
Volume to Capacity	0.02	0.00	0.04
Queue Length 95th (m)	0.6	0.1	0.0
Control Delay (s)	8.8	0.8	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	0.8	0.0
Approach LOS	A		

Intersection Summary				
Average Delay		1.7		
Intersection Capacity Utilization		16.5%	ICU Level of Service	A
Analysis Period (min)		15		

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

10-19-2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	135	5	5	45	55	230
Future Volume (Veh/h)	135	5	5	45	55	230
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	150	6	6	50	61	256
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked						
vC, conflicting volume	251	189	317			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	251	189	317			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	80	99	100			
cM capacity (veh/h)	738	858	1255			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	156	56	317
Volume Left	150	6	0
Volume Right	6	0	256
cSH	742	1255	1700
Volume to Capacity	0.21	0.00	0.19
Queue Length 95th (m)	6.3	0.1	0.0
Control Delay (s)	11.1	0.9	0.0
Lane LOS	B	A	
Approach Delay (s)	11.1	0.9	0.0
Approach LOS	B		

Intersection Summary				
Average Delay		3.4		
Intersection Capacity Utilization		31.5%	ICU Level of Service	A
Analysis Period (min)		15		

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

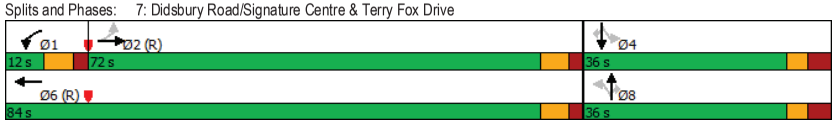
10-19-2026

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	95	725	175	835	120	5	55	95	25	60
Future Volume (vph)	95	725	175	835	120	5	55	95	25	60
Lane Group Flow (vph)	99	844	182	922	0	130	57	0	125	63
Turn Type	Perm	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2	1	6		8			4	
Permitted Phases	2				8		8	4		4
Detector Phase	2	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	11.4	33.4	33.6	33.6	33.6	33.6	33.6	33.6
Total Split (s)	72.0	72.0	12.0	84.0	36.0	36.0	36.0	36.0	36.0	36.0
Total Split (%)	60.0%	60.0%	10.0%	70.0%	30.0%	30.0%	30.0%	30.0%	30.0%	30.0%
Yellow Time (s)	4.2	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.6	5.6		5.6	5.6
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None	None	None	None
v/c Ratio	0.36	0.51	0.43	0.35		0.72	0.17		0.66	0.19
Control Delay	25.7	23.4	25.2	7.1		68.4	3.7		63.0	4.7
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	25.7	23.4	25.2	7.1		68.4	3.7		63.0	4.7
Queue Length 50th (m)	14.5	69.1	18.7	3.0		30.9	0.0		29.5	0.0
Queue Length 95th (m)	33.1	98.7	m57.0	122.3		49.5	4.7		47.1	6.4
Internal Link Dist (m)		741.7		312.7		88.8			84.7	
Turn Bay Length (m)	70.0		70.0				20.0			
Base Capacity (vph)	326	1974	422	2646		280	470		292	475
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	0.30	0.43	0.43	0.35		0.46	0.12		0.43	0.13

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 75 (63%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	725	85	175	835	50	120	5	55	95	25	60
Future Volume (vph)	95	725	85	175	835	50	120	5	55	95	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		5.4	5.4			5.6	5.6		5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.96	1.00
Satd. Flow (prot)	1805	3545		1805	3546			1813	1594		1826	1615
Flt Permitted	0.31	1.00		0.95	1.00			0.58	1.00		0.61	1.00
Satd. Flow (perm)	588	3545		1805	3546			1108	1594		1155	1615
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	99	755	89	182	870	52	125	5	57	99	26	62
RTOR Reduction (vph)	0	9	0	0	3	0	0	0	48	0	0	53
Lane Group Flow (vph)	99	835	0	182	919	0	0	130	9	0	125	10
Confl. Peds. (#/hr)			1	1					1	1		
Heavy Vehicles (%)	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8		8	4		4
Actuated Green, G (s)	54.9	54.9		27.1	88.4			18.6	18.6		18.6	18.6
Effective Green, g (s)	55.9	55.9		28.1	89.4			19.6	19.6		19.6	19.6
Actuated g/C Ratio	0.47	0.47		0.23	0.75			0.16	0.16		0.16	0.16
Clearance Time (s)	6.4	6.4		6.4	6.4			6.6	6.6		6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	273	1651		422	2641			180	260		188	263
v/s Ratio Prot		c0.24		c0.10	0.26							
v/s Ratio Perm	0.17							c0.12	0.01		0.11	0.01
v/c Ratio	0.36	0.51		0.43	0.35			0.72	0.04		0.66	0.04
Uniform Delay, d1	20.6	22.4		39.1	5.3			47.6	42.2		47.1	42.3
Progression Factor	1.00	1.00		0.55	1.16			1.00	1.00		1.00	1.00
Incremental Delay, d2	3.7	1.1		0.5	0.3			13.3	0.1		8.6	0.1
Delay (s)	24.3	23.5		22.0	6.4			61.0	42.3		55.7	42.3
Level of Service	C	C		C	A			E	D		E	D
Approach Delay (s)		23.6			9.0			55.3			51.2	
Approach LOS		C			A			E			D	

Intersection Summary

HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.53			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.4	
Intersection Capacity Utilization	60.5%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Queues
1: Terry Fox Drive & Campeau Drive

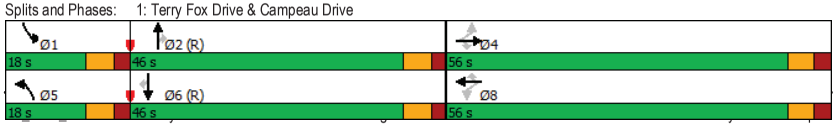
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	355	505	240	515	190	295	1080	215	215	640	105
Future Volume (vph)	115	355	505	240	515	190	295	1080	215	215	640	105
Lane Group Flow (vph)	124	382	543	258	554	204	317	1161	231	231	688	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	56.0	56.0	56.0	56.0	56.0	56.0	18.0	46.0	46.0	18.0	46.0	46.0
Total Split (%)	46.7%	46.7%	46.7%	46.7%	46.7%	46.7%	15.0%	38.3%	38.3%	15.0%	38.3%	38.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.93	0.53	0.69	0.98	0.77	0.30	1.23	0.95	0.37	0.91	0.57	0.19
Control Delay	96.4	30.8	17.3	88.2	39.6	9.0	175.6	55.7	13.0	104.9	18.9	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.4	30.8	17.3	88.2	39.6	9.0	175.6	55.7	13.0	104.9	18.9	3.6
Queue Length 50th (m)	27.1	67.5	46.1	58.3	110.6	9.7	~114.6	147.0	14.7	~73.4	23.9	0.0
Queue Length 95th (m)	#66.1	96.6	86.6	#112.8	153.3	26.0	#172.4	#192.8	35.9	#126.5	49.1	7.3
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	147	793	835	288	793	738	258	1221	622	255	1209	604
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.48	0.65	0.90	0.70	0.28	1.23	0.95	0.37	0.91	0.57	0.19

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	355	505	240	515	190	295	1080	215	215	640	105
Future Volume (vph)	115	355	505	240	515	190	295	1080	215	215	640	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1799	1881	1569	1773	1881	1561	1805	3610	1554	1787	3574	1567
Flt Permitted	0.18	1.00	1.00	0.37	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	350	1881	1569	685	1881	1561	1805	3610	1554	1787	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	382	543	258	554	204	317	1161	231	231	688	113
RTOR Reduction (vph)	0	0	185	0	0	85	0	0	97	0	0	75
Lane Group Flow (vph)	124	382	358	258	554	119	317	1161	134	231	688	38
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	45.1	45.1	45.1	45.1	45.1	45.1	16.2	39.5	39.5	16.2	39.5	39.5
Effective Green, g (s)	46.1	46.1	46.1	46.1	46.1	46.1	17.2	40.5	40.5	17.2	40.5	40.5
Actuated g/C Ratio	0.38	0.38	0.38	0.38	0.38	0.38	0.14	0.34	0.34	0.14	0.34	0.34
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	134	722	602	263	722	599	258	1218	524	256	1206	528
v/s Ratio Prot		0.20			0.29		c0.18	c0.32		0.13	0.19	
v/s Ratio Perm	0.35		0.23	c0.38		0.08			0.09			0.02
v/c Ratio	0.93	0.53	0.59	0.98	0.77	0.20	1.23	0.95	0.26	0.90	0.57	0.07
Uniform Delay, d1	35.3	28.6	29.5	36.5	32.3	24.6	51.4	38.8	28.8	50.6	32.6	27.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.49	0.52	0.58
Incremental Delay, d2	55.0	0.7	1.6	50.0	4.9	0.2	132.1	16.8	1.2	29.4	1.8	0.2
Delay (s)	90.3	29.3	31.1	86.5	37.2	24.8	183.5	55.6	30.0	105.0	18.8	15.8
Level of Service	F	C	C	F	D	C	F	E	C	F	B	B
Approach Delay (s)		37.4			47.2			75.9			37.8	
Approach LOS		D			D			E			D	

Intersection Summary

HCM 2000 Control Delay	53.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Didsbury Road & Campeau Drive

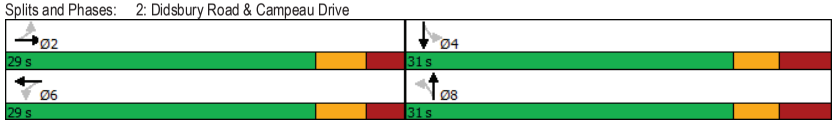
10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	50	785	775	30	5	20	5
Future Volume (vph)	50	785	775	30	5	20	5
Lane Group Flow (vph)	54	860	838	32	16	22	64
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		2	6		8		4
Permitted Phases	2			8		4	
Detector Phase	2	2	6	8	8	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1	6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	Min	Min	Min
v/c Ratio	0.26	0.61	0.59	0.07	0.03	0.05	0.12
Control Delay	13.5	12.8	12.5	11.2	7.5	11.0	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	12.8	12.5	11.2	7.5	11.0	4.8
Queue Length 50th (m)	2.2	21.8	21.2	1.6	0.3	1.1	0.3
Queue Length 95th (m)	12.1	57.5	55.6	6.6	3.3	5.1	6.2
Internal Link Dist (m)		215.7	105.9		90.9		71.0
Turn Bay Length (m)	50.0						
Base Capacity (vph)	312	2070	2096	836	1054	874	1020
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.42	0.40	0.04	0.02	0.03	0.06

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 42
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	785	15	0	775	5	30	5	10	20	5	55
Future Volume (vph)	50	785	15	0	775	5	30	5	10	20	5	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	3559			3606		1804	1704		1805	1618	
Flt Permitted	0.28	1.00			1.00		0.72	1.00		0.75	1.00	
Satd. Flow (perm)	538	3559			3606		1358	1704		1419	1618	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	54	844	16	0	833	5	32	5	11	22	5	59
RTOR Reduction (vph)	0	2	0	0	1	0	0	7	0	0	40	0
Lane Group Flow (vph)	54	858	0	0	837	0	32	9	0	22	24	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	15.5	15.5			15.5		12.4	12.4		12.4	12.4	
Effective Green, g (s)	16.5	16.5			16.5		13.4	13.4		13.4	13.4	
Actuated g/C Ratio	0.40	0.40			0.40		0.32	0.32		0.32	0.32	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1		7.1	7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	213	1415			1433		438	550		458	522	
v/s Ratio Prot		c0.24			0.23			0.01			0.01	
v/s Ratio Perm	0.10						c0.02			0.02		
v/c Ratio	0.25	0.61			0.58		0.07	0.02		0.05	0.05	
Uniform Delay, d1	8.4	9.9			9.8		9.7	9.6		9.7	9.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.7			0.6		0.1	0.0		0.0	0.0	
Delay (s)	9.0	10.7			10.4		9.8	9.6		9.7	9.7	
Level of Service	A	B			B		A	A		A	A	
Approach Delay (s)		10.6			10.4			9.7			9.7	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B			
HCM 2000 Volume to Capacity ratio	0.37					
Actuated Cycle Length (s)	41.5	Sum of lost time (s)	11.6			
Intersection Capacity Utilization	53.5%	ICU Level of Service	A			
Analysis Period (min)	15					

c Critical Lane Group

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

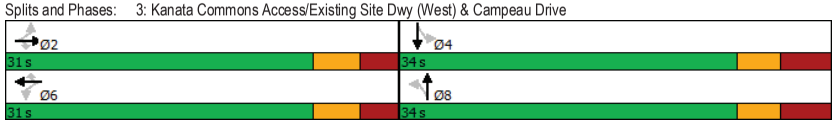
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	140	540	30	85	690	85	25	0	230	0
Future Volume (vph)	140	540	30	85	690	85	25	0	230	0
Lane Group Flow (vph)	144	557	31	88	711	88	26	82	0	335
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2			6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	6	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	27.8	27.8	34.4	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	34.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52.3%	52.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	4.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4		6.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None
v/c Ratio	0.54	0.40	0.05	0.27	0.50	0.13	0.08	0.13		0.38
Control Delay	20.8	11.2	0.8	12.9	12.1	3.7	12.4	0.7		10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	20.8	11.2	0.8	12.9	12.1	3.7	12.4	0.7		10.2
Queue Length 50th (m)	7.0	13.2	0.0	3.8	17.8	0.0	1.4	0.0		7.3
Queue Length 95th (m)	#32.4	38.6	1.2	17.7	50.2	7.6	6.0	1.0		17.9
Internal Link Dist (m)		239.7			215.7			136.6		37.3
Turn Bay Length (m)	75.0		75.0	130.0			25.0			
Base Capacity (vph)	403	2132	976	501	2154	972	684	1091		1708
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0
Reduced v/c Ratio	0.36	0.26	0.03	0.18	0.33	0.09	0.04	0.08		0.20

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 44.6
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	540	30	85	690	85	25	0	80	230	0	95
Future Volume (vph)	140	540	30	85	690	85	25	0	80	230	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4			6.4	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.97	
Satd. Flow (prot)	1802	3574	1589	1803	3610	1575	1804	1583			3321	
Flt Permitted	0.36	1.00	1.00	0.44	1.00	1.00	0.55	1.00			0.75	
Satd. Flow (perm)	676	3574	1589	841	3610	1575	1044	1583			2563	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	557	31	88	711	88	26	0	82	237	0	98
RTOR Reduction (vph)	0	0	19	0	0	53	0	55	0	0	63	0
Lane Group Flow (vph)	144	557	12	88	711	35	26	27	0	0	272	0
Confl. Peds. (#/hr)	4		4	4		4	1					1
Confl. Bikes (#/hr)			3			1						1
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	16.4	16.4	16.4	16.4	16.4	16.4	13.2	13.2			13.2	
Effective Green, g (s)	17.4	17.4	17.4	17.4	17.4	17.4	14.2	14.2			14.2	
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.32	0.32			0.32	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.4	7.4			7.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	268	1419	631	334	1434	625	338	513			830	
v/s Ratio Prot		0.16			0.20			0.02				
v/s Ratio Perm	c0.21		0.01	0.10		0.02	0.02				c0.11	
v/c Ratio	0.54	0.39	0.02	0.26	0.50	0.06	0.08	0.05			0.33	
Uniform Delay, d1	10.1	9.4	8.0	8.9	9.9	8.1	10.3	10.2			11.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	2.1	0.2	0.0	0.4	0.3	0.0	0.1	0.0			0.2	
Delay (s)	12.2	9.6	8.0	9.3	10.2	8.2	10.4	10.2			11.4	
Level of Service	B	A	A	A	B	A	B	B			B	
Approach Delay (s)		10.0			9.9			10.2			11.4	
Approach LOS		B			A			B			B	

Intersection Summary

HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	43.8	Sum of lost time (s)	12.2
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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

10-19-2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	20	10	50	60	15
Future Volume (Veh/h)	5	20	10	50	60	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	22	11	56	67	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	154	76	84			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	154	76	84			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	99			
cM capacity (veh/h)	837	991	1526			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	28	67	84
Volume Left	6	11	0
Volume Right	22	0	17
cSH	954	1526	1700
Volume to Capacity	0.03	0.01	0.05
Queue Length 95th (m)	0.7	0.2	0.0
Control Delay (s)	8.9	1.3	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	1.3	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		1.9	
Intersection Capacity Utilization		19.9%	ICU Level of Service A
Analysis Period (min)		15	

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

10-19-2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	160	5	5	50	70	285
Future Volume (Veh/h)	160	5	5	50	70	285
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	178	6	6	56	78	317
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked						
vC, conflicting volume	304	236	395			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	304	236	395			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	74	99	99			
cM capacity (veh/h)	688	807	1175			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	184	62	395
Volume Left	178	6	0
Volume Right	6	0	317
cSH	691	1175	1700
Volume to Capacity	0.27	0.01	0.23
Queue Length 95th (m)	8.6	0.1	0.0
Control Delay (s)	12.1	0.8	0.0
Lane LOS	B	A	
Approach Delay (s)	12.1	0.8	0.0
Approach LOS	B		

Intersection Summary			
Average Delay		3.5	
Intersection Capacity Utilization		37.1%	ICU Level of Service A
Analysis Period (min)		15	

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

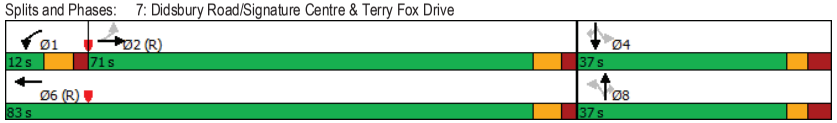
10-19-2026

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	80	795	225	835	130	10	70	90	25	65
Future Volume (vph)	80	795	225	835	130	10	70	90	25	65
Lane Group Flow (vph)	86	968	242	952	0	151	75	0	124	70
Turn Type	Perm	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2	1	6		8			4	
Permitted Phases	2				8		8	4		4
Detector Phase	2	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	11.4	33.4	33.6	33.6	33.6	33.6	33.6	33.6
Total Split (s)	71.0	71.0	12.0	83.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	59.2%	59.2%	10.0%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.6	5.6		5.6	5.6
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None	None	None	None
v/c Ratio	0.39	0.70	0.45	0.36		0.75	0.21		0.66	0.19
Control Delay	30.8	32.8	35.6	17.2		67.7	6.9		61.0	5.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	30.8	32.8	35.6	17.2		67.7	6.9		61.0	5.8
Queue Length 50th (m)	14.2	96.1	60.1	94.0		35.9	0.0		28.9	0.0
Queue Length 95th (m)	29.4	119.2	m69.4	m68.2		55.8	9.5		46.7	8.1
Internal Link Dist (m)		741.7		312.7		88.8			84.7	
Turn Bay Length (m)	70.0		70.0				20.0			
Base Capacity (vph)	312	1946	539	2614		299	479		280	488
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	0.28	0.50	0.45	0.36		0.51	0.16		0.44	0.14

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	795	105	225	835	50	130	10	70	90	25	65
Future Volume (vph)	80	795	105	225	835	50	130	10	70	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		5.4	5.4			5.6	5.6		5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1802	3547		1805	3574			1816	1583		1820	1615
Flt Permitted	0.30	1.00		0.95	1.00			0.60	1.00		0.57	1.00
Satd. Flow (perm)	570	3547		1805	3574			1144	1583		1071	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	855	113	242	898	54	140	11	75	97	27	70
RTOR Reduction (vph)	0	12	0	0	3	0	0	0	62	0	0	58
Lane Group Flow (vph)	86	956	0	242	949	0	0	151	13	0	124	12
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8		8	4		4
Actuated Green, G (s)	45.5	45.5		34.8	86.7			20.3	20.3		20.3	20.3
Effective Green, g (s)	46.5	46.5		35.8	87.7			21.3	21.3		21.3	21.3
Actuated g/C Ratio	0.39	0.39		0.30	0.73			0.18	0.18		0.18	0.18
Clearance Time (s)	6.4	6.4		6.4	6.4			6.6	6.6		6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	220	1374		538	2611			203	280		190	286
v/s Ratio Prot		c0.27		c0.13	0.27							
v/s Ratio Perm	0.15							c0.13	0.01		0.12	0.01
v/c Ratio	0.39	0.70		0.45	0.36			0.74	0.05		0.65	0.04
Uniform Delay, d1	26.5	30.8		34.1	5.9			46.8	40.9		45.9	40.9
Progression Factor	1.00	1.00		0.89	2.60			1.00	1.00		1.00	1.00
Incremental Delay, d2	5.2	2.9		0.3	0.2			13.7	0.1		7.8	0.1
Delay (s)	31.7	33.8		30.6	15.6			60.5	41.0		53.7	41.0
Level of Service	C	C		C	B			E	D		D	D
Approach Delay (s)		33.6			18.7			54.0			49.1	
Approach LOS		C			B			D			D	

Intersection Summary

HCM 2000 Control Delay	29.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.4
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues
1: Terry Fox Drive & Campeau Drive

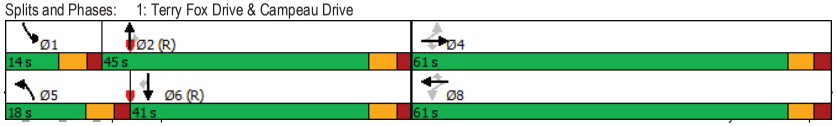
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	355	505	240	515	190	295	1080	215	215	640	105
Future Volume (vph)	115	355	505	240	515	190	295	1080	215	215	640	105
Lane Group Flow (vph)	124	382	543	258	554	204	317	1161	231	231	688	113
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Detector Phase	4	4	4	8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	43.4	43.4	43.4	43.4	43.4	43.4	11.4	40.4	40.4	11.4	40.4	40.4
Total Split (s)	61.0	61.0	61.0	61.0	61.0	61.0	18.0	45.0	45.0	14.0	41.0	41.0
Total Split (%)	50.8%	50.8%	50.8%	50.8%	50.8%	50.8%	15.0%	37.5%	37.5%	11.7%	34.2%	34.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	4.2	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.7	2.7	2.7	2.7	2.7	2.7	2.2	2.2	2.2	2.2	2.2	2.2
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lead/Lag							Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Min	C-Min	None	C-Min	C-Min
v/c Ratio	0.90	0.52	0.72	0.97	0.76	0.29	0.97	0.97	0.38	0.88	0.65	0.21
Control Delay	87.8	29.9	22.0	83.6	38.4	7.4	93.3	60.7	13.6	96.2	25.3	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.8	29.9	22.0	83.6	38.4	7.4	93.3	60.7	13.6	96.2	25.3	6.0
Queue Length 50th (m)	27.5	69.5	63.7	59.8	113.8	8.3	~88.2	149.0	15.2	~62.2	33.1	0.0
Queue Length 95th (m)	#61.4	88.9	96.0	#105.0	141.2	21.9	#172.4	#196.8	36.8	#142.3	61.5	11.4
Internal Link Dist (m)		167.4			117.4			564.1			312.7	
Turn Bay Length (m)	65.0		60.0	75.0		50.0	50.0		60.0	105.0		65.0
Base Capacity (vph)	165	871	852	318	871	803	326	1191	609	264	1060	544
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.44	0.64	0.81	0.64	0.25	0.97	0.97	0.38	0.88	0.65	0.21

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 104 (87%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	115	355	505	240	515	190	295	1080	215	215	640	105
Future Volume (vph)	115	355	505	240	515	190	295	1080	215	215	640	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.98	1.00	1.00	0.96	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1799	1881	1569	1773	1881	1561	1805	3610	1554	1787	3574	1567
Flt Permitted	0.19	1.00	1.00	0.37	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	358	1881	1569	690	1881	1561	1805	3610	1554	1787	3574	1567
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	382	543	258	554	204	317	1161	231	231	688	113
RTOR Reduction (vph)	0	0	143	0	0	91	0	0	96	0	0	79
Lane Group Flow (vph)	124	382	400	258	554	113	317	1161	135	231	688	34
Confl. Peds. (#/hr)	12		17	17		12	5		9	9		5
Confl. Bikes (#/hr)						1			2			1
Heavy Vehicles (%)	0%	1%	0%	1%	1%	1%	0%	0%	0%	1%	1%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8			2			6
Actuated Green, G (s)	45.5	45.5	45.5	45.5	45.5	45.5	20.7	38.6	38.6	16.7	34.6	34.6
Effective Green, g (s)	46.5	46.5	46.5	46.5	46.5	46.5	21.7	39.6	39.6	17.7	35.6	35.6
Actuated g/C Ratio	0.39	0.39	0.39	0.39	0.39	0.39	0.18	0.33	0.33	0.15	0.30	0.30
Clearance Time (s)	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	138	728	607	267	728	604	326	1191	512	263	1060	464
v/s Ratio Prot		0.20			0.29		c0.18	c0.32		0.13	0.19	
v/s Ratio Perm	0.35		0.25	c0.37		0.07			0.09			0.02
v/c Ratio	0.90	0.52	0.66	0.97	0.76	0.19	0.97	0.97	0.26	0.88	0.65	0.07
Uniform Delay, d1	34.5	28.3	30.2	36.0	31.9	24.3	48.9	39.7	29.5	50.1	36.8	30.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.45	0.61	0.90
Incremental Delay, d2	46.9	0.7	2.6	45.3	4.7	0.2	42.1	20.7	1.2	24.4	2.8	0.3
Delay (s)	81.5	28.9	32.8	81.3	36.6	24.4	91.0	60.4	30.7	97.0	25.1	27.5
Level of Service	F	C	C	F	D	C	F	E	C	F	C	C
Approach Delay (s)		37.2			45.5			62.1			41.5	
Approach LOS		D			D			E			D	

Intersection Summary

HCM 2000 Control Delay	48.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.2
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Queues
2: Didsbury Road & Campeau Drive

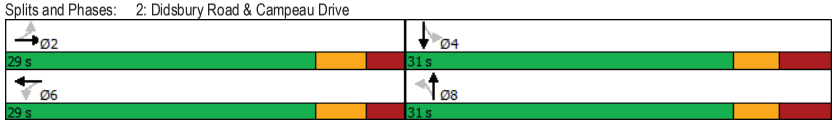
10-19-2026

Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	50	785	775	30	5	20	5
Future Volume (vph)	50	785	775	30	5	20	5
Lane Group Flow (vph)	54	860	838	32	16	22	64
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA
Protected Phases		2	6		8		4
Permitted Phases	2			8		4	
Detector Phase	2	2	6	8	8	4	4
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.5	27.5	27.5	31.1	31.1	31.1	31.1
Total Split (s)	29.0	29.0	29.0	31.0	31.0	31.0	31.0
Total Split (%)	48.3%	48.3%	48.3%	51.7%	51.7%	51.7%	51.7%
Yellow Time (s)	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	2.8	2.8	2.8	3.8	3.8	3.8	3.8
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.5	5.5	5.5	6.1	6.1	6.1	6.1
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	Min	Min	Min	Min	Min	Min
v/c Ratio	0.26	0.61	0.59	0.07	0.03	0.05	0.12
Control Delay	13.5	12.8	12.5	11.2	7.5	11.0	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	12.8	12.5	11.2	7.5	11.0	4.8
Queue Length 50th (m)	2.2	21.8	21.2	1.6	0.3	1.1	0.3
Queue Length 95th (m)	12.1	57.5	55.6	6.6	3.3	5.1	6.2
Internal Link Dist (m)		215.7	105.9		90.9		71.0
Turn Bay Length (m)	50.0						
Base Capacity (vph)	312	2070	2096	836	1054	874	1020
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.42	0.40	0.04	0.02	0.03	0.06

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 42
Natural Cycle: 60
Control Type: Actuated-Uncoordinated

Splits and Phases: 2: Didsbury Road & Campeau Drive



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	785	15	0	775	5	30	5	10	20	5	55
Future Volume (vph)	50	785	15	0	775	5	30	5	10	20	5	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	5.5			5.5		6.1	6.1		6.1	6.1	
Lane Util. Factor	1.00	0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00			1.00		1.00	0.90		1.00	0.86	
Flt Protected	0.95	1.00			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1804	3559			3606		1804	1704		1805	1618	
Flt Permitted	0.28	1.00			1.00		0.72	1.00		0.75	1.00	
Satd. Flow (perm)	538	3559			3606		1358	1704		1419	1618	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	54	844	16	0	833	5	32	5	11	22	5	59
RTOR Reduction (vph)	0	2	0	0	1	0	0	7	0	0	40	0
Lane Group Flow (vph)	54	858	0	0	837	0	32	9	0	22	24	0
Confl. Peds. (#/hr)	1		4	4		1	1					1
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	15.5	15.5			15.5		12.4	12.4		12.4	12.4	
Effective Green, g (s)	16.5	16.5			16.5		13.4	13.4		13.4	13.4	
Actuated g/C Ratio	0.40	0.40			0.40		0.32	0.32		0.32	0.32	
Clearance Time (s)	6.5	6.5			6.5		7.1	7.1		7.1	7.1	
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	213	1415			1433		438	550		458	522	
v/s Ratio Prot		c0.24			0.23			0.01			0.01	
v/s Ratio Perm	0.10						c0.02			0.02		
v/c Ratio	0.25	0.61			0.58		0.07	0.02		0.05	0.05	
Uniform Delay, d1	8.4	9.9			9.8		9.7	9.6		9.7	9.7	
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.7			0.6		0.1	0.0		0.0	0.0	
Delay (s)	9.0	10.7			10.4		9.8	9.6		9.7	9.7	
Level of Service	A	B			B		A	A		A	A	
Approach Delay (s)		10.6			10.4			9.7			9.7	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.37			
Actuated Cycle Length (s)	41.5	Sum of lost time (s)	11.6	
Intersection Capacity Utilization	53.5%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

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

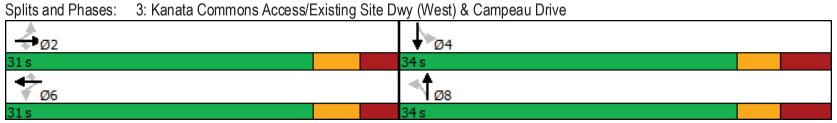
10-19-2026

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	140	540	30	85	690	85	25	0	230	0
Future Volume (vph)	140	540	30	85	690	85	25	0	230	0
Lane Group Flow (vph)	144	557	31	88	711	88	26	82	0	335
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	NA
Protected Phases		2			6			8		4
Permitted Phases	2		2	6		6	8		4	
Detector Phase	2	2	2	6	6	6	8	8	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	27.8	27.8	27.8	27.8	27.8	27.8	34.4	34.4	34.4	34.4
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	34.0	34.0	34.0	34.0
Total Split (%)	47.7%	47.7%	47.7%	47.7%	47.7%	47.7%	52.3%	52.3%	52.3%	52.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.3	3.3	3.3	3.3
All-Red Time (s)	3.1	3.1	3.1	3.1	3.1	3.1	4.1	4.1	4.1	4.1
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4		6.4
Lead/Lag										
Lead-Lag Optimize?										
Recall Mode	Min	Min	Min	Min	Min	Min	None	None	None	None
v/c Ratio	0.54	0.40	0.05	0.27	0.50	0.13	0.08	0.13		0.38
Control Delay	20.8	11.2	0.8	12.9	12.1	3.7	12.4	0.7		10.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Total Delay	20.8	11.2	0.8	12.9	12.1	3.7	12.4	0.7		10.2
Queue Length 50th (m)	7.0	13.2	0.0	3.8	17.8	0.0	1.4	0.0		7.3
Queue Length 95th (m)	#32.4	38.6	1.2	17.7	50.2	7.6	6.0	1.0		17.9
Internal Link Dist (m)		239.7			215.7			136.6		37.3
Turn Bay Length (m)	75.0		75.0	130.0			25.0			
Base Capacity (vph)	403	2132	976	501	2154	972	684	1091		1708
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0
Reduced v/c Ratio	0.36	0.26	0.03	0.18	0.33	0.09	0.04	0.08		0.20

Intersection Summary

Cycle Length: 65
Actuated Cycle Length: 44.6
Natural Cycle: 65
Control Type: Actuated-Uncoordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



HCM Signalized Intersection Capacity Analysis
3: Kanata Commons Access/Existing Site Dwy (West) & Campeau Drive

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	540	30	85	690	85	25	0	80	230	0	95
Future Volume (vph)	140	540	30	85	690	85	25	0	80	230	0	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.8	5.8	5.8	5.8	5.8	5.8	6.4	6.4			6.4	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			0.95	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.97	1.00	1.00			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.97	
Satd. Flow (prot)	1802	3574	1589	1803	3610	1575	1804	1583			3321	
Flt Permitted	0.36	1.00	1.00	0.44	1.00	1.00	0.55	1.00			0.75	
Satd. Flow (perm)	676	3574	1589	841	3610	1575	1044	1583			2563	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	557	31	88	711	88	26	0	82	237	0	98
RTOR Reduction (vph)	0	0	19	0	0	53	0	55	0	0	63	0
Lane Group Flow (vph)	144	557	12	88	711	35	26	27	0	0	272	0
Confl. Peds. (#/hr)	4		4	4		4	1					1
Confl. Bikes (#/hr)			3			1						1
Heavy Vehicles (%)	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		
Actuated Green, G (s)	16.4	16.4	16.4	16.4	16.4	16.4	13.2	13.2			13.2	
Effective Green, g (s)	17.4	17.4	17.4	17.4	17.4	17.4	14.2	14.2			14.2	
Actuated g/C Ratio	0.40	0.40	0.40	0.40	0.40	0.40	0.32	0.32			0.32	
Clearance Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	7.4	7.4			7.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	268	1419	631	334	1434	625	338	513			830	
v/s Ratio Prot		0.16			0.20			0.02				
v/s Ratio Perm	c0.21		0.01	0.10		0.02	0.02				c0.11	
v/c Ratio	0.54	0.39	0.02	0.26	0.50	0.06	0.08	0.05			0.33	
Uniform Delay, d1	10.1	9.4	8.0	8.9	9.9	8.1	10.3	10.2			11.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	
Incremental Delay, d2	2.1	0.2	0.0	0.4	0.3	0.0	0.1	0.0			0.2	
Delay (s)	12.2	9.6	8.0	9.3	10.2	8.2	10.4	10.2			11.4	
Level of Service	B	A	A	A	B	A	B	B			B	
Approach Delay (s)		10.0			9.9			10.2			11.4	
Approach LOS		B			A			B			B	

Intersection Summary

HCM 2000 Control Delay	10.2	HCM 2000 Level of Service		B		
HCM 2000 Volume to Capacity ratio	0.44					
Actuated Cycle Length (s)	43.8	Sum of lost time (s)		12.2		
Intersection Capacity Utilization	61.9%	ICU Level of Service		B		
Analysis Period (min)	15					

c Critical Lane Group

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

10-19-2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	20	10	50	60	15
Future Volume (Veh/h)	5	20	10	50	60	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	6	22	11	56	67	17
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				95	239	
pX, platoon unblocked						
vC, conflicting volume	154	76	84			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	154	76	84			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	99			
cM capacity (veh/h)	837	991	1526			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	28	67	84
Volume Left	6	11	0
Volume Right	22	0	17
cSH	954	1526	1700
Volume to Capacity	0.03	0.01	0.05
Queue Length 95th (m)	0.7	0.2	0.0
Control Delay (s)	8.9	1.3	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	1.3	0.0
Approach LOS	A		

Intersection Summary			
Average Delay		1.9	
Intersection Capacity Utilization		19.9%	ICU Level of Service A
Analysis Period (min)		15	

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

10-19-2026



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	160	5	5	50	70	285
Future Volume (Veh/h)	160	5	5	50	70	285
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	178	6	6	56	78	317
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				221	113	
pX, platoon unblocked						
vC, conflicting volume	304	236	395			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	304	236	395			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	74	99	99			
cM capacity (veh/h)	688	807	1175			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	184	62	395
Volume Left	178	6	0
Volume Right	6	0	317
cSH	691	1175	1700
Volume to Capacity	0.27	0.01	0.23
Queue Length 95th (m)	8.6	0.1	0.0
Control Delay (s)	12.1	0.8	0.0
Lane LOS	B	A	
Approach Delay (s)	12.1	0.8	0.0
Approach LOS	B		

Intersection Summary			
Average Delay		3.5	
Intersection Capacity Utilization		37.1%	ICU Level of Service A
Analysis Period (min)		15	

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

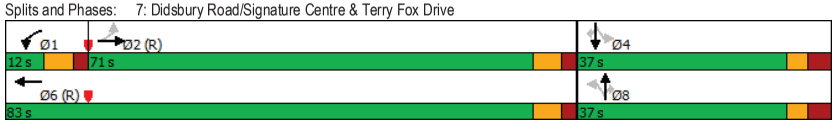
10-19-2026

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	80	795	225	835	130	10	70	90	25	65
Future Volume (vph)	80	795	225	835	130	10	70	90	25	65
Lane Group Flow (vph)	86	968	242	952	0	151	75	0	124	70
Turn Type	Perm	NA	Prot	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2	1	6		8			4	
Permitted Phases	2				8		8	4		4
Detector Phase	2	2	1	6	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	33.4	33.4	11.4	33.4	33.6	33.6	33.6	33.6	33.6	33.6
Total Split (s)	71.0	71.0	12.0	83.0	37.0	37.0	37.0	37.0	37.0	37.0
Total Split (%)	59.2%	59.2%	10.0%	69.2%	30.8%	30.8%	30.8%	30.8%	30.8%	30.8%
Yellow Time (s)	4.2	4.2	4.2	4.2	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.2	2.2	2.2	2.2	3.6	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	-1.0	-1.0	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)	5.4	5.4	5.4	5.4		5.6	5.6		5.6	5.6
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	C-Min	C-Min	None	C-Min	None	None	None	None	None	None
v/c Ratio	0.39	0.70	0.45	0.36		0.75	0.21		0.66	0.19
Control Delay	30.8	32.8	38.8	15.0		67.7	6.9		61.0	5.8
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0
Total Delay	30.8	32.8	38.8	15.0		67.7	6.9		61.0	5.8
Queue Length 50th (m)	14.2	96.1	60.0	83.6		35.9	0.0		28.9	0.0
Queue Length 95th (m)	29.4	119.2	m69.2	m53.0		55.8	9.5		46.7	8.1
Internal Link Dist (m)		741.7		312.7		88.8			84.7	
Turn Bay Length (m)	70.0		70.0				20.0			
Base Capacity (vph)	312	1946	539	2614		299	479		280	488
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	0.28	0.50	0.45	0.36		0.51	0.16		0.44	0.14

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 100 (83%), Referenced to phase 2:EBTL and 6:WBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

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



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

10-19-2026

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	795	105	225	835	50	130	10	70	90	25	65
Future Volume (vph)	80	795	105	225	835	50	130	10	70	90	25	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4	5.4		5.4	5.4			5.6	5.6		5.6	5.6
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.98		1.00	0.99			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.96	1.00
Satd. Flow (prot)	1802	3547		1805	3574			1816	1583		1820	1615
Flt Permitted	0.30	1.00		0.95	1.00			0.60	1.00		0.57	1.00
Satd. Flow (perm)	570	3547		1805	3574			1144	1583		1071	1615
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	86	855	113	242	898	54	140	11	75	97	27	70
RTOR Reduction (vph)	0	12	0	0	3	0	0	0	62	0	0	58
Lane Group Flow (vph)	86	956	0	242	949	0	0	151	13	0	124	12
Confl. Peds. (#/hr)	3					3			6	6		
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	
Permitted Phases	2						8		8	4		4
Actuated Green, G (s)	45.5	45.5		34.8	86.7			20.3	20.3		20.3	20.3
Effective Green, g (s)	46.5	46.5		35.8	87.7			21.3	21.3		21.3	21.3
Actuated g/C Ratio	0.39	0.39		0.30	0.73			0.18	0.18		0.18	0.18
Clearance Time (s)	6.4	6.4		6.4	6.4			6.6	6.6		6.6	6.6
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	220	1374		538	2611			203	280		190	286
v/s Ratio Prot		c0.27		c0.13	0.27							
v/s Ratio Perm	0.15							c0.13	0.01		0.12	0.01
v/c Ratio	0.39	0.70		0.45	0.36			0.74	0.05		0.65	0.04
Uniform Delay, d1	26.5	30.8		34.1	5.9			46.8	40.9		45.9	40.9
Progression Factor	1.00	1.00		0.97	2.27			1.00	1.00		1.00	1.00
Incremental Delay, d2	5.2	2.9		0.3	0.2			13.7	0.1		7.8	0.1
Delay (s)	31.7	33.8		33.5	13.6			60.5	41.0		53.7	41.0
Level of Service	C	C		C	B			E	D		D	D
Approach Delay (s)		33.6			17.7			54.0			49.1	
Approach LOS		C			B			D			D	

Intersection Summary

HCM 2000 Control Delay	29.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	16.4
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Appendix H:
Multimodal Level of Service Assessment

Multi-Modal Level of Service - Segments Form

Project: 7036-52
Consultant: BA Consulting Group
Date: July 13, 2026
Scenario: Future

	Segment Name	**Campeau Drive**			
	OP Transect / Policy Area	**Within 600m of a rapid transit station**			
	Segment Component	**Majority (>50%)**		**Critical**	
	Side of Street	**W or N**	**E or S**	**W or N**	**E or S**
Pedestrian	**PLOS Inputs**				
	Posted Speed (km/h)	60 km/h		60 km/h	
	Two-Way ADT	11,900		11,900	
	Pedestrian Facility	Sidewalk	Sidewalk	Sidewalk	Sidewalk
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, does the location have a low volume of peak daily users AND are pedestrian volumes likely less than 20% of total users?	Yes	Yes	Yes	Yes
	Facility Width (m)	2.00m	2.00m	2.00m	2.00m
	Offset from Motor Vehicle Travel Lanes (m)	≥ 3.0m	≥ 3.0m	≥ 3.0m	≥ 3.0m
	Presence of Adjacent Parking?	No	No	No	No
	General Purpose Curb Lane ADT	-	-	-	-
	Max. Distance between Controlled Crossings (m)	≤ 200m	≤ 200m	≤ 200m	≤ 200m
	Score	**5.00**	**5.00**	**5.00**	**5.00**
	PLOS	**A**	**A**	**A**	**A**
	Target PLOS	**A**			
Bicycle	**BLOS Inputs**				
	Cycling Route Classification	**Cross-Town Bikeway**			
	Cycling Facility	Cycle Track	Cycle Track	Cycle Track	Cycle Track
	Is the minimum level of separation provided according to OTM Book 18 Pre-Selection Nomograph - Rural Context (Figure 5.6)? (for paved shoulders)	-	-	-	-
	Facility Operation	Unidirectional	Unidirectional	Unidirectional	Unidirectional
	Pedestrian/Cyclist Volume	-	-	-	-
	Facility Width	2.1-2.5m	2.1-2.5m	2.1-2.5m	2.1-2.5m
	Boulevard/Buffer Width (excluding curb)	1.0-1.49m and no adjacent parking	1.0-1.49m and no adjacent parking	1.0-1.49m and no adjacent parking	1.0-1.49m and no adjacent parking
	Unsignalized Roadway Crossing Type (where cyclists are required to yield)	None	None	None	None
	Number of Travel Lanes at Crossing	-	-	-	-
	Crossing includes Median Refuge (≥ 2.7m)	-	-	-	-
	Cross-street Posted Speed (km/h)	-	-	-	-
	Cycling Path Blockages (e.g. bus stops and/or loading zones)	-	-	-	-
	Score	**3.50**	**3.50**	**3.50**	**3.50**
	BLOS	**B**	**B**	**B**	**B**
	Target BLOS	**A**			
Transit	**TLOS Inputs**				
	Transit Facility	**Mixed Traffic**			
	Facility Type	Mixed Traffic	Mixed Traffic		
	Expected Transit Running Time	Unimpeded	Unimpeded		
	Transit Travel Speed (if available)	Enter Speed (if available)	Enter Speed (if available)		
	TLOS	**B**	**B**		
	Target TLOS	**E (D for frequent transit routes)**			
Public Realm	**PRLOS Inputs**				
	Context	Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village		
	Inner Boulevard Width	1.2-1.49m	1.2-1.49m		
	Middle Boulevard Width	≤ 0.5m	≤ 0.5m		
	Outer Boulevard (Frontage) Width	-	-		
	Transit Route on Segment?	Yes	Yes		
	Bus Stop Elements	Curbside landing zone with no shelter	Curbside landing zone with no shelter		
	Number of Midblock Traffic Lanes (both travel directions)	≤ 2			
	Score	**21.30**	**21.30**		
	PRLOS	**B**	**B**		
		B			

Multi-Modal Level of Service - Segments Form

Project: 7036-52
Consultant: BA Consulting Group
Date: July 13, 2026
Scenario: Future

	Segment Name	**Terry Fox Drive**			
	OP Transect / Policy Area	**Within 600m of a rapid transit station**			
	Segment Component	**Majority (>50%)**		**Critical**	
	Side of Street	**W or N**	**E or S**	**W or N**	**E or S**
Pedestrian	**PLOS Inputs**				
	Posted Speed (km/h)	70 km/h		70 km/h	
	Two-Way ADT	20,800		20,800	
	Pedestrian Facility	Sidewalk	Sidewalk	Sidewalk	Sidewalk
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, does the location have a low volume of peak daily users AND are pedestrian volumes likely less than 20% of total users?	Yes	Yes	Yes	Yes
	Facility Width (m)	2.30m	2.30m	1.90m	1.90m
	Offset from Motor Vehicle Travel Lanes (m)	1.5-2.99m	1.5-2.99m	< 0.5m	< 0.5m
	Presence of Adjacent Parking?	-	-	-	-
	General Purpose Curb Lane ADT	> 3000	> 3000	> 3000	> 3000
	Max. Distance between Controlled Crossings (m)	≤ 200m	≤ 200m	≤ 200m	≤ 200m
	Score	**3.50**	**3.50**	**2.00**	**2.00**
	PLOS	**B**	**B**	**D**	**D**
	Target PLOS	**A**			
Bicycle	**BLOS Inputs**				
	Cycling Route Classification	**Elsewhere**			
	Cycling Facility	Paved Shoulder without Buffer	Paved Shoulder without Buffer	Paved Shoulder without Buffer	Paved Shoulder without Buffer
	Is the minimum level of separation provided according to OTM Book 18 Pre-Selection Nomograph - Rural Context (Figure 5.6)? (for paved shoulders)	Yes	Yes	Yes	Yes
	Facility Operation	-	-	-	-
	Pedestrian/Cyclist Volume	-	-	-	-
	Facility Width	≥ 2.0m	≥ 2.0m	≥ 2.0m	≥ 2.0m
	Boulevard/Buffer Width (excluding curb)	-	-	-	-
	Unsignalized Roadway Crossing Type (where cyclists are required to yield)	None	None	None	None
	Number of Travel Lanes at Crossing	-	-	-	-
	Crossing includes Median Refuge (≥ 2.7m)	-	-	-	-
	Cross-street Posted Speed (km/h)	-	-	-	-
	Cycling Path Blockages (e.g. bus stops and/or loading zones)	Rare	Rare	Rare	Rare
	Score	**4.15**	**4.15**	**4.15**	**4.15**
	BLOS	**B**	**B**	**B**	**B**
	Target BLOS	**B**			
Transit	**TLOS Inputs**				
	Transit Facility	**Mixed Traffic**			
	Facility Type	Mixed Traffic	Mixed Traffic		
	Expected Transit Running Time	Unimpeded	Unimpeded		
	Transit Travel Speed (if available)	Enter Speed (if available)	Enter Speed (if available)		
	TLOS	**B**	**B**		
	Target TLOS	**E (D for frequent transit routes)**			
Public Realm	**PRLOS Inputs**				
	Context	Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village		
	Inner Boulevard Width	≤ 0.6m	≤ 0.6m		
	Middle Boulevard Width	1.5-1.99m	1.5-1.99m		
	Outer Boulevard (Frontage) Width	-	-		
	Transit Route on Segment?	Yes	Yes		
	Bus Stop Elements	No platform, landing zone or shelter	No platform, landing zone or shelter		
	Number of Midblock Traffic Lanes (both travel directions)	≤ 2			
	Score	**19.80**	**19.80**		
	PRLOS	**C**	**C**		
		C			

Multi-Modal Level of Service - Intersections Form

Project: 7036-52
Consultant: BA Consulting Group
Date: July 13, 2026
Scenario: Future

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

Multi-Modal Level of Service - Intersections Form

Project: 7036-52
Consultant: BA Consulting Group
Date: July 13, 2026
Scenario: Future

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

Multi-Modal Level of Service - Intersections Form

Project: 7036-52
Consultant: BA Consulting Group
Date: July 13, 2026
Scenario: Future

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

Multi-Modal Level of Service - Intersections Form

Project: 7036-52
Consultant: BA Consulting Group
Date: July 13, 2026
Scenario: Future

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

Appendix I:
City Correspondence

From:	Cadieux, Jocelyn
To:	s.soor; Margaret Briegmann; Fel Petti; Mona Poon; Ryan Williams
Cc:	Shen, Stream; Giampa, Mike; Benamrane, Othman; Doueidar, Rahmie; Grunstra, Peter; Smith, Jermaine; g.winters
Subject:	RE: City ZBLA Comments #1 - 375 Didsbury Road - D02-02-26-0057
Date:	September 28, 2026 9:19:54 AM
Attachments:	image001.png

You don't often get email from jocelyn.cadieux@ottawa.ca. Learn why this is important

Good morning,

Thank you for meeting with us Thursday to discuss the outstanding TIA comments.

For the purpose on this zoning amendment, which is seeking to only add development permissions on this site without a specific user, we have agreed to proceed with your requested changes for the TIA. You may keep to the current scope of intersections provided the City's other technical comments are applied in your analysis; proceed without including AM peak times; and exclude 2775 + 2785 Palladium from the Area Background Developments.

We will require that the conclusion include a clear statement that a subsequent TIA is required at Site Plan once specific uses and users are confirmed for the site.

Please add the following in your responses in the Comment Table:

Comment #40 – scope of intersections
After meeting on September 24, 2026, City staff have agreed to keep with the scope of the selected intersections.

Comments # 43 + 45 – AM peak times analysis
After meeting on September 24, 2026, City staff have agreed to not require an AM peak time analysis at this stage since the anticipated land use is retail.

Comment #52 – 2775+2785 Palladium
After meeting on September 24, 2026, City staff have agreed to no longer include 2775 + 2785 Palladium Drive in Table 9.

We look forward to receiving your complete second submission.

In health,

Jocelyn Cadieux, **MCIP RPP** (he/him | il/lui)
Planner | Urbaniste

Development Review - West | Examen des projets d'aménagement - ouest
Planning, Development and Building Services | Services de la planification, de l'aménagement et du bâtiment
City of Ottawa | Ville d'Ottawa
110 Laurier Ave W | 110, avenue Laurier O
Ottawa ON K1P 1J1
(613) 580-2424 x62930

From: Simran Soor <s.soor@novatech-eng.com>
Sent: Wednesday, September 16, 2026 11:20 AM
To: Cadieux, Jocelyn <jocelyn.cadieux@ottawa.ca>
Cc: Moore, Sean <Sean.Moore@ottawa.ca>; Shen, Stream <Stream.Shen@ottawa.ca>; Rasool, Rubina <Rubina.Rasool@ottawa.ca>; Polyak, Alex <alex.polyak@ottawa.ca>; Shrestha, Sahara

<sahara.shrestha@ottawa.ca>; Giampa, Mike <Mike.Giampa@ottawa.ca>; Benamrane, Othman <othman.benamrane@ottawa.ca>; Smith, Jermaine <jermaine.smith@ottawa.ca>; Grunstra, Peter <Peter.Grunstra@ottawa.ca>; Mercedes Liedtke <mliedtke@mvc.on.ca>; Ben Dopson <Bdopson@mvc.on.ca>; Schaeffer, Gabrielle <gabrielle.schaeffer@Ottawa.ca>; Lynch, Amanda <amanda.lynch@ottawa.ca>; Planning Circulations / Diffusions Planification <planningcirculations@ottawa.ca>; Polkinghorne, Ryan <Ryan.Polkinghorne@ottawa.ca>; Gatchene, Samantha <samantha.gatchene@ottawa.ca>; Arasteh, Vahid <vahid.arasteh@ottawa.ca>; Young, Nancy <Nancy.Young@ottawa.ca>; Hayley, Matthew <Matthew.Hayley@ottawa.ca>; Quackenbush, William <William.Quackenbush@ottawa.ca>; Lee Sheets <l.sheets@novatech-eng.com>; Alex McAuley <a.mcauley@novatech-eng.com>; 'Mona Poon' <mona.poon@fcr.ca>; Fel Petti <fel@mainandmain.ca>; Greg Winters <G.Winters@novatech-eng.com>; Margaret Briegmann <briegmann@bagroup.com>; drew.paulusse <drew.paulusse@gemtec.ca>
Subject: RE: City ZBLA Comments #1 - 375 Didsbury Road - D02-02-26-0057

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Good morning Jocelyn,

I hope you are well.

Please find attached our resubmission package, which includes the comment response matrix addressing staff's comments as well as a Revised Serviceability Report. The comments from the MVCA will be addressed in a separate letter prepared by Gemtec. We anticipate that this letter will be sent over to you in the next few days.

BA Group and the rest of our team would also like to meet with Transportation staff regarding their comments on the TIA before revising their report. What times would you be available in the next week or two?

Please let me know if you have any questions.

Kind regards,
Simran

Simran Soor, MCIP, RPP, Project Planner | Planning & Development (She/Her)
NOVATECH
Engineers, Planners & Landscape Architects
240 Michael Cowpland Drive, Suite 200, Ottawa, ON, K2M 1P6 | Tel: 613.254.9643 Ext: 338
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From: Cadieux, Jocelyn <jocelyn.cadieux@ottawa.ca>

Sent: Friday, September 4, 2026 3:31 PM
To: Simran Soor <s.soor@novatech-eng.com>
Cc: Moore, Sean <Sean.Moore@ottawa.ca>; Shen, Stream <Stream.Shen@ottawa.ca>; Rasool, Rubina <Rubina.Rasool@ottawa.ca>; Polyak, Alex <alex.polyak@ottawa.ca>; Shrestha, Sahara <sahara.shrestha@ottawa.ca>; Giampa, Mike <Mike.Giampa@ottawa.ca>; Benamrane, Othman <othman.benamrane@ottawa.ca>; Smith, Jermaine <jermaine.smith@ottawa.ca>; Grunstra, Peter <Peter.Grunstra@ottawa.ca>; Mercedes Liedtke <mliedtke@mvc.on.ca>; Ben Dopson <Bdopson@mvc.on.ca>; Schaeffer, Gabrielle <gabrielle.schaeffer@Ottawa.ca>; Lynch, Amanda <amanda.lynch@ottawa.ca>; planningcirculations <planningcirculations@ottawa.ca>; Polkinghorne, Ryan <Ryan.Polkinghorne@ottawa.ca>; Gatchene, Samantha <samantha.gatchene@ottawa.ca>; Arasteh, Vahid <vahid.arasteh@ottawa.ca>; Young, Nancy <Nancy.Young@ottawa.ca>; Hayley, Matthew <Matthew.Hayley@ottawa.ca>; Quackenbush, William <William.Quackenbush@ottawa.ca>; Lee Sheets <l.sheets@novatech-eng.com>; Alex McAuley <a.mcauley@novatech-eng.com>; 'Mona Poon' <mona.poon@fcr.ca>; Fel Petti <fel@mainandmain.ca>; Greg Winters <G.Winters@novatech-eng.com>
Subject: RE: City ZBLA Comments #1 - 375 Didsbury Road - D02-02-26-0057

Good afternoon Simran,

Please see the City's first comments on the Zoning By-law Amendment for 375 Didsbury Road.

Kindly review the attached materials and provide a response to all comments within the consolidated comment table by Tuesday, September 15. I have also attached the comment letter from the MVCA for your review and reply.
If no response is provided by the above deadline, the City will proceed to complete the recommendation report to Committee and Council in accordance with what is described the table.

For each comment issued by City Staff, you provide an associated response in the ***Applicant Response*** column. Provide your consultant or agent's contact information in the ***Consultant Contact*** column.

Please do not hesitate to contact me if you have any questions.

Enjoy the long weekend!

Jocelyn Cadieux, **MCIP RPP** (he/him | il/lui)
Planner | Urbaniste

Development Review - West | Examen des projets d'aménagement - ouest
Planning, Development and Building Services | Services de la planification, de l'aménagement et du bâtiment
City of Ottawa | Ville d'Ottawa
110 Laurier Ave W | 110, avenue Laurier O
Ottawa ON K1P 1J1
(613) 580-2424 x62930

From: Simran Soor <s.soor@novatech-eng.com>

Sent: Wednesday, July 15, 2026 11:23 AM
To: Planning Circulations / Diffusions Planification <planningcirculations@ottawa.ca>
Cc: Cadieux, Jocelyn <jocelyn.cadieux@ottawa.ca>; Greg Winters <G.Winters@novatech-eng.com>; Mona Poon <mona.poon@fcr.ca>; fel <fel@mainandmain.ca>
Subject: 375 Didsbury Road - Zoning By-law Amendment Submission (125105)

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Good morning,

On behalf of First Capital Holdings (Ontario) Corporation, we are pleased to submit a Major Zoning By-law Amendment application to rezone the Subject Site at 375 Didsbury Road in order to facilitate the future development of the Site. Please find attached the submission cover letter and signed application form.

The submission package can be accessed at the following link:
20260715 - 375 Didsbury - ZBA Submission

It would be much appreciated if you could provide us with the City application number and confirmation of the application fees.

If you have any questions, please do not hesitate to contact me.

Kind regards,
Simran

Simran Soor, MCIP, RPP, Project Planner | Planning & Development (She/Her)
NOVATECH
Engineers, Planners & Landscape Architects
240 Michael Cowpland Drive, Suite 200, Ottawa, ON, K2M 1P6 | Tel: 613.254.9643 Ext: 338
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