

DILLON
CONSULTING

CONSEIL DES ECOLES CATHOLIQUES DU CENTRE-EST

New Catholique Elementary School – Secteur Orleans (Avalon III)

Transportation Impact Assessment

Certification

- I have reviewed and have a sound understanding of the objectives, needs, and requirements of the City of Ottawa's Official Plan and the Transportation Impact Assessment (2017) Guidelines;
- I have a sound knowledge of industry standard practice with respect to the presentation of transportation impact assessment reports, including multimodal 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 professional in good standing, whose field of expertise is either transportation engineering or transportation planning.

Signature of individual certifier that s/he meets the above four criteria.



Shahram Almasi, MSc, RSP1, P.Eng.
 Transportation Engineer
 800-235 Yorkland Blvd
 Toronto, ON, M2J 4Y8

Phone: (416) 229.4646 ext. 2027
salmasi@dillon.ca

Table of Contents

1.0	Screening	1
1.1	Description of Proposed Development.....	1
1.2	Trip Generation Trigger.....	2
1.3	Location Triggers.....	2
1.4	Safety Triggers.....	2
1.5	Summary	2
2.0	Scoping	4
2.1	Existing and Planned Conditions.....	4
2.1.1	Proposed Development	4
2.1.2	Existing Conditions.....	6
2.1.3	Planned Conditions	14
2.2	Study Parameters.....	18
2.2.1	Study Area.....	18
2.2.2	Time Periods	19
2.2.3	Horizon Years	20
2.3	Exemptions Review.....	20
3.0	Forecasting	21
3.1	Development-Generated Travel Demand.....	21
3.1.1	Trip Generation and Mode Shares.....	21
3.1.2	Trip Distribution	26
3.1.3	Trip Assignment	26
3.2	Background Network Travel Demand.....	28
3.2.1	Transportation Network Plans.....	28
3.2.2	Background Growth.....	28
3.2.3	Background Developments.....	28
3.2.4	Background Traffic Volumes	30

3.3	Demand Rationalization.....	33
4.0	Analysis	36
4.1	Development Design.....	36
4.1.1	Design for Sustainable Modes	36
4.1.2	Circulation and Access	36
4.2	Parking	38
4.2.1	Parking Supply.....	38
4.3	Boundary Street Design	39
4.3.1	Mobility	39
4.3.2	Road Safety	40
4.4	Access Intersection Design.....	40
4.4.1	Location and Design of Driveway.....	40
4.4.2	Intersection Control	40
4.4.3	Access Intersection Design.....	41
4.5	Transportation Demand Management	41
4.6	Neighbourhood Traffic Management	42
4.7	Transit	42
4.8	Review of Network Concept	42
4.9	Intersection Design	42
4.9.1	Sweet Valley Drive \ Little Lake Lane and Tenth Line Road	42
4.9.2	Tenth Line Road and Wall Road	43
4.9.3	Sweet Valley Drive / Harvest Valley Avenue and Tenth Line Road.....	44
4.9.4	Promenade Decoeur Drive / Southfield Way and Tenth Line Road	45
5.0	Summary/Conclusions	47

Figures

Figure 1: Site Location	3
Figure 2: Site Plan	5
Figure 3: Lane Geometry and Traffic Control	7
Figure 4: View facing east on Sweetvalley Drive, west of Tenth Line	8
Figure 5: Cycling Network.....	9
Figure 6: Cycling Spine Routes.....	10
Figure 7: Transit Serving Study Site	11
Figure 8: Existing Traffic Volumes	12
Figure 9: 2031 Affordable Road Network.....	15
Figure 10: Planned Transit Network.....	15
Figure 11: Planned Pedestrian and Cycling Network	16
Figure 12: Background Developments in Study Area	17
Figure 13: Study Area and Study Area Intersections.....	19
Figure 14: Site Generated Traffic Volumes	27
Figure 15: Background Development Traffic Volumes.....	29
Figure 16: 2025 Future Background Traffic Volumes.....	31
Figure 17: 2030 Future Background Traffic Volumes.....	32
Figure 18: 2025 Total Traffic Volumes.....	34
Figure 19: 2030 Total Traffic Volumes.....	35
Figure 20: Waste Collection Circulation	38

Tables

Table 1: Traffic Counts.....	12
Table 2: Pedestrian Volumes – AM (PM) Peak Hour	13
Table 3: Cyclist Volumes – AM (PM) Peak Hour In February	13
Table 4: Intersection Collision Impact Types from 2016 to 2020.....	14
Table 5: Midblock Collision Impact Types from 2016 to 2020	14
Table 6: Background Developments.....	18
Table 7: Exemptions Review.....	20
Table 8: ITE Calculated Peak Hour Person???Trips	21
Table 9: Elementary School Peak Hour Person Trips	22
Table 10: Day Care Peak Hour Auto Trips	22
Table 11: Total ITE Site Generated Vehicle Trips	22
Table 12: Elementary School Transportation Mode Share - TRANS Trip Generation Manual, 2020... 23	23
Table 13: Elementary School Transportation Mode Share - Revised Split for Avalon Community	23
Table 14: School Bus Trips.....	24
Table 15: Walking and Cycling Mode Share and Trips	24
Table 16: Trip Generation – Persons Trips	25
Table 17: Cardinal Trip Direction and Network Distribution for Inbound Trips.....	26

Table 18: MMLOS Conditions - Segments	40
Table 19: Site Access Performance Measures (2030)	41
Table 20: Sweet Valley Drive \ Little Lake Lane and Tenth Line Road Intersection Operations	43
Table 21: Tenth Line Road and Wall Road Intersection Operations	43
Table 22: 4.9.3 Sweet Valley Drive / Harvest Valley Avenue and Tenth Line Road Operations	44
Table 23: Promenade Decoeur Drive / Southfield Way and Tenth Line Road Operations	45

Appendices

A	Raw Traffic Counts
B	Synchro Worksheets
C	LOS Descriptions
D	MTO Left Turn Lane Warrant

1.0 Screening

1.1 Description of Proposed Development

Municipal Address	2666 Tenth Line Rd, Orléans, ON K4A 3W5
Description of Location	The proposed new Avalon elementary school is to be located on the southwest corner of Sweet Valley Drive and Tenth Line Road in the community of Orleans, within the Orleans district.
Land Use Classification	<p>Permitting and rezoning is required for the new school. The school is currently zoned as Area D: Rural Area.</p> <p>The proposed new zone will be: I1A[2130]– Minor Institutional Zone. This zone:</p> <ul style="list-style-type: none"> permits a range of community uses, institutional accommodation and emergency service uses to locate in areas designated as General Urban Area or Central Area in the Official Plan; and minimize the impact of these minor institutional uses located in close proximity to residential uses by ensuring that the such uses are of a scale and intensity that is compatible with neighbourhood character
Development Size	The new elementary school will provide education for pupils from Kindergarten to Grade 6 and will include a daycare with two separate rooms to accommodate 24 preschoolers, 15 toddlers and 10 infants. The school will also include a simple gymnasium, a library, 17 classrooms and a special education center. In total, the school anticipates providing space for 412 students, and with the future portables the school could accommodate up to 604 students. The building will be constructed of steel structure, spanning 2 floors with load-bearing masonry for the gymnasium. The total area of the building will be ± 3,354 m ² (36,110 ft ²) on a land of approximately 17,471 m ² , (4.31 acres).
Number of accesses and locations	The staff and student parking lot is accessed via Sweet Valley Drive. Two access points are provided. The west access is an entrance only, while the east access provides full vehicle access in and out for all movements. The school site is located in a very active and growing community known as Avalon.
Phases of development	Single Phase
Build-out year	2025

1.2 Trip Generation Trigger

Land Use Type	Minimum Development Size	Yes	No
Single-family homes	40 units		X
Townhomes or apartments	90 units		X
Office	3,500 sq.m.		X
Industrial	5,000 sq.m.		X
Fast-food restaurant or coffee shop	100 sq.m.		X
Destination retail	1,000 sq.m.		X
Gas station or convenience market	75 sq.m.		X
Other	60 person trips or more during weekday peak hours	X	

1.3 Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit or Spine Bicycle Networks?		X
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*		X

1.4 Safety Triggers

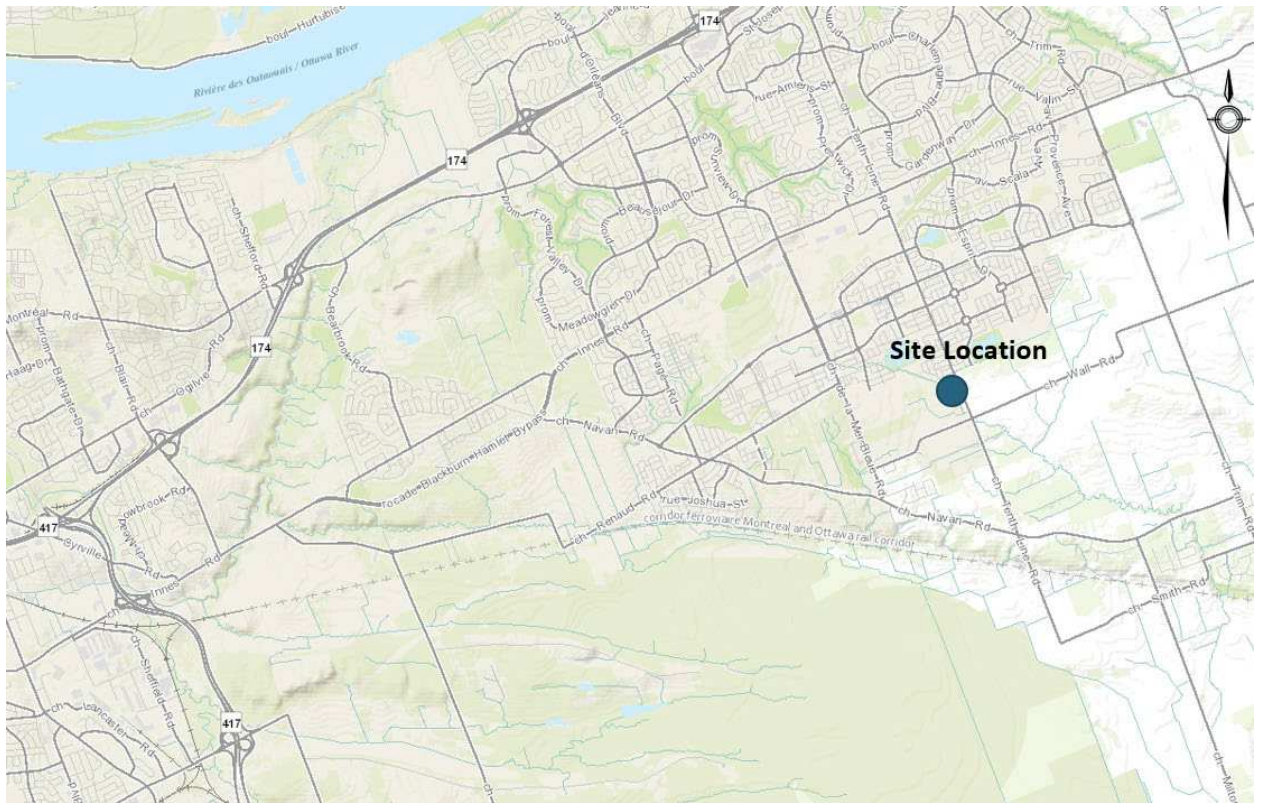
	Yes	No
Are posted speed limits on a boundary street are 80 km/h or greater?		X
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		X
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e., within 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

1.5 Summary

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

The development is anticipated to generate more than 60-person trips and therefore meets the Trip Generation Trigger and therefore a traffic impact study is required. **Figure 1** illustrates the site location.

Figure 1: Site Location



Background image source: geoOttawa

2.0 Scoping

2.1 Existing and Planned Conditions

2.1.1 Proposed Development

The proposed location of the new elementary school is at 2666 Tenth Line Rd, Orléans, ON K4A 3W5, on the southwest corner of Sweet Valley Drive and Tenth Line Road. The school is set to open in 2025 and will be developed in a single phase, accommodating pupils from kindergarten to Grade 6. The school will also include a daycare, gymnasium, library, 17 classrooms, and a special education center. The daycare will have two separate rooms that can accommodate 24 preschoolers, 15 toddlers, and 10 infants.

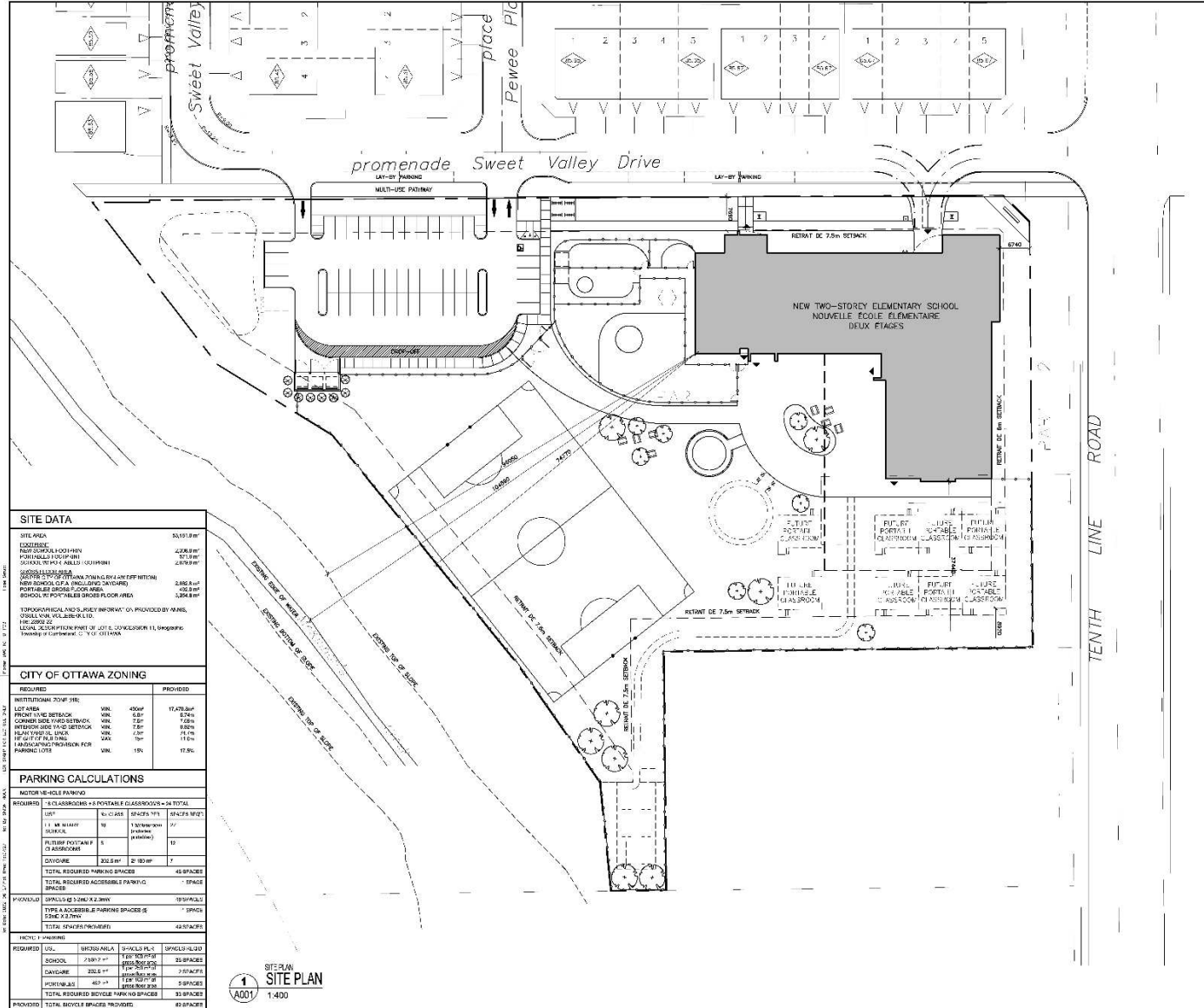
The school day will begin at 8:25 AM and end at 3:10 PM. The school anticipates accommodating 412 students, along with 8 portables and approximately 40 staff members. With the addition of the portables, the school will have space for a total of 604 students. A total of 49 parking spaces will be provided.

Site plan permitting and rezoning are necessary for the proposed new school, as the site is currently zoned as Rural Area (Area D). The required zone for the school is I1A[2130]– Minor Institutional Zone, which permits a range of community uses, institutional accommodation, and emergency service uses in areas designated as General Urban Area or Central Area in the Official Plan.

The proposed new elementary school in Avalon will have a total area of approximately 3,354 m² (36,110 ft²) on a land of approximately 17,471 m² (4.31 acres). Transportation for the students will be provided by school buses, and a parking lay-by will be available on Sweet Valley Drive. It is assumed that students will not be using OC Transpo. The parking lot, intended for staff and students, will be accessed via Sweet Valley Drive.

The preliminary site plan is shown in **Figure 2**.

Figure 2: Site Plan



SITE DATA

SITE AREA	53,517 sq ft
EXISTING	
RUE SÉPARÉE / OFF-Road	4,238 sq ft
PORTABLES / PORTABLES	37,766 sq ft
SOL / SOL	2,513 sq ft
TOTAL	44,517 sq ft
PROPOSED	
TOTAL	2,882 sq ft
PORTABLES / PORTABLES	1,882 sq ft
SOL / SOL	1,000 sq ft
TOTAL	47,400 sq ft

CITY OF OTTAWA ZONING

REQUIRED	PROVIDED
RESIDENTIAL ZONE 'R'2	COMMERCIAL 'C'
LOT AREA	53,517
MIN. FRONT SETBACK	17.42
CORNER USE / CORNER USE	7.61
MINIMUM SIDE SETBACK	7.61
MAXIMUM SIDE SETBACK	15.22
MAXIMUM FRONT SETBACK	15.22
MAXIMUM SIDE SETBACK	15.22
MAXIMUM REAR SETBACK	15.22
MAXIMUM HEIGHT	15.22
MAXIMUM FLOOR AREA	2,882
MAXIMUM PARKING PERCENTAGE	13%

PARKING CALCULATIONS

REQUIRED	PROVIDED
SCHOOL	25 SPACES
CAREGIVERS	5 SPACES
TOTAL REQUIRED	30 SPACES
AVAILABLE	43 SPACES
EXCESS	13 SPACES

Ecoles catholiques Centre-Est

1.0 DESIGN ASSUMPTIONS FOR ZONING ADJUSTMENT

LES LOIS, CODES, IMPOSITIONS ET PLANS IMPOSÉS OU DÉTERMINÉS PAR LE COMITÉ D'AMÉNAGEMENT DU BARRIÈRE J. CHACI AND ASSOCIATES ARCHITECTS INC. ET ONT ÉTÉ CRÉÉS ET DÉVELOPPÉS POUR ÊTRE UTILISÉS DANS LE CADRE DU PROJET. LES LOIS, CODES, IMPOSITIONS ET PLANS IMPOSÉS OU DÉTERMINÉS PAR LE COMITÉ D'AMÉNAGEMENT DU BARRIÈRE J. CHACI AND ASSOCIATES ARCHITECTS INC. L'ARCHITECTE DÉCLINE TOUTE RESPONSABILITÉ DÉCOULANT DE L'UTILISATION DE CES LOIS, CODES, IMPOSITIONS ET PLANS IMPOSÉS OU DÉTERMINÉS PAR LE COMITÉ D'AMÉNAGEMENT DU BARRIÈRE J. CHACI AND ASSOCIATES ARCHITECTS INC. L'ARCHITECTE DÉCLINE TOUTE RESPONSABILITÉ DÉCOULANT DE L'UTILISATION DE CES LOIS, CODES, IMPOSITIONS ET PLANS IMPOSÉS OU DÉTERMINÉS PAR LE COMITÉ D'AMÉNAGEMENT DU BARRIÈRE J. CHACI AND ASSOCIATES ARCHITECTS INC.

LE PROPRIÉTAIRE DÉCLINE TOUTE RESPONSABILITÉ DÉCOULANT DE L'UTILISATION DE CES LOIS, CODES, IMPOSITIONS ET PLANS IMPOSÉS OU DÉTERMINÉS PAR LE COMITÉ D'AMÉNAGEMENT DU BARRIÈRE J. CHACI AND ASSOCIATES ARCHITECTS INC.

ALL LEGAL, DESIGN, APPROVEMENTS AND PLANS INDICATED OR REFERENCED BY THIS DRAWING ARE OWNED BY AND THE PROPERTY OF EDWARD J. CHACI AND ASSOCIATES INC. AND WERE CREATED, DEVELOPED AND DELIVERED FOR USE ON AND IN CONNECTION WITH THE SPECIFIC PROJECT AND SHALL NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF EDWARD J. CHACI AND ASSOCIATES INC.

LE PROPRIÉTAIRE DÉCLINE TOUTE RESPONSABILITÉ DÉCOULANT DE L'UTILISATION DE CES LOIS, CODES, IMPOSITIONS ET PLANS IMPOSÉS OU DÉTERMINÉS PAR LE COMITÉ D'AMÉNAGEMENT DU BARRIÈRE J. CHACI AND ASSOCIATES ARCHITECTS INC.

LE PROPRIÉTAIRE DÉCLINE TOUTE RESPONSABILITÉ DÉCOULANT DE L'UTILISATION DE CES LOIS, CODES, IMPOSITIONS ET PLANS IMPOSÉS OU DÉTERMINÉS PAR LE COMITÉ D'AMÉNAGEMENT DU BARRIÈRE J. CHACI AND ASSOCIATES ARCHITECTS INC.

CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE BEGINNING WORK.

TRUE NORTH PLAN NORTH

EDWARD J. CHACI & ASSOCIATES ARCHITECTS Inc.
1771 Sturton St. Suite 100, Ottawa, Ontario, K1P 1H7
Tel: 613-735-0944 Fax: 613-735-7700 Email: info@ejcarch.com

PROJECT: ÉCOLES CATHOLIQUES
ÉCOLE ÉLÉMENTAIRE CATHOLIQUE
AVALON III
TENTH LINE ROAD
OTTAWA, ON
CONSEIL DES ÉCOLES CATHOLIQUES
DU CENTRE-EST
4000, RUE LABELLE, OTTAWA, ON K1J 1A1
PLANNING AND ARCHITECTURE

SITE PLAN

SCALE	1:500	DATE	09/21/2022
DRAWN BY	W.J.	DESIGNED BY	W.J.
CHECKED BY		APPROVED BY	
DATE	SEPTEMBER 1, 2022	PROJECT NUMBER	2205-A001-01

A001



Two access points are provided. The west access is an entrance only, while the east access provides full movement access in and out.

The following intersections have been evaluated as part of this transportation analysis:

- Site Driveways:
 - West Site Entrance and Sweet Valley Drive (unsignalized); and
 - East Site Entrance/Exit and Sweet Valley Drive (unsignalized).
- Network Intersections:
 - Sweet Valley Drive / Harvest Valley Avenue and Tenth Line Road;
 - Sweet Valley Drive and Tenth Line Road;
 - Tenth Line Road and Wall Road; and
 - Promenade Decoeur Drive / Southfield Way and Tenth Line Road.

2.1.2 Existing Conditions

2.1.2.1 Existing Roads

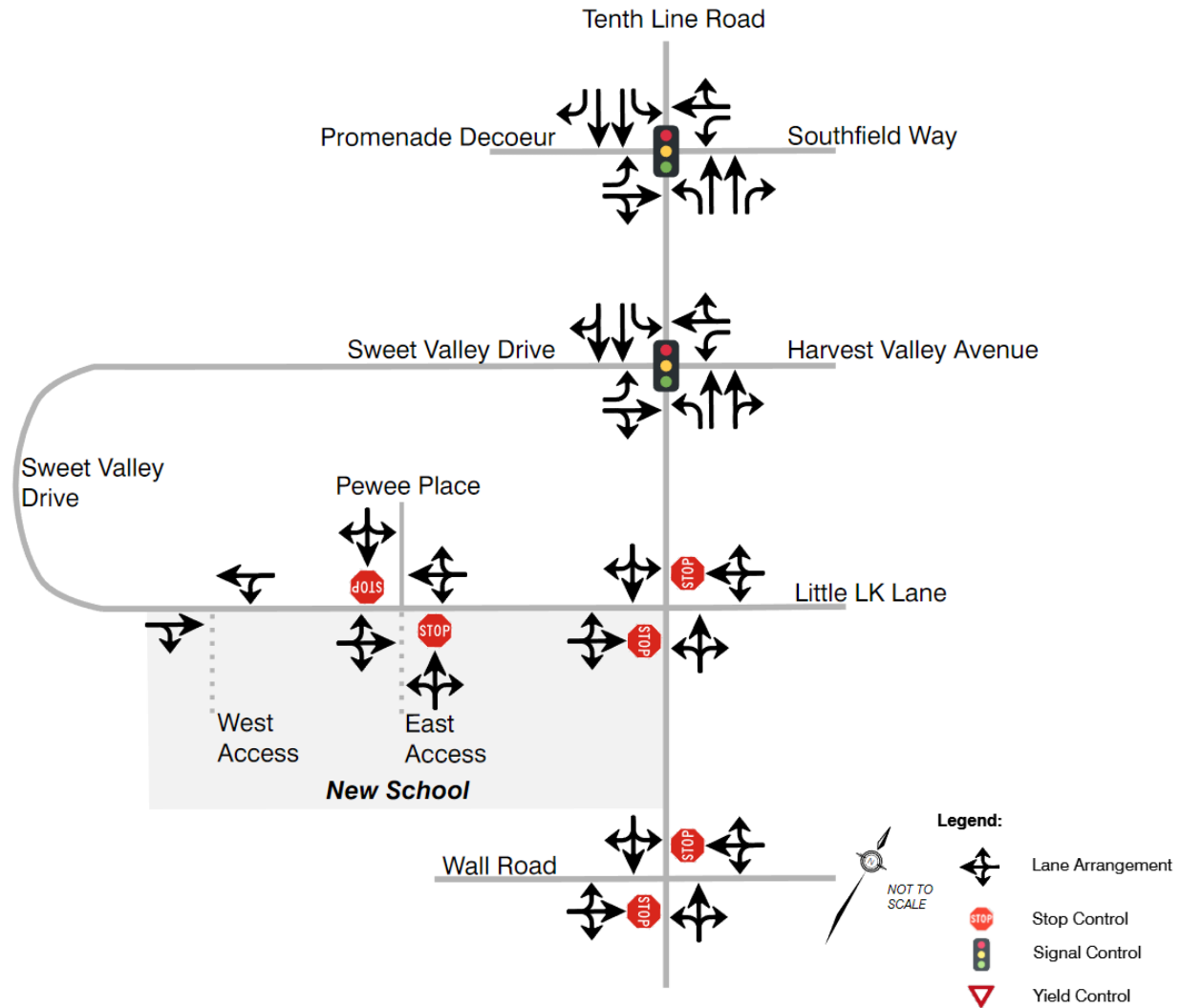
The study area roadways are described as follows:

Sweet Valley Drive	Sweet Valley Drive is a two-lane roadway classified as a Local roadway located on the north edge of the proposed school site. Sweet Valley Drive runs in a loop and connects to Tenth Line Road opposite Little Lake Lane in the south and across from Harvest Valley Avenue in the north. Sweet Valley Drive has a posted speed limit of 40 km/h.
Harvest Valley Drive	Harvest Valley Avenue is classified as a Collector road. It extends from Esprit Drive in the east to Tenth Line Road in the west and has a posted speed limit of 50 km/h. The right-of-way along Harvest Valley Avenue is 26 metres wide. On the west side of Tenth Line Road, Harvest Valley Avenue becomes Sweet Valley Drive.
Tenth Line Road	Tenth Line Road is classified as an Arterial roadway. It runs from Jeanne d'Arc Boulevard in the north and to Smith Road in the south, and has a north-south orientation. In the area surrounding the proposed development, the road has a two-lane configuration with a speed limit of 60 km/h. Between Little Lake Lane and Harvest Valley Drive, the roadway widens to a four-lane cross section with turn lanes. A 37.5 metre right-of-way exists along this road segment.
Promenade Decoeur / Southfield Way	Promenade Decoeur transitions to become Southfield Way at Tenth Line Road. Both roads are designated as Collectors, and are located north of the development. These roads run east to west and have a posted speed limit of 50 km/h.
Wall Road	Wall Road is a two-lane Collector roadway, located south of the proposed school site. It stretches from Mer-Bleue Road in the west to Frank Kenny Road in the east and has a west-east orientation. The speed limit on Wall Road is 50 km/h in the residential area near Mer-Bleue Road and increases to 60 km/h midway between Mer-Bleue Road and Tenth Line Road. To the east of Tenth Line Road, Wall Road is unpaved.

2.1.2.2 Existing Intersections

The lane geometry and traffic control for the study area intersections are shown in **Figure 3**.

Figure 3: Lane Geometry and Traffic Control



2.1.2.3 Existing Driveways

Existing residential driveways that provide access to detached and townhome residences within the neighborhood of the school can be found within a 200-meter radius of the school.

2.1.2.4 Walking and Cycling

Paved shoulders are provided along both sides of Tenth Line Road. A sidewalk is present along the south side of Sweet Valley Drive at the school site. No pedestrian facilities are provided along Tenth Line Road.

Figure 4 shows the street view of Sweet Valley Drive looking east in front of the proposed school site. A multiuse pathway is provided along the school frontage.

Figure 4: View facing east on Sweetvalley Drive, west of Tenth Line

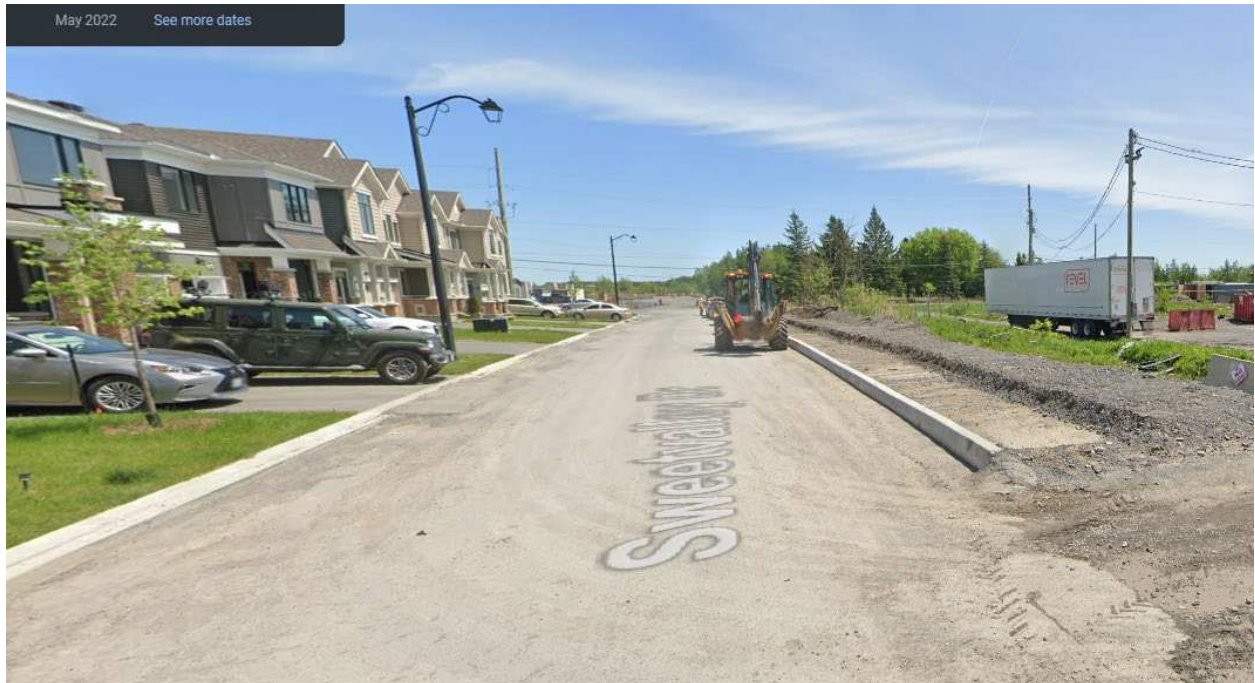


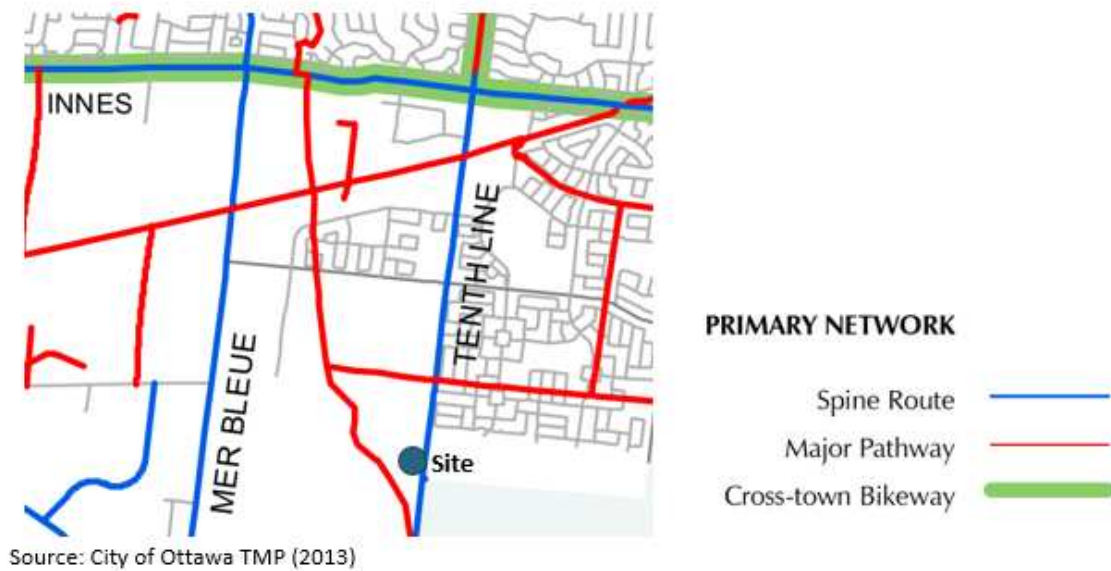
Figure 5 illustrates the existing pedestrian and cycling facilities in the vicinity of the development, as documented by geoOttawa.

Tenth Line Road is designated as a Spine Route in the 2013 TMP, as shown in **Figure 6**. A spine route forms part of a system linking the commercial, employment, institutional, residential and educational nodes throughout the City of Ottawa.

Figure 5: Cycling Network



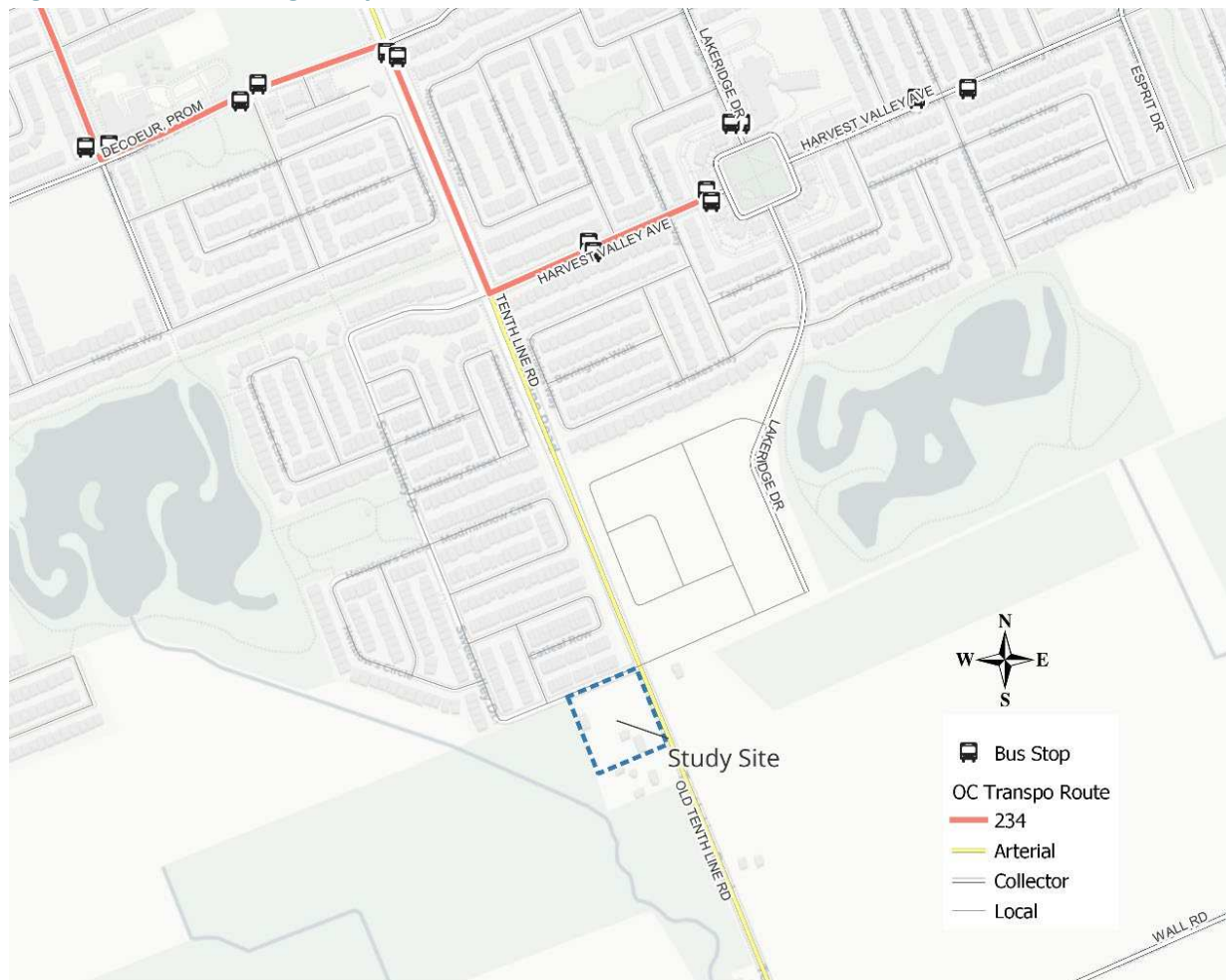
Figure 6: Cycling Spine Routes



2.1.2.5 Transit

There are currently no transit routes serving the study site. The nearest transit route is Route 234 which provides weekday peak period service between Blair Station and Lakeridge Drive and operates on a 30-minute headway. The nearest bus stops providing access to the route are located on Harvest Valley Avenue. **Figure 7** shows the OC Transpo route maps.

Figure 7: Transit Serving Study Site



2.1.2.6 Traffic Management Measures

Sweet Valley Drive currently features traffic calming measures that include both curb bump outs and centreline flex stakes. The curb bump outs are designed to narrow the roadway and slow traffic by providing a visual cue for drivers to reduce their speed. The flex stakes, on the other hand, are yellow signs that are placed in the center of the roadway to create a visual narrowing effect, which can also encourage drivers to slow down.

2.1.2.7 Existing Peak Hour Travel Demands by Mode

Existing traffic volumes are based on a combination of turning movement counts undertaken by the City of Ottawa. **Table 1** summarizes the traffic counts used for this study. Vehicle, pedestrian and cyclist volumes were collected. Full turning movement counts can be found in **Appendix A**.

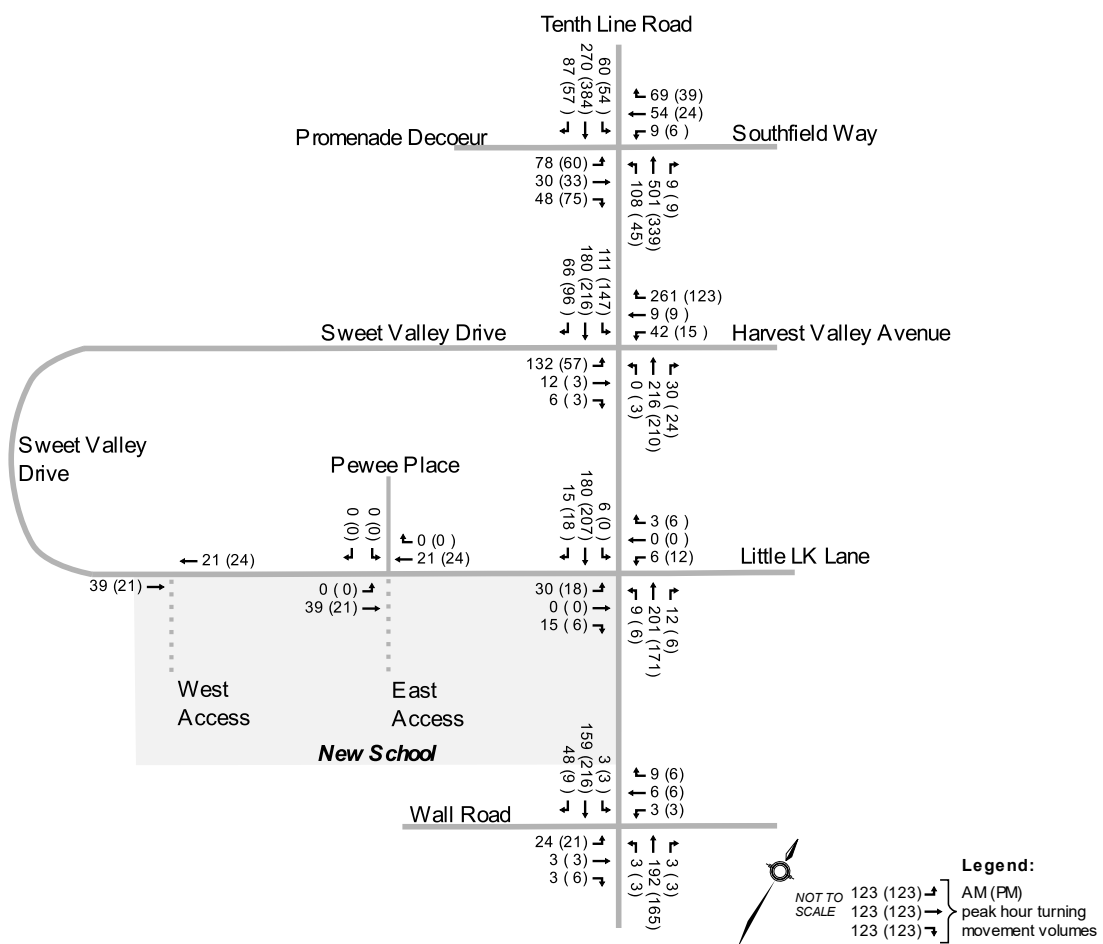
Table 1: Traffic Counts

Intersection	Date	Source
Sweet Valley Drive / Harvest Valley Avenue and Tenth Line Road	February 7, 2023	City of Ottawa
Sweet Valley Drive and Tenth Line Road	February 7, 2023	City of Ottawa
Tenth Line Road and Wall Road	February 7, 2023	City of Ottawa
Promenade Decoeur Drive / Southfield Way and Tenth Line Road	February 7, 2023	City of Ottawa

The school day is anticipated to start at 8:25 AM, and classes will end at 3:10 PM, therefore the time periods used within this study are the weekday AM commuter hour and the PM (2:45 PM to 3:45 PM) school peak hours, which align with the school bell times, and will govern the traffic capacity analysis.

Figure 8 illustrates the existing study area traffic volumes. No adjustments or balancing has been made to the vehicle volumes.

Figure 8: Existing Traffic Volumes



Volumes for pedestrian and cyclists at the study area intersections are shown in **Table 2** and **Table 3** respectively.

Table 2: Pedestrian Volumes – AM (PM) Peak Hour

Intersection / Direction	North Leg	East Leg	South Leg	West Leg
Promenade Decoeur Drive / Southfield Way and Tenth Line Road	1 (2)	7 (13)	1 (3)	7 (3)
Sweet Valley Drive / Harvest Valley Avenue and Tenth Line Road	4 (1)	7 (3)	3 (2)	4 (6)
Sweet Valley Drive and Tenth Line Road	0 (0)	0 (0)	1 (0)	0 (2)
Tenth Line Road and Wall Road	0 (0)	0 (0)	0 (0)	0 (0)

Table 3: Cyclist Volumes – AM (PM) Peak Hour In February

Intersection / Direction	North Leg	East Leg	South Leg	West Leg
Promenade Decoeur Drive / Southfield Way and Tenth Line Road	0 (0)	0 (0)	0 (0)	0 (0)
Sweet Valley Drive / Harvest Valley Avenue and Tenth Line Road	0 (0)	0 (0)	0 (0)	0 (0)
Sweet Valley Drive and Tenth Line Road	0 (0)	0 (0)	0 (0)	0 (0)
Tenth Line Road and Wall Road	0 (0)	0 (0)	0 (0)	0 (0)

2.1.2.8

Collision History

A review of historical collision data has been conducted for the road network surrounding the proposed development. **Table 4** illustrates the location and number of collisions in the study area between 2016 and 2020 at the study area intersections. **Table 5** illustrates the location and number of collisions in the study area between 2016 and 2020 at midblock locations. The number of collisions indicated in these tables is based on the location grouping, using City of Ottawa data.

There are generally between 5 and 30 collisions per year at major city intersections. The majority of these collisions are rear-end collisions and most resulted in property damage only. The 2020 Ottawa Road Safety Report indicates that none of the study area intersections are within the top 10 intersection collision areas. The intersection (location) with the highest number of collisions within the study area is the signalized intersection of Promenade Decoeur / Southfield Way and Tenth Line Road with 12 collisions recorded over the five-year period, equating to an average of 2.4 collisions per year.

The TIA Guidelines require a safety review if at least six collisions for any one movement or of a discernible pattern, over a five-year period have occurred. There are two intersections, at which, six or more collisions occurred over the five-year period from 2016 to 2020. **Table 4** provides a breakdown of the collision impact types at each of these intersection locations. No discernible pattern was observed.

Table 4: Intersection Collision Impact Types from 2016 to 2020

Collision Location	Angle	Turning Movement	SMV Other	Rear End	Sideswipe	Total Collisions
Decoeur Dr/Southfield Way & Tenth Line Rd	2	4	2	3	1	12
Harvest Valley Ave/Sweet Valley Dr & Tenth Line Rd	1	2	1	2	-	6

Table 5 provides a breakdown of the collision impact types occurring at midblock locations with a frequency of two or more collisions. For the midblock locations, the collisions occurred at varying times of year, during both dry and wet, dark and daylight conditions. No other discernible pattern was observed.

Table 5: Midblock Collision Impact Types from 2016 to 2020

Collision Location	Approaching	Turning	SMV Other	Rear End	Total Collisions
Tenth Line Rd Between Harvest Valley Ave & Southfield Way	1	-	-	-	1
Tenth Line Rd Between Harvest Valley Ave & Wall Rd	-	1	3	2	6

2.1.3

Planned Conditions

2.1.3.1

Road Network Modifications

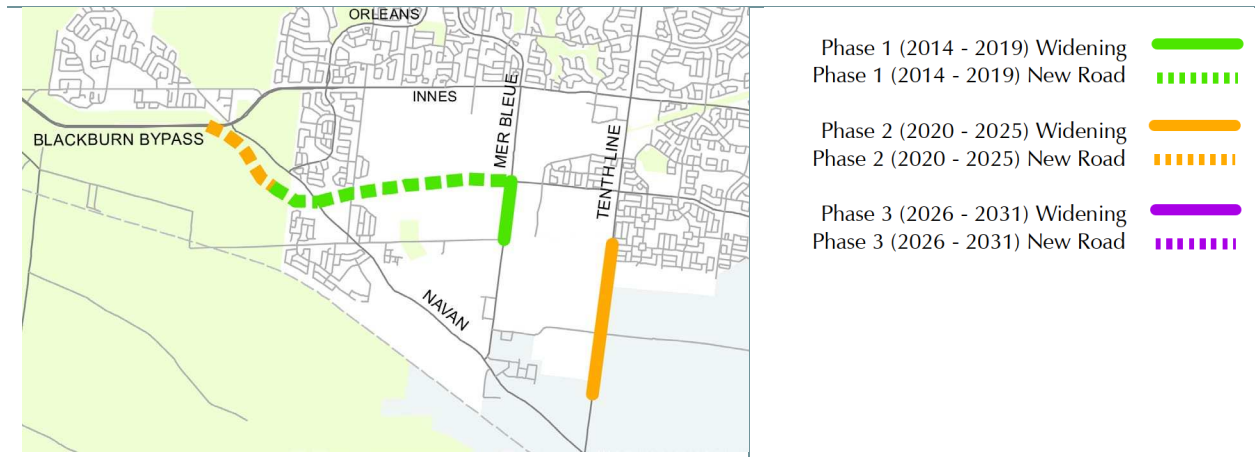
The area in the vicinity of the new school is currently under development, with Mer-Bleue Phase 1 developing to the south and west, the Summerside West Phases 5 and 6 to the northwest, and Minto Vista (formerly Avalon Isgar) developing to the east.

The 2019 City-Wide Development Charges Background Study identifies the future road modifications:

- **Blackburn Hamlet Bypass Extension** – The timing of construction for the first and second sections have been modified to 2020-2024 and 2025-2029, respectively.
- **Tenth Line Road** – Planned widening in post 2031.
- **Mer Bleue Road** – Planned widening was implemented with the exception of the southernmost section passing through the Renaud Road intersection. The planned widening of this section has been revised to 2020-2024.

Figure 9 illustrates the planned changes to the arterial road network projects in the area, based on the TMP's 2031 Affordable Plan.

Figure 9: 2031 Affordable Road Network

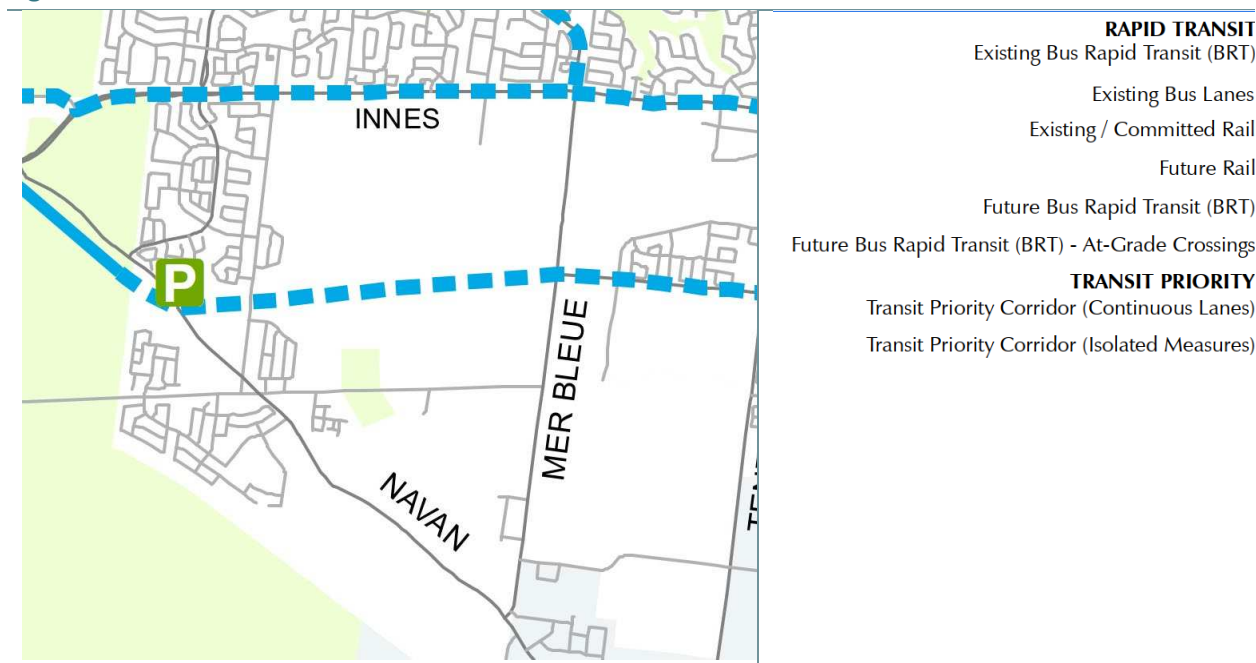


Source: City of Ottawa 2013 TMP, 2031 Affordable Road Network

2.1.3.2 Transit Network Modifications

The City’s TMP includes the implementation of isolated Transit Priority Corridor measures along Brian Coburn Boulevard, based on the 2031 Affordable Transit Network. **Figure 10** shows the 2031 planned affordable transit network. The Blackburn Hamlet Bypass Extension project plans for continuous bus lanes along the Blackburn Hamlet Bypass and isolated transit priority measures along Brian Coburn Boulevard.

Figure 10: Planned Transit Network



2.1.3.3

Walking and Cycling

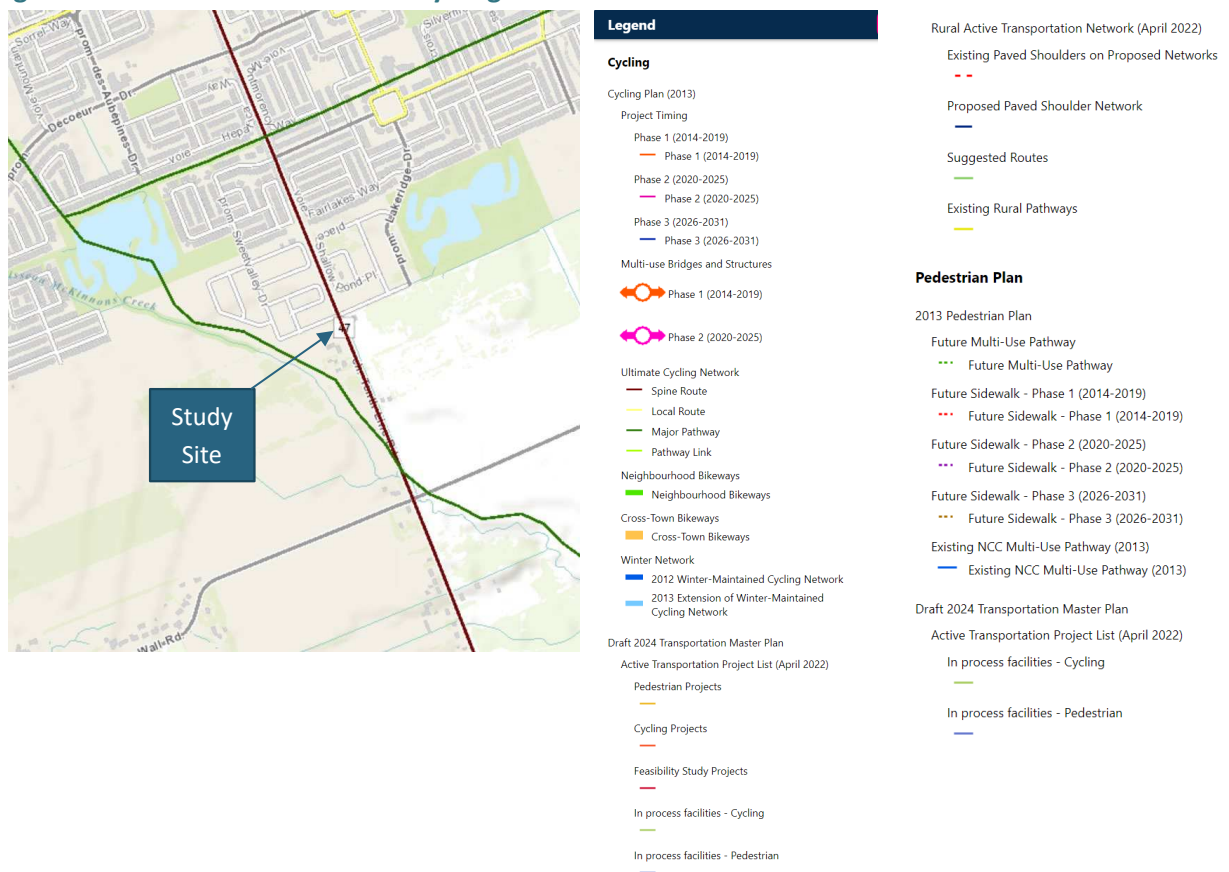
The 2017 Mer-Bleue Expansion Master Transportation Study (MTS) details proposed active transportation facilities within the Mer-Bleue Phase 1 area. These include:

- Cycle tracks and concrete sidewalks on both sides of Wall Road (realigned section to the north), Jerome Jodoin Drive and Street 1
- Multi-use pathway (MUP) on the north side of Wall Road

The MTS indicates that paved shoulders will also be provided along Tenth Line Road prior to full buildout. Ultimately, exclusive bicycle facilities and concrete sidewalks will be provided along both sides of Tenth Line Road.

Figure 11 illustrates the planned walking and cycling facilities. The planned recreational pathway can be seen on this figure, adjacent to McKinnon’s Creek and along the north edge of the Mer Bleue Expansion area.

Figure 11: Planned Pedestrian and Cycling Network

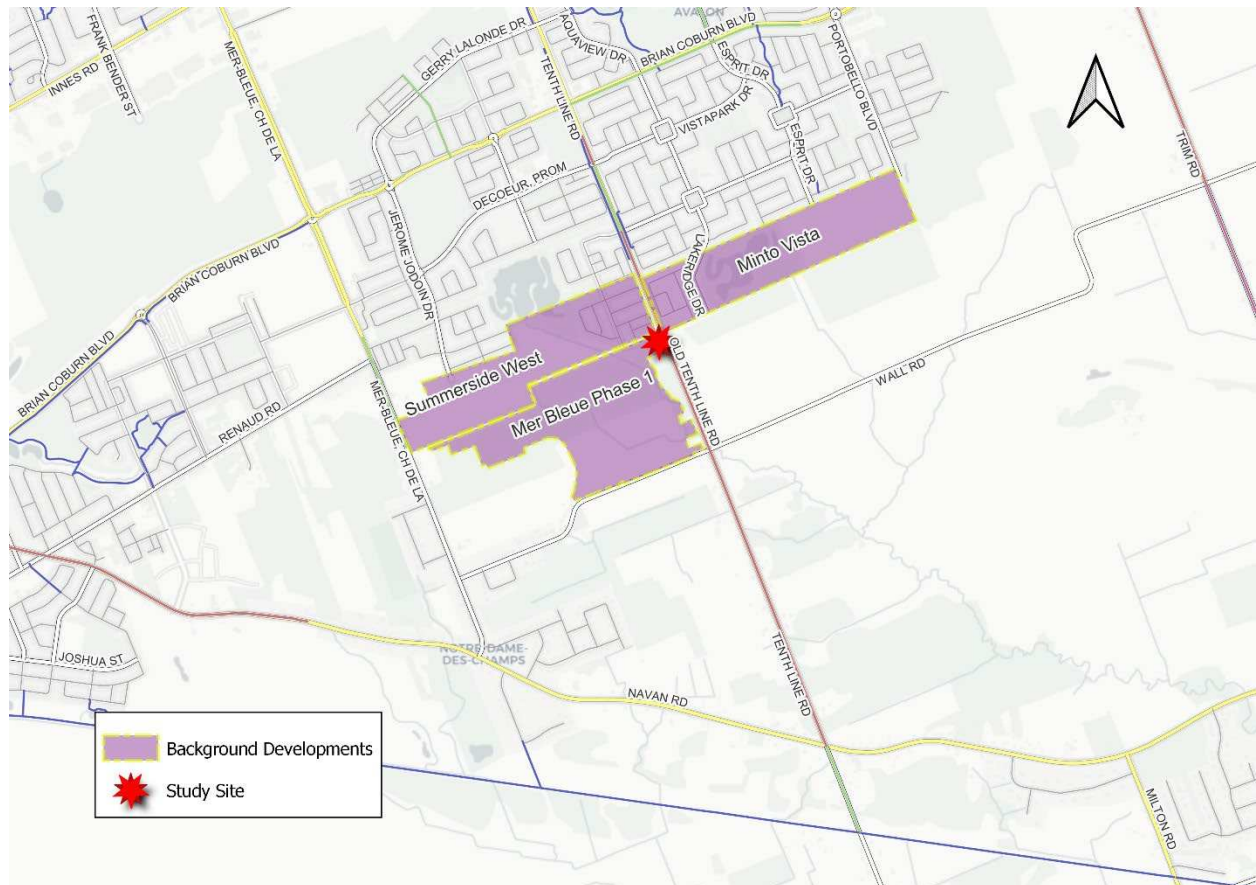


Source: geoOttawa, accessed February 12, 2023

2.1.3.4 Future Background Developments

The City of Ottawa’s development applications search tool was used to identify other developments within the study area that could impact study area intersections within the study horizon year. This was cross-referenced with the Mer-Blue Phase 1 TIA, submitted by IBI in 2021. **Figure 12** illustrates the background developments referenced in the Mer-Blue Phase 1 TIA, overlaid on top of satellite imagery. Note that the ‘Proposed School Site’ shown in the figure is located in the northeast corner of the Mer Blue subdivision and was previously planned to develop as residential use.

Figure 12: Background Developments in Study Area



Based on a review of current housing construction and occupancy, the background developments listed in **Table 6** have been considered. It is noted that Summerside West to the north of the school site and east of the McKinnon’s Creek (Phase 4) is completed and occupied, the lands to the west of the McKinnon’s Creek (Phased 5 and 6) have not yet started construction. Minto Vista has initiated construction on the portion of lands to the west of the stormwater management pond, lands to the east of the pond have not initiated. There is no housing construction on the Mer Blue Phase 1 lands, which mainly lay to the west of McKinnon’s Creek with exception of the subject school site.

Table 6: Background Developments

Development	Land Use	Size	% Occupied	Targeted Build-Out
Summerside West – Phases 5 and 6	Single Family Residential	302 units	0%	2025
	Townhomes	191 units		
Minto Vista (formerly Avalon Isgar)	Single Family Residential	283 units	0%	2025
	Townhomes	356 units		
Mer-Bleue Phase 1	Single Family Residential	274 units	0%	2025
	Townhomes	370 units		
	Commercial	2,100 m ²		

Sources:

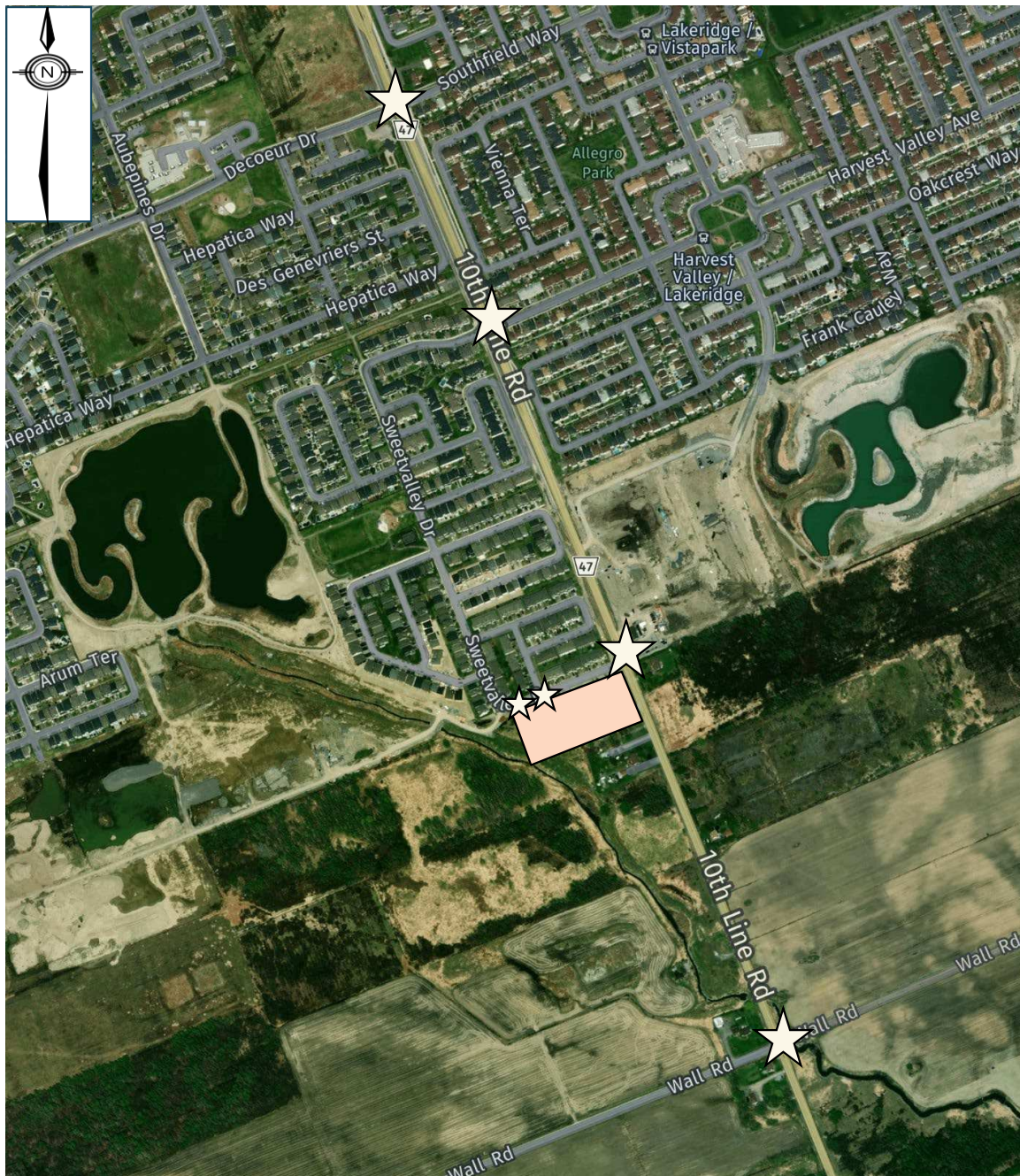
- Mer-Bleue Phase 1 TIA, 2021
- Summerside West Phase 4-6 City Comment Response Memo, 2018
- Summerside West Phase 4-6 Strategy Report, 2018
- Minto Avalon Isgar – TIA Update and Screening
- Updated Planning Rationale – Avalon Vista (Isgar) Stages West and East, 2021

2.2 Study Parameters

2.2.1 Study Area

Figure 13 illustrates the proposed study area and study area intersections. The current school parcel is shown in light pink. The white stars denote intersections and site accesses to be included within the analysis.

Figure 13: Study Area and Study Area Intersections



Background image source: HERE Wego, accessed February 9, 2023.

2.2.2 Time Periods

The school day is anticipated to start at 8:25 AM, and classes will end at 3:10 PM, therefore the time periods used within this study are the weekday AM commuter hour and the PM (2:45 PM to 3:45 PM) school peak hours, which align with the school bell times, and will govern the traffic capacity analysis.

2.2.3 Horizon Years

The new school is estimated to be complete by 2024 occupancy is expected in 2025. The analysis will assess transportation for the 2025 horizon year, and the 2030 horizon year (+5 years after build-out).

2.3 Exemptions Review

Table 7 presents the exemptions review table from the City of Ottawa’s 2017 Transportation Impact Assessment Guidelines. The exemptions were rationalized as follows:

Table 7: Exemptions Review

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

3.0 Forecasting

3.1 Development-Generated Travel Demand

Traffic volumes within the study area will consist of trips generated by staff and students at the proposed new elementary school and daycare center, and trips generated by background developments.

3.1.1 Trip Generation and Mode Shares

Peak hour person trips can be determined by using either the appropriate land-use codes from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th edition or by using a first principles approach. To compare the results, both approaches were used to calculate the trips in this study. The TRANS *Trip Generation Manual Summary Report (2020)* was used in both cases to determine school mode shares specific to the City of Ottawa, as recommended by the City's TIA Guidelines (2017). The applicable tables used from the TRANS *Trip Generation Manual* can be found in **Appendix B**.

3.1.1.1 ITE Trip Rates

Mode shares for the school trips were determined using the TRANS *Trip Generation Manual Summary Report*. An auto passenger mode share of 100% was assumed for daycare students, with no reductions made due to possible trip synergy between daycare and elementary school students. **Table 8** summarizes the person trip generation rates used for the school and daycare center, and the resulting peak hour person trips. In accordance with City of Ottawa TIA Guidelines, a 1.28 factor was applied to the vehicle trips, in order to determine person trips for the land uses.

Table 8: ITE Calculated Peak Hour Person???Trips

Land Use Code/Land Use	Source	New Students	ITE Trip-Rate (Peak Hour)		Peak Hour Person Trips	
			AM	PM	AM	PM
520: Elementary School	ITE	596	0.75	0.45	447	268
565: Day Care Center	ITE	49	0.79	0.81	39	39

The AM and PM peak hour person trips were multiplied by the appropriate mode share and directional splits to determine total site generated trips during the AM and PM peak hours to/from the site, as shown in **Table 9** and **Table 10**.

Table 9: Elementary School Peak Hour Person Trips

LUC 520 – Elementary School	Mode Share		Peak Hour Trips		Directional Split		AM Peak Hour			PM Peak Hour		
	AM	PM	AM	PM	AM IN %	PM IN %	Total	In	Out	Total	In	Out
Auto Passenger	22%	22%	126	76	54%	46%	126	68	58	76	35	41
School Bus	48%	48%	275	165			274	148	126	165	76	89
Transit	6%	6%	34	21			35	19	16	20	9	11
Walking	20%	20%	114	69			115	62	53	69	32	37
Biking	2%	2%	11	7			11	6	5	7	3	4
Other	2%	2%	11	7			11	6	5	7	3	4
Total	100%	100%	572	343	Total Trips		572	309	263	344	158	186

*note that slight variations in trips are due to rounding

Table 10: Day Care Peak Hour Auto Trips

LUC 525 – Day Care	Mode Share		Peak Hour Trips		Directional Split		AM Peak Hour			PM Peak Hour		
	AM	PM	AM	PM	AM IN	PM IN	Total	In	Out	Total	In	Out
Auto Passenger	100%	100%	39	39	53%	47%	39	20	19	39	19	20

The total site generated vehicle trips are presented in **Table 11**. It is anticipated that four (4) school buses will be provided to accommodate students. A typical school bus can carry up to 72 elementary students, assuming three students per seat.

Table 11: Total ITE Site Generated Vehicle Trips

	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
Auto trips	68	58	35	41
School bus trips	4	4	4	4
TOTAL	93	81	58	66

3.1.1.2**First Principles Trip Rates**

To predict the number of trips that will be generated by the school site, a first principles approach was also employed. The analysis took into consideration the unique characteristics of the site, such as the presence of a daycare facility and the eligibility requirements for school bus service set by the school board.

The total number of staff members and students expected at full occupancy was used as a basis for the analysis, with 48 staff members and 596 students projected to occupy the school, when all of the future portables are considered. In addition, the daycare facility is proposed to accommodate 24 preschoolers, 15 toddlers, and 10 infants.

The analysis also considered the modal split, which refers to the distribution of trips by different modes of transportation, such as walking, cycling, driving, or public transportation. To determine the modal split, the study site's location, accessibility, and other site-specific factors were taken into account.

The following is a list of the steps that were taken to conduct the first principles calculations:

1. The first step in the first principles calculations was to determine the modal share for an elementary school, as presented in the 2020 TRANS Trip Generation Manual and shown in **Table 11**. To reflect the higher number of students residing within close proximity to the school, the TRANS trip rates were modified accordingly, as shown in **Table 13**, based on the surrounding development density.

Given that the study site is situated in a primarily residential area and is conveniently located within walking or biking distance for many students and staff members, it was assumed that a higher number of individuals would use active modes of transportation such as walking or biking to reach the school. Conversely, a lower number of individuals were expected to travel by car as passengers.

Table 12: Elementary School Transportation Mode Share - TRANS Trip Generation Manual, 2020

School Type	Mode Share					
	Auto Passenger	School Bus	Transit	Walk	Bike	Other
Elementary	22%	48%	6%	20%	2%	2%

Table 13: Elementary School Transportation Mode Share - Revised Split for Avalon Community

School Type	Mode Share					
	Auto Passenger	School Bus	Transit	Walk	Bike	Other
Elementary	15%	54%	0%	24%	5%	2%

2. The second step of the first principles calculations involved estimating the number of person trips to the school. The school is anticipated to cater to a maximum of 596 students and 48 staff members, resulting in a total of 644 person trips to the school per day. However, it was assumed that 14% of the student population, or approximately 84 students, will participate in a before and after school care program, which operates from 7:00 AM to 6:00 PM. Furthermore, it was estimated that 5% of the students would be absent on any given day, resulting in a total of 487 students arriving and leaving the school during the peak morning and afternoon periods on a daily basis. It was also anticipated that 100% of the 48 staff members would be present.

AM Peak Hour - Student Trips

- To estimate the number of auto passenger trips that the study site will generate, the revised TRANS rates were used. Based on these rates, it was projected that the site will generate 73 auto passenger trips.

To determine how many cars will arrive at the site, Canada census data was referenced, which indicates that 44% of households have one child, while 56% of households have two or more children. It was assumed that one automobile would carry 1.3 students. Based on these assumptions, it was estimated that approximately 56 automobiles will arrive at the study site, carrying a total of 73 students.

- It was assumed that the mode share for school buses was 54%, based on the numbers in **Table 13**. It was projected that the school will generate 263 student trips by bus, with an average of 66 students per bus. To meet this mode share threshold, four school buses will be required.

Assuming three students per seat, a typical long school bus can carry up to 72 elementary students. Therefore, it is estimated that the four school buses will have a total capacity of 288 students. **Table 14** provides a summary of the school bus trips.

Table 14: School Bus Trips

Mode	Mode Share	# of Trips	Average # of Students per Bus	Number of Buses	Bus Capacity
School Bus	54%	263 trips	66 students	4	288 students

- Walking and cycling mode shares were based on the revised TRANS rates from **Table 13**. Based on these assumptions, the estimated number of trips were generated and is presented in **Table 15**.

Table 15: Walking and Cycling Mode Share and Trips

Mode of Transportation	Mode Share	Number of Trips
Walking	24%	117 trips
Cycling	5%	24 trips

AM Peak Hour - Staff Trips

- During the AM peak period, it was assumed that the 48 elementary school staff will generate one vehicle trip per employee. It was also assumed that 36 staff members will arrive during the peak hour, while the remaining 12 will arrive before or after the peak hour.

To be conservative, it was assumed that all employee trips are made by automobile since the proposed school is not currently served by transit. There may be some transit demand in the future, however to be conservative we have assumed all of the 48 staff trips would occur by automobile.

PM Peak Hour – Student Trips

7. The school is planned to offer after school programs. Through discussion with the school board it was determined that approximately 14% of students would be enrolled within the after school program. Therefore, it was assumed that of the 566 students in attendance, 79 students (14%) remained for after school programs. Therefore, 487 students leave the school after the bell. Assuming a similar automobile rate of 15%, it can be expected that 56 automobiles will pick up 73 students (assuming 1.3 students per vehicle) at the end of school bell.

Day Care Facility Operations

8. During the AM peak hour, it is estimated that all parent drop-off trips will arrive by car and that approximately 40% of daycare drop-offs will overlap with the school peak hour, with 19 out of 49 drop-offs expected to be made during the school peak hour. However, no trips to or from the childcare facility are expected during the PM peak hour of the school (bell time). Drop-offs and pick-ups at the daycare facility are likely to occur within a two-hour window, as they are based on parent schedules and tend to coincide with peak commuter hours. A typical pickup or drop-off will occur over a 10-15 minute period.

The staff members of the daycare facility are expected to arrive before the school's peak hour and depart after the afternoon peak hour, which will help to alleviate congestion during these busy periods.

Table 16 provides a summary of the person trip generation for the school, calculated using the first principles approach. The first principles approach was deemed more appropriate for this study due to its consideration of site-specific factors and more accurate representation of anticipated site operation.

Accordingly, the first principles approach was used throughout this report to estimate the number of trips generated by the school. This approach considers the specific characteristics of the proposed school, such as the presence of a daycare facility and the eligibility requirements for school bus service planned by the school board. Overall, using the first principles approach to calculate trip generation yields a more accurate representation of the site's transportation demands.

Table 16: Trip Generation – Persons Trips

Location / Activity	AM Peak Hour of Roadway Traffic			PM Peak Hour of School (2:45 – 3:45 PM)		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Staff Parking Lot						
School Staff parking (vehicles)	36	0	36	0	0	0
Childcare drop-off/pick-up (vehicles)	19	19	38	0	0	0
On-Street Lay-bys						
School bus trips (students)	263	0	263	0	263	263
School bus trips (buses)	4	4	8	4	4	8

Location / Activity	AM Peak Hour of Roadway Traffic			PM Peak Hour of School (2:45 – 3:45 PM)		
	Inbound	Outbound	Total	Inbound	Outbound	Total
Student drop-off/pick-up trips (15% of students)	73	0	73	0	73	73
Student drop-off/pick-up trips (vehicles)	56	56	112	56	56	112
Active Transportation¹						
Walking (assume 24% of students)	117	0	117	0	117	117
Cycling (assume 5% of students)	24	0	24	0	24	24
Total Person Trips	592	79	672	60	537	598
Total Vehicle Trips	111 autos 4 buses	75 autos 4 buses	186 autos 8 buses	56 autos 4 buses	56 autos 4 buses	112 autos 8 buses

3.1.2 Trip Distribution

The catchment area for the proposed elementary school has not yet been finalized. However, it is anticipated that some students will come from the existing development area to the north, which will help to relieve overcapacity at Notre Place School.

It should be noted that any student living on the east side of Tenth Line will be bused due to the bussing policy that prohibits student pedestrians from crossing major arterial roadways. The trip distribution was based on anticipated travel patterns which considers housing density and available routes. **Table 10** summarizes the trip distribution of the site generated vehicle trips.

Table 17: Cardinal Trip Direction and Network Distribution for Inbound Trips

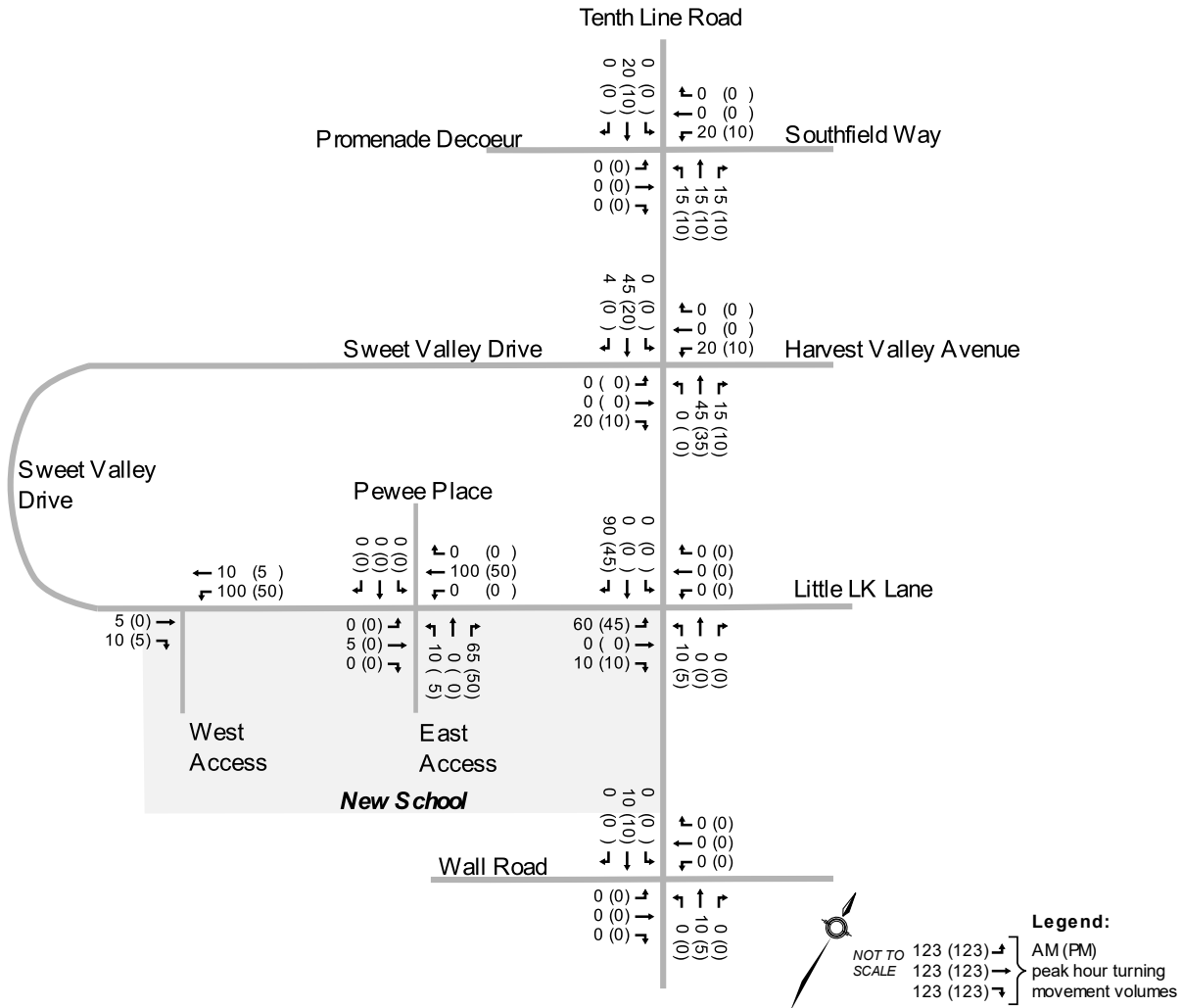
From / To	Distribution	Direct Assignment	Direct Assignment
North	90%	Tenth Line	20%
		Southfield Way	20%
		Promenade Decoeur Drive	20%
		Harvest Valley Avenue	20%
		Sweet Valley Drive (north)	10%
South	10%	Tenth Line	10%

3.1.3 Trip Assignment

Trips were assigned to the road network connecting the site with the arterial network using the distribution presented in **Table 10**. School buses will access the school from the Sweetvalley Drive at Harvest Valley Ave intersection and travel south on Sweetvalley Drive to the school, entering the on-street bus layby area. **Figure 14** illustrates assignment of the site generated traffic volumes.

¹ Walking & cycling are anticipated to very low or negligible during the PM peak hour (of adjacent roadway traffic) since the school day is long over by the afternoon rush hour. Students participating in the after-school program were assumed to be picked-up.

Figure 14: Site Generated Traffic Volumes



3.2 Background Network Travel Demand

3.2.1 Transportation Network Plans

There are no road network modifications anticipated within the 2030 horizon year.

The greenfield lands surrounding the new school are undergoing development. Mer-Bleue Phase 1 is being developed to the south and west, while the Summerside West Phases 5 and 6 are being developed to the northwest, and Minto Vista (formerly Avalon Isgar) is being developed to the east. The construction timeline for the first and second sections of the Blackburn Hamlet Bypass Extension has been updated to 2020-2024 and 2025-2029, respectively. Other road and network changes, which were discussed in Section 2.1.3.1, are not expected to occur before the study's future horizon year (2030).

3.2.2 Background Growth

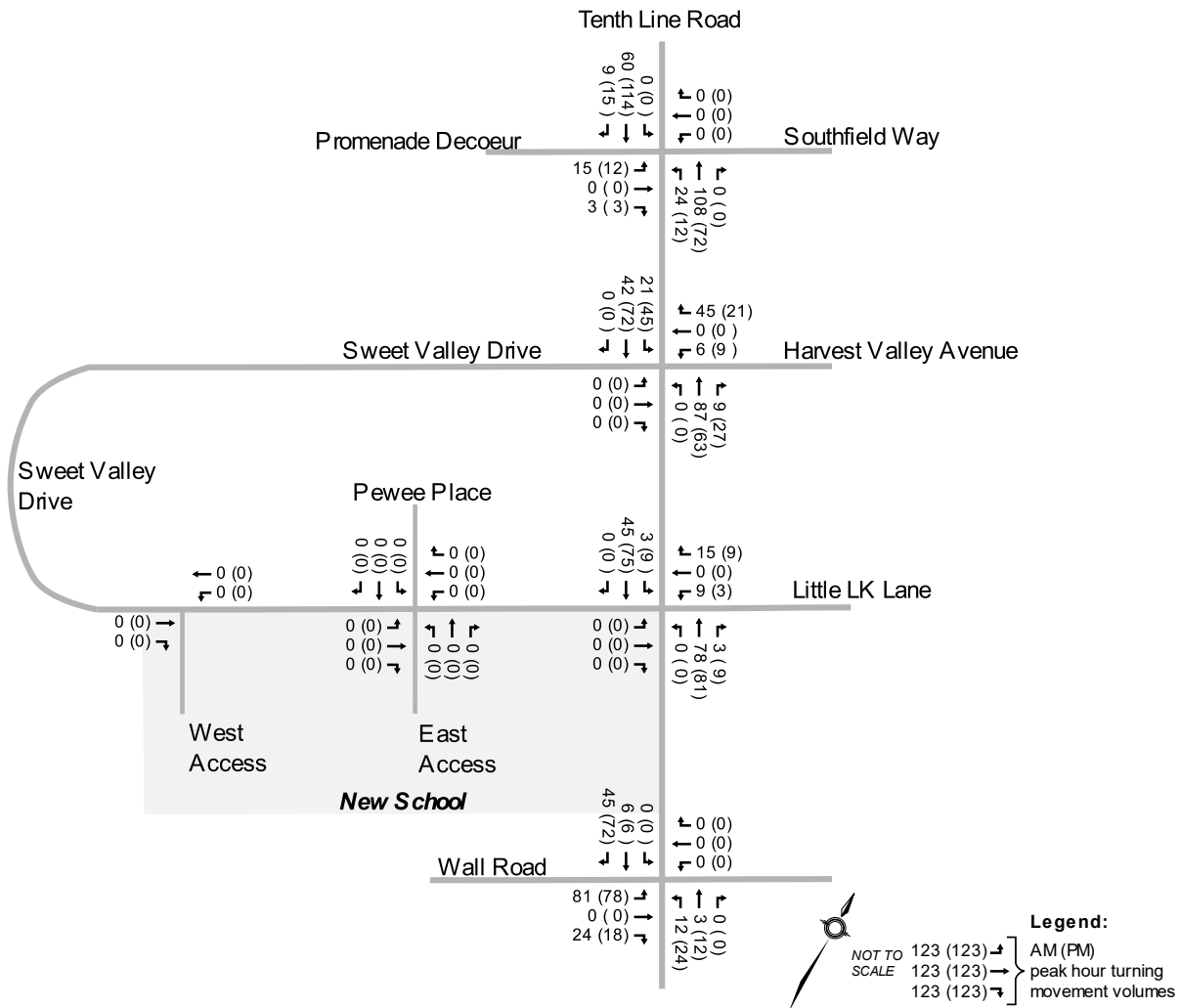
In this analysis, "background growth" refers to the traffic generated by population and employment growth in areas of the city beyond the study area and neighboring regions. A compound annual growth rate of 1% was used to calculate the background growth. This rate was applied to the existing traffic volumes to forecast future background volumes to the analysis horizon years.

3.2.3 Background Developments

There are a number of known background developments (refer to **Table 6**) that will add traffic to the study area road network. To evaluate the potential traffic impacts of these developments, vehicle trips from these developments are added to the road network. Trips attributed to the background developments were obtained directly from their respective traffic studies.

Figure 15 illustrates the estimated background development traffic volumes, it does not include the 1% background growth rate.

Figure 15: Background Development Traffic Volumes



3.2.4 Background Traffic Volumes

Figure 16 illustrates the 2025 total background traffic volumes including existing, background growth and other background development demands. **Figure 17** illustrates the 2030 total background traffic volumes.

Figure 16: 2025 Future Background Traffic Volumes

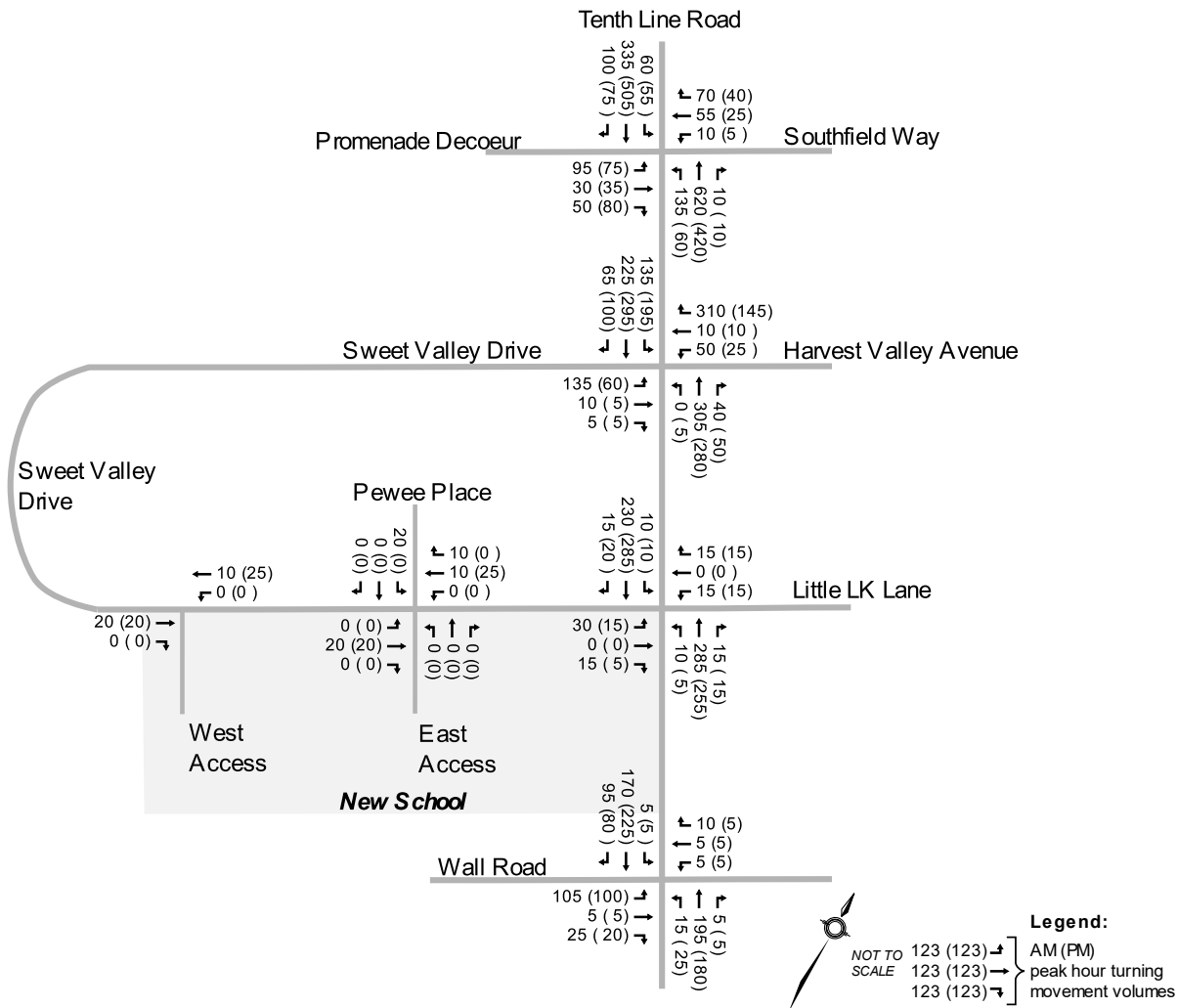
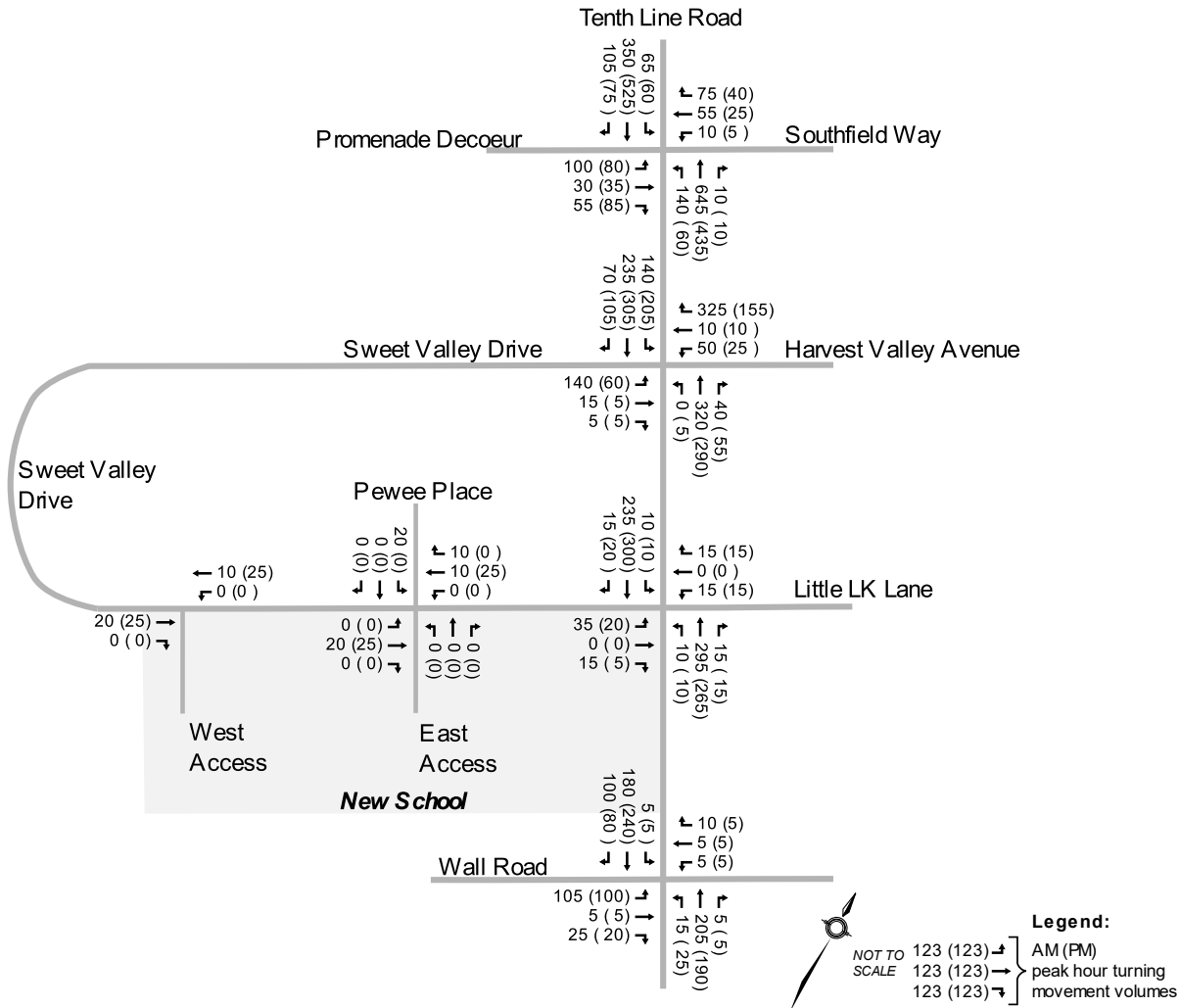


Figure 17: 2030 Future Background Traffic Volumes



3.3 Demand Rationalization

The new school is expected to generate a total of 186 AM and 112 PM peak hour auto trips and eight school bus trips. The total future traffic volumes are shown in **Figure 18** and **Figure 19**, for the 2025 and 2030 horizon years, respectively.

The total future traffic volumes appear to be within an acceptable range of the capacity of the existing lane geometry. Therefore, changes to the school or the background development traffic assignments are not anticipated to be required.

The school site will provide infrastructure to accommodate and encourage the use of sustainable transportation modes such as walking and cycling, making use of the sidewalk and MUP present on Sweet Valley Drive. Ultimately, exclusive bicycle facilities and sidewalks will be provided along both sides of Tenth Line Road and the realigned Wall Road.

Figure 18: 2025 Total Traffic Volumes

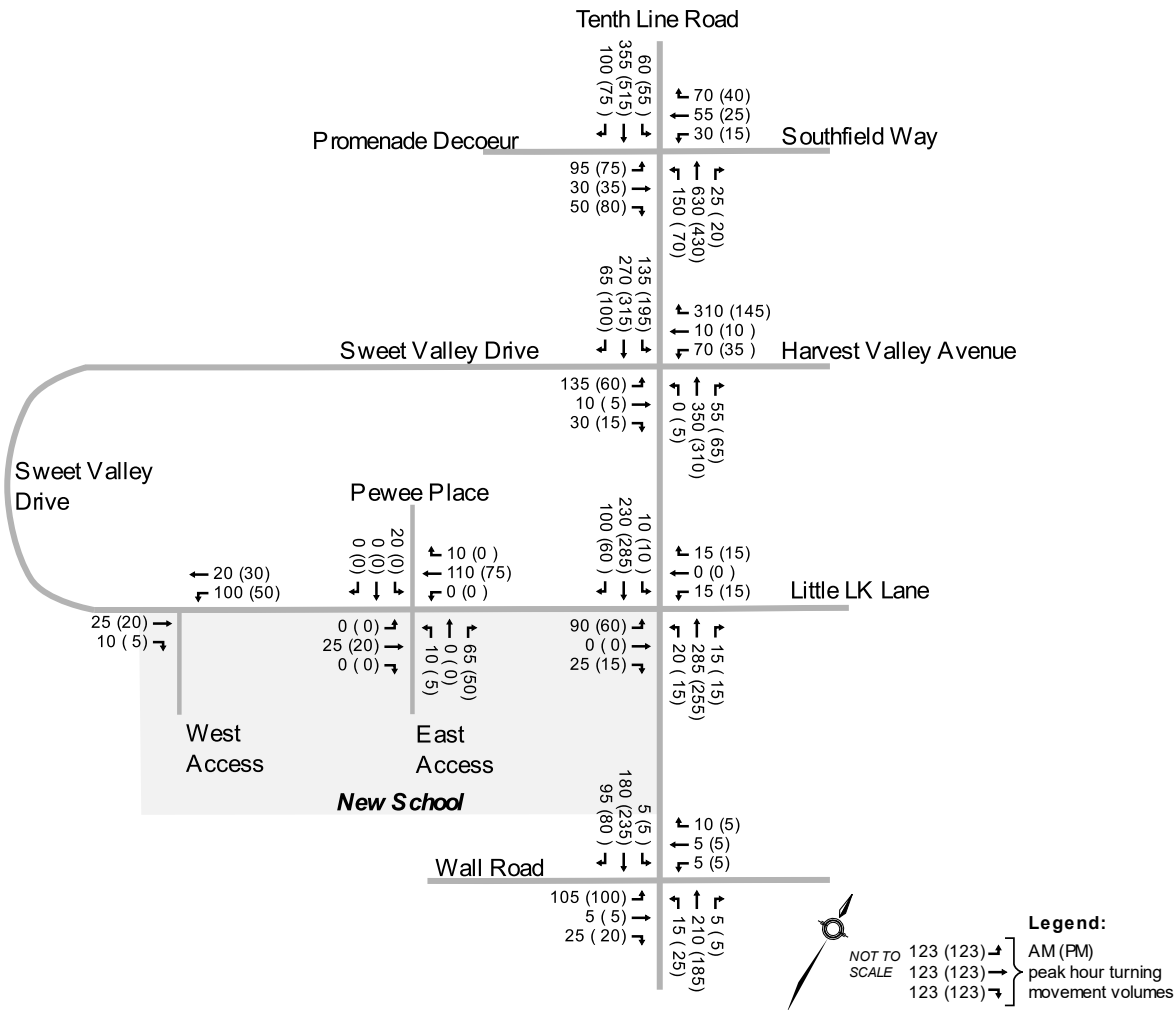
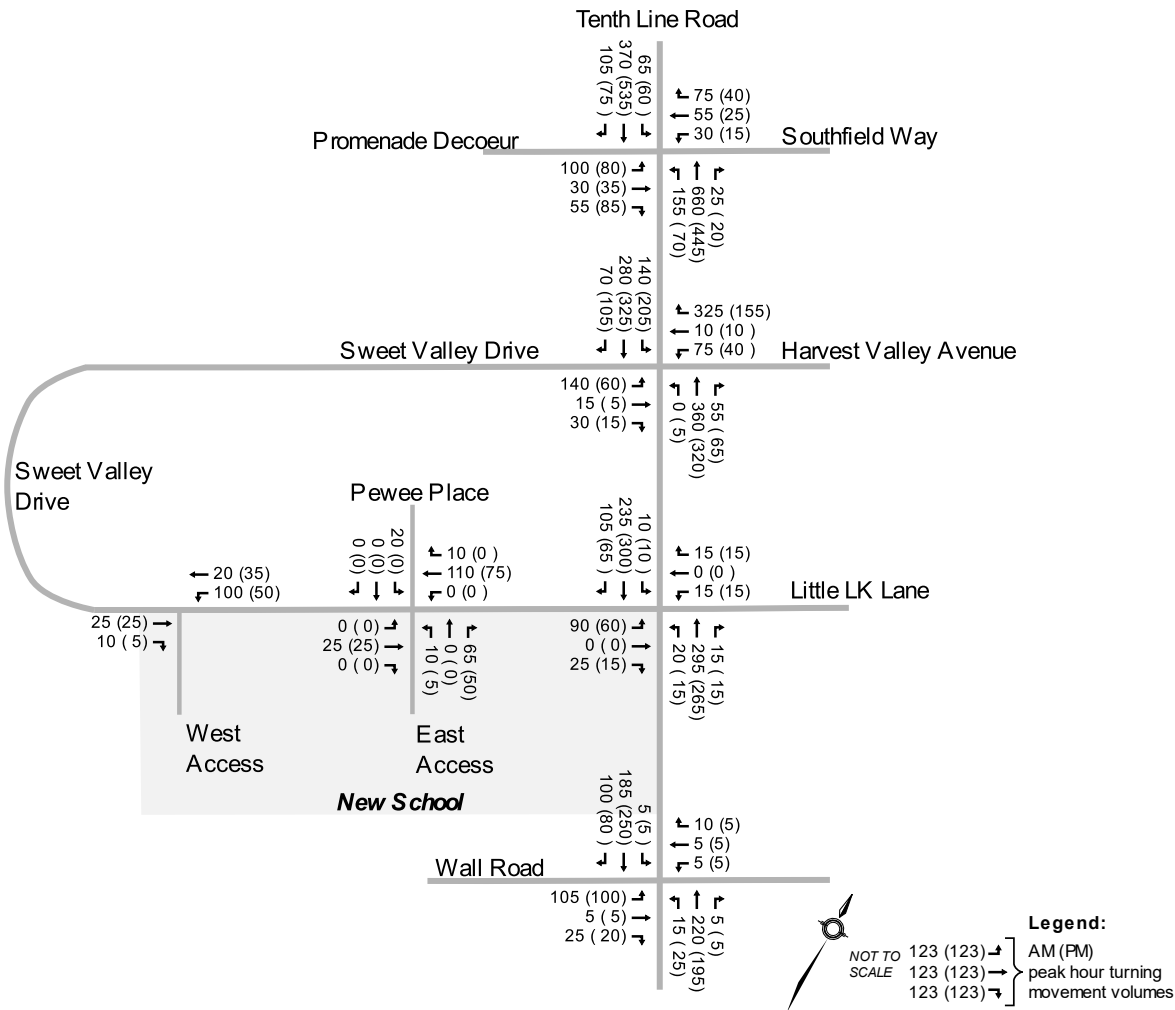


Figure 19: 2030 Total Traffic Volumes



4.0 Analysis

4.1 Development Design

4.1.1 Design for Sustainable Modes

Bicycle facilities – The proposed site plan includes six bike racks, providing 62 parking spaces located in front of the proposed school adjacent to Sweet Valley Drive, with direct and convenient paved surfaces that allow for easy access to the school from the bike parking areas.

Pedestrian access and circulation – The primary access point to the school is Sweet Valley Drive, and a multi-use pathway (MUP) is located directly in front of the school on the south side of the street. Pedestrian infrastructure surrounding the school, such as sidewalks and paved surfaces, offer direct access from the school bus lay-by to the main entrance. Additionally, the paved surfaces facilitate easy and convenient access from the staff parking lot, bicycle parking areas, childcare center, and drop-off/pick-up lay-by area to the school and childcare entrances. To improve usability, the boulevard space between the sidewalks and lay-by areas will be paved.

Transit facilities – At present, there are no transit services available to the school, and there are no OC Transpo bus stops located nearby.

4.1.2 Circulation and Access

An on-street school bus lay-by is situated on Sweet Valley Drive and a drop-off/pick-up lay-by is situated in the parking lot. The school will have two driveways to Sweet Valley Drive. The eastern driveway is intended to provide two-way traffic flow while the western access provides inbound movements only. The parking lot accesses are intended for staff parking and childcare drop-off/pick-up. The staff parking lot also contains the waste bins.

School bus lay-by – The school bus lay-by is designed to provide approximately 103 metres of storage space, which can accommodate up to eight full-sized school buses simultaneously. According to the school board, they anticipate requiring only four school buses when the school is operating at full capacity. Assuming all buses are full-sized and present at the same time, the lay-by is expected to meet future school bus demands. Any surplus storage space in the lay-by not utilized by the school buses can be allocated for parent drop-off/pick-up activities.

Parent drop-off/pick-up lay-by – There is a parent drop-off/pick-up lay-by is situated within the parking lot. The designated parking lot drop-off area has storage capacity for approximately 10 vehicles, with the potential to accommodate an additional six vehicles using any surplus space in the lay-by not used by the school buses.

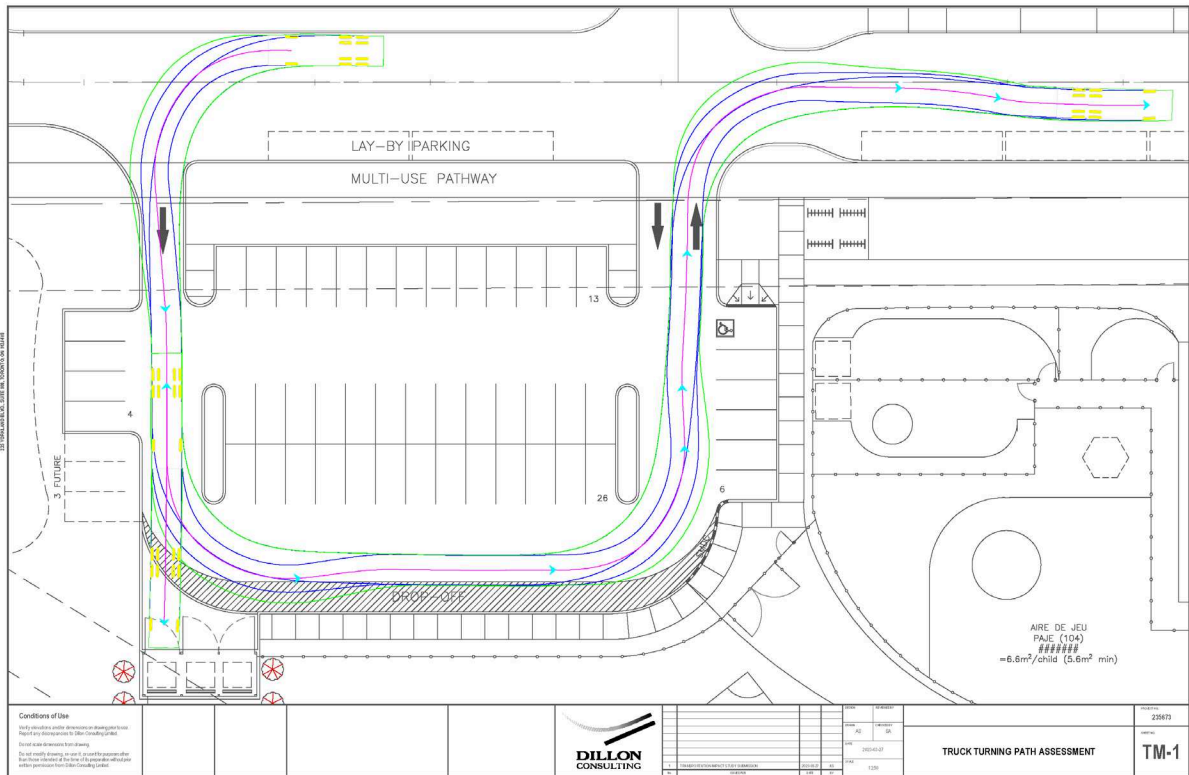
During the morning school drop-off period, up to 56 vehicles are anticipated to drop-off over a 20-minute span. This requires each drop-off space to accommodate 3.5 vehicles (56 vehicles/16 spaces) within the 20-minute period before the bell rings. Consequently, an average drop-off duration of less than 5.7 minutes (20 minutes/3.5 vehicles per space) per vehicle is necessary, which is considered feasible. Parents should be encouraged to quickly drop their children at the curb and continue their journey, rather than entering the school premises. To ensure efficient use of the lay-by and minimize traffic congestion, the school should implement a well-organized program that safely and promptly escorts children into the building. Otherwise, parents may choose to accompany their children inside, leading to reduced turnover in the lay-by area.

Following the afternoon bell, pick-ups are expected to take place within a brief 15-minute window. The forecasted after-school pick-up demand is 56 vehicles, which necessitates each lay-by space to accommodate 3.5 vehicles (56 vehicles/16 spaces) during the 15-minute period. Consequently, the average pick-up duration should not exceed approximately 4.3 minutes (15 minutes/3.5 vehicles per space) per vehicle. To optimize pick-up operations at the end of the day, the school could consider staggering the release times for different groups of students, such as releasing school bus students a few minutes ahead of other students. This would allow the buses to clear the lay-by and provide additional short-term parking space for parent pick-ups. Additionally, short-term parking is available on Sweet Valley Drive, Pewee Place, and Catleaf Row that can serve as auxiliary after-school short-term parking areas for parents picking up their children, if required.

Waste collection – The staff parking lot will be clearly demarcated with painted lines to indicate parking spaces and end aisles. This layout will facilitate waste collection vehicles' maneuverability through the parking lot during off-peak hours, such as weekends or after the school day has concluded.

Figure 20 illustrates the waste collection truck's ability to maneuver in and out of the site without constraints, as determined through vehicle swept path analysis.

Figure 20: Waste Collection Circulation



Childcare drop-off/pick-up area – The childcare drop-off/pick-up area is situated within the staff parking lot, with a designated 55-metre zone for drop-off and pick-up activity. This area can accommodate approximately ten vehicles simultaneously. Up to 19 drop-offs/pick-ups may need to occur within an hour, requiring each parking space to accommodate 1.9 vehicles per hour (19/10). Consequently, drop-offs/pick-ups should be completed in less than approximately 31.6 minutes (60/1.9) per vehicle to ensure efficient use of the designated area. Based on these calculations, the childcare drop-off/pick-up area provides sufficient short-term parking storage for the anticipated demand.

4.2 Parking

4.2.1 Parking Supply

Automobile Parking – According to the City of Ottawa Zoning By-law 2008-250 (Sections 101 and 102), the minimum parking space rate is 1.5 parking spaces per classroom, and one parking space per 50 square metres of childcare space. Initially, the school will have 18 classrooms, with the potential to add up to 8 portables in the future. Consequently, 27 parking spaces (18 x 1.5) are required for the school without portables, and 39 parking spaces ((18+8) x 1.5) may be required if the school reaches its maximum capacity with portables. Additionally, the site plan must account for one accessible parking space, bringing the total parking requirement to 40 spaces if the school reaches its maximum capacity.

Furthermore, the daycare facility, with a GFA of 302.6 square metres, requires an additional 7 parking spaces. The site plan indicates that 49 parking spaces will be provided at build-out, which meets the zoning by-law requirements.

Bicycle Parking – As per City of Ottawa Zoning By-law 2016-249 (Section 111), the minimum bicycle parking rate is one bicycle parking space per 100 m² of gross floor area. Therefore, 33 bicycle parking spaces are required (3,354.8 sq. m gross school floor area x 1 bicycle parking space / 100 sq. m = 34 bicycle parking spaces), the site plan provides 62 spaces with bicycle parking racks. Therefore, the site plan meets the zoning by-law requirements.

4.3 Boundary Street Design

4.3.1 Mobility

The Multi-Modal Level of Service (MMLOS) is a performance measure that evaluates the quality and accessibility of transportation facilities for all modes of travel, including walking, cycling, public transit, and automobiles. In this traffic impact assessment, the MMLOS was evaluated for Sweet Valley Drive and Tenth Line to develop a concept that maximizes the achievement of the MMLOS objectives and promotes a safe and efficient transportation environment around the new elementary school.

Since the development is within 300 metres of a school (the site itself), it is subject to MMLOS targets of the school policy area. These targets aim to improve pedestrian and cyclist safety and promote active transportation in the vicinity of the school. Note that there are no targets for trucks on a collector roadway within the school policy area. Similarly, there are no targets for auto traffic between intersections, as the focus is on signalized intersections (there are targets for auto traffic at signalized intersections only, there are no signalized intersections within proximity of the site).

Table 18 presents the MMLOS conditions for roadway segments adjacent to the school on Sweet Valley Drive and Tenth Line. This MMLOS analysis is based on the planned conditions of the roadways once the school is constructed. The planned infrastructure includes a MUP adjacent to the parking lay-by and sidewalks on the south side of Sweet Valley Drive. Tenth Line is not provided with sidewalks on either side of the roadway. Sweet Valley Drive has a posted speed limit of 40 km/h, and the posted speed limit on Tenth Line is 60 km/h.

The analysis shows that all MMLOS targets are met for Sweet Valley Drive for pedestrian, cycling, and transit LOS. Tenth Line fell below the MMLOS targets for pedestrian facilities and cycling facilities.

Table 18: MMLOS Conditions - Segments

Travel Mode	Criteria	Target	Tenth Line Arterial Road (26 D)	Sweet Valley Drive Local Road	
Pedestrian LOS	Sidewalk width Boulevard width AADT < 3000	A	0 metres 0 metres No (assume 14x multiplier for AM peak hour volumes)	2 metres 0 metres No (assume 14x multiplier for AM peak hour volumes)	
	On-Street Parking Operating Speed Level of Service		No 50-60 km/h F	Yes > 30 or <50 km/h A	
Cycling LOS	Type of facility Number of travel lanes/direction Operating speed Level of Service	B	Bike Lane w/o Parking 2 50-60 km/h C	Physically Separated 1 ≤ 40 km/h A	
	Type of facility Parking/driveway friction Level of Service		D	Mixed traffic Limited / Low D	Mixed traffic Limited / Low D

4.3.2 Road Safety

The design of the surrounding development incorporates the Complete Streets philosophy, prioritizing the safety and accessibility of all users. By implementing these measures, the area is expected to experience improved safety for pedestrians, cyclists, and motorists alike.

4.4 Access Intersection Design

4.4.1 Location and Design of Driveway

The site driveways are located on Sweet Valley Drive (a local street) with the west driveway providing entrance only access and the east driveway providing entrance and egressing from the school. The east site driveway is 7.0 metres wide and provides a clear throat distance of greater than 15 metres from the property line. This meets the requirements of the City of Ottawa Private Approach Bylaw (#2003-447). The driveway is located with clear sightlines, operates under low speeds, and is expected to operate safely.

4.4.2 Intersection Control

The proposed site driveway will be located on a low-volume local roadway. Local roadways are designed to primarily serve the needs of adjacent land uses and provide direct access to individual properties. Therefore, it is appropriate to implement stop-control measures (TWSC) for traffic exiting the site driveway to ensure safe and efficient traffic flow.

4.4.3 Access Intersection Design

Table 19 show the site access operational performance for the 2030 horizon year during the AM and PM peak periods. The results indicate that the driveway intersections are anticipated to operate at a LOS A, with negligible delay.

Table 19: Site Access Performance Measures (2030)

Intersection / Movement	AM Peak				PM Peak			
	LOS	Delay (s)	v/c	Queue	LOS	Delay (s)	v/c	Queue
West Access & Sweet Valley Drive	A	0	-	-	A	0	-	-
EB Through-Right	A	0	0.04	0	A	0	0.02	0
WB Through-Left	A	8	0.19	6	A	0	0.10	4
East Access & Sweet Valley Drive	A	7	-	-	A	8	-	-
EB Left-Through-Right	A	0	0	0	A	0	0	0
WB Left-Through-Right	A	6	0.07	0	A	7	0.04	3
NB Left-Through-Right	A	10	0.22	14	A	9	0.16	14
SB Left-Through-Right	A	12	0.04	12	A	0	0.04	0

4.5 Transportation Demand Management

Appendix E contains the TDM checklists. From the TDM checklists, some recommendations are as follows:

- Display relevant transit schedules and route maps at entrances;
- Provide links to OC Transpo and STO information on the school board website; and,
- Provide shower and lockers for staff use (these measures are provided).

The school board should also consider offering preloaded PRESTO cards to encourage commuters to use transit, or provide reimbursement of monthly transit passes for employees.

All students residing beyond a 1.6 km radius from the school or residing to the east of Tenth Line Road will be given access to school bus transportation. To promote active transportation, students will be encouraged to walk or cycle to school. The school will develop and make available educational materials on alternative transportation modes through its website, which will also display transportation options and encourage parents to choose non-automotive options. The school's parent association will support in creating and distributing these educational materials and keep an eye on transportation-related matters, reporting to the Principal. The school board plans to participate in the city's cycling education programs.

4.6 Neighbourhood Traffic Management

Sweet Valley Drive is classified as a Local roadway and Tenth Line Road is classified as an Arterial roadway.

During the weekday AM peak period, Sweet Valley Drive at the proposed school is projected to carry roughly 168 vehicles per hour (vph), which translates to approximately 1,680 vehicles per day (vpd). These projected traffic volumes align with the Local roadway classification. Meanwhile, Tenth Line, located near Sweet Valley Drive, is predicted to carry 675 vph, or 6,750 vpd during the AM peak period. These traffic volumes are consistent with an Arterial roadway designation.

As the projected traffic volumes fall within their respective roadway classifications, and given that school-related traffic is concentrated over brief intervals, there is no need for neighborhood traffic management.

4.7 Transit

At present, the proposed development lacks transit service, but it is anticipated that it will be made available in the future. Upon the introduction of transit to the area, the school may generate a small number of transit trips, which should be manageable.

4.8 Review of Network Concept

A review of the network concept is not included within this study. The network concept review is only required when a proposed development generates more than 200 person-trips during the peak hour in excess of the equivalent volume permitted by established zoning. The proposed school is in keeping with the proposed zoning.

4.9 Intersection Design

The following subsections provide a review of the study area intersection traffic operations from the Synchro analysis. The worksheets for the results are provided in **Appendix B**. The existing, 2025 and 2030 forecast total future traffic conditions have been analysed using Synchro 11 software. The analysis includes the existing lane geometry and traffic control. The level-of-service (LOS) of traffic signal-controlled intersections in the City of Ottawa is based on the volume to capacity (v/c) ratio, refer to **Appendix C** for the City of Ottawa LOS definitions.

4.9.1 Sweet Valley Drive \ Little Lake Lane and Tenth Line Road

The intersection is forecast to operate at an acceptable LOS in future, as indicated in **Table 20**. The school impact on the intersection is negligible. Intersection modifications or traffic control modifications are not required to address auto traffic demands. Furthermore, an analysis was conducted to assess the

necessity of a left turn lane for northbound traffic, using the left turn warrants criteria specified by the Ministry of Transportation Ontario (MTO). The results of the analysis indicated that a left turn lane is not necessary. For further details on the analysis, please refer to **Appendix D**.

Table 20: Sweet Valley Drive \ Little Lake Lane and Tenth Line Road Intersection Operations

Intersection / Movement	AM Peak				PM Peak			
	LOS	Delay (s)	v/c	Queue	LOS	Delay (s)	v/c	Queue
Existing								
EB Left-Through-Right	B	12	0.09	19	B	12	0.05	20
WB Left-Through-Right	B	13	0.02	16	B	12	0.04	13
NB Left-Through-Right	A	0	0.01	4	A	0	0.01	4
SB Left-Through-Right	A	0	0.01	0	A	0	0	6
2025								
EB Left-Through-Right	C	18	0.29	26	C	17	0.20	22
WB Left-Through-Right	B	15	0.07	23	B	13	0.07	18
NB Left-Through-Right	A	1	0.02	11	A	0	0.01	9
SB Left-Through-Right	A	0	0.01	8	A	0	0.01	8
2030								
EB Left-Through-Right	C	18	0.30	27	C	17	0.21	26
WB Left-Through-Right	B	15	0.08	21	B	14	0.07	19
NB Left-Through-Right	A	1	0.02	14	A	0	0.01	12
SB Left-Through-Right	A	0	0.01	13	A	0	0.01	5

4.9.2 Tenth Line Road and Wall Road

The intersection is forecast to operate at an acceptable LOS in future, as indicated in **Table 21**. The school impact on the intersection is negligible. Intersection modifications or traffic control modifications are not required to address auto traffic demands.

Table 21: Tenth Line Road and Wall Road Intersection Operations

Intersection / Movement	AM Peak				PM Peak			
	LOS	Delay (s)	v/c	Queue	LOS	Delay (s)	v/c	Queue
Existing								
EB Left-Through-Right	B	12	0.06	14	B	12	0.06	16
WB Left-Through-Right	B	11	0.03	15	B	12	0.03	12
NB Left-Through-Right	A	0	0	2	A	0	0	5
SB Left-Through-Right	A	0	0	3	A	0	0	3
2025								

Intersection / Movement	AM Peak				PM Peak			
	LOS	Delay (s)	v/c	Queue	LOS	Delay (s)	v/c	Queue
EB Left-Through-Right	B	15	0.27	24	C	15	0.26	20
WB Left-Through-Right	B	12	0.03	14	B	14	0.03	17
NB Left-Through-Right	A	1	0.02	17	A	1	0.02	10
SB Left-Through-Right	A	0	0	6	A	0	0	6
2030								
EB Left-Through-Right	C	16	0.32	26	C	18	0.32	21
WB Left-Through-Right	B	12	0.04	14	B	14	0.04	16
NB Left-Through-Right	A	1	0.02	17	A	1	0.03	13
SB Left-Through-Right	A	0	0	4	A	0	0	3

4.9.3 Sweet Valley Drive / Harvest Valley Avenue and Tenth Line Road

The All-Way Stop controlled intersection is forecast to operate at an acceptable LOS in future, as indicated in **Table 22**. The school impact on the intersection is negligible. Intersection modifications or traffic control modifications are not required to address auto traffic demands.

Table 22: 4.9.3 Sweet Valley Drive / Harvest Valley Avenue and Tenth Line Road Operations

Intersection / Movement	AM Peak				PM Peak			
	LOS	Delay (s)	v/c	Queue	LOS	Delay (s)	v/c	Queue
Existing								
EB Left	B	10	0.42	20	B	12	0.24	19
EB Through-Right	A	8	0.03	13	B	11	0.01	16
WB Left	A	8	0.11	4	B	11	0.06	4
WB Through-Right	A	9	0.21	6	B	11	0.12	0
NB Left	A	0	0.00	0	A	6	0.01	14
NB Through-Right	A	9	0.26	16	A	7	0.18	15
SB Left	B	10	0.38	12	A	8	0.37	2
SB Through-Right	A	9	0.23	5	A	7	0.21	3
2025								
EB Left	B	11	0.4	26	B	13	0.24	19
EB Through-Right	A	9	0.04	13	B	12	0.02	10
WB Left	A	9	0.18	21	B	12	0.14	18
WB Through-Right	A	10	0.23	36	B	12	0.13	24
NB Left	A	0	0.00	28	A	6	0.02	7
NB Through-Right	A	10	0.37	31	A	6	0.25	25
SB Left	B	11	0.44	34	A	8	0.46	37

Intersection / Movement	AM Peak				PM Peak			
	LOS	Delay (s)	v/c	Queue	LOS	Delay (s)	v/c	Queue
SB Through-Right	A	10	0.29	30	A	6	0.26	28
2030								
EB Left	B	12	0.47	29	B	13	0.24	29
EB Through-Right	A	9	0.05	14	B	12	0.03	29
WB Left	A	10	0.19	23	B	12	0.15	11
WB Through-Right	B	10	0.26	36	B	12	0.14	19
NB Left	A	0	0.00	28	A	7	0.02	0
NB Through-Right	B	11	0.41	31	A	8	0.29	33
SB Left	B	13	0.53	33	B	11	0.57	7
SB Through-Right	B	11	0.33	30	A	8	0.3	18

4.9.4 Promenade Decoeur Drive / Southfield Way and Tenth Line Road

The intersection is forecast to operate at an acceptable level of service in future, as indicated **Table 23**. The school impact on the intersection is negligible. Intersection modifications or traffic control modifications are not required to address traffic demands.

Table 23: Promenade Decoeur Drive / Southfield Way and Tenth Line Road Operations

Intersection / Movement	AM Peak				PM Peak			
	LOS	Delay (s)	v/c	Queue	LOS	Delay (s)	v/c	Queue
Existing								
EB Left	C	32	0.55	18	C	33	0.41	27
EB Through-Right	C	27	0.18	6	C	31	0.22	11
WB Left	C	26	0.07	12	C	30	0.04	17
WB Through-Right	C	28	0.33	19	C	31	0.15	28
NB Left	A	5	0.18	3	A	4	0.08	0
NB Through	A	5	0.25	18	A	4	0.16	23
NB Right	A	4	0.01	21	A	4	0.01	21
SB Left	A	4	0.13	29	A	4	0.09	27
SB Through	A	4	0.14	20	A	4	0.18	24
SB Right	A	4	0.07	20	A	4	0.04	19
2025								
EB Left	C	33	0.58	26	C	33	0.45	32
EB Through-Right	C	26	0.16	13	C	31	0.21	26
WB Left	C	27	0.19	21	C	30	0.09	11
WB Through-Right	C	27	0.29	36	C	30	0.14	19

Intersection / Movement	AM Peak				PM Peak			
	LOS	Delay (s)	v/c	Queue	LOS	Delay (s)	v/c	Queue
NB Left	A	5	0.24	28	A	4	0.12	20
NB Through	A	5	0.28	31	A	4	0.18	26
NB Right	A	4	0.02	34	A	4	0.01	6
SB Left	A	5	0.13	30	A	4	0.09	17
SB Through	A	4	0.16	27	A	4	0.22	35
SB Right	A	4	0.07	26	A	4	0.05	15
2030								
EB Left	C	30	0.55	29	C	34	0.51	29
EB Through-Right	C	25	0.15	14	C	31	0.23	29
WB Left	C	25	0.17	23	C	30	0.09	11
WB Through-Right	C	26	0.27	36	C	30	0.15	19
NB Left	A	7	0.31	28	A	5	0.15	0
NB Through	A	6	0.34	31	A	5	0.21	33
NB Right	A	5	0.02	33	A	4	0.01	7
SB Left	A	6	0.18	30	A	5	0.12	18
SB Through	A	5	0.20	27	A	5	0.25	37
SB Right	A	5	0.08	29	A	4	0.06	13

5.0 Summary/Conclusions

The Conseil des Écoles Catholiques du Centre-Est is proposing to build a new elementary school located at 2666 Tenth Line Rd, Orléans, ON K4A 3W5, at the south west corner of Sweet Valley Drive and Tenth Line Road. The school is scheduled to open in 2025 and will serve students from kindergarten to Grade 6. Along with classrooms, the school will have a daycare, gymnasium, library, 17 classrooms, and a special education center. The school requires rezoning as it is currently located in the Rural Area, designated as Area D, and the proposed zone is I1A[2130]– Minor Institutional Zone.

The site plan includes appropriate bicycle parking facilities with 62 bicycle parking spaces and well-defined pedestrian access from the public sidewalks that lead to the school's entrances. The parking lot is designed to accommodate school parking demands and short-term parking needs for pick-up and drop-offs. Additionally, a school bus parking lay-by area on Sweet Valley Drive is planned to accommodate up to eight buses, however only four buses are anticipated and the remaining spaces can be allocated to provide six pickup and drop-off spaces, and a parent pick-up/drop-off lay-by area is also included in the parking lot.

During the weekday AM and PM peak periods, the school driveways are anticipated to operate at LOS A with minimal delay. The driveways should operate under stop-control at the driveway, and a formal stop sign may be provided if needed. The unsignalized intersections within the study area are projected to operate at an acceptable LOS for the 2030 future horizon year.

Appendix A

Raw Traffic Counts

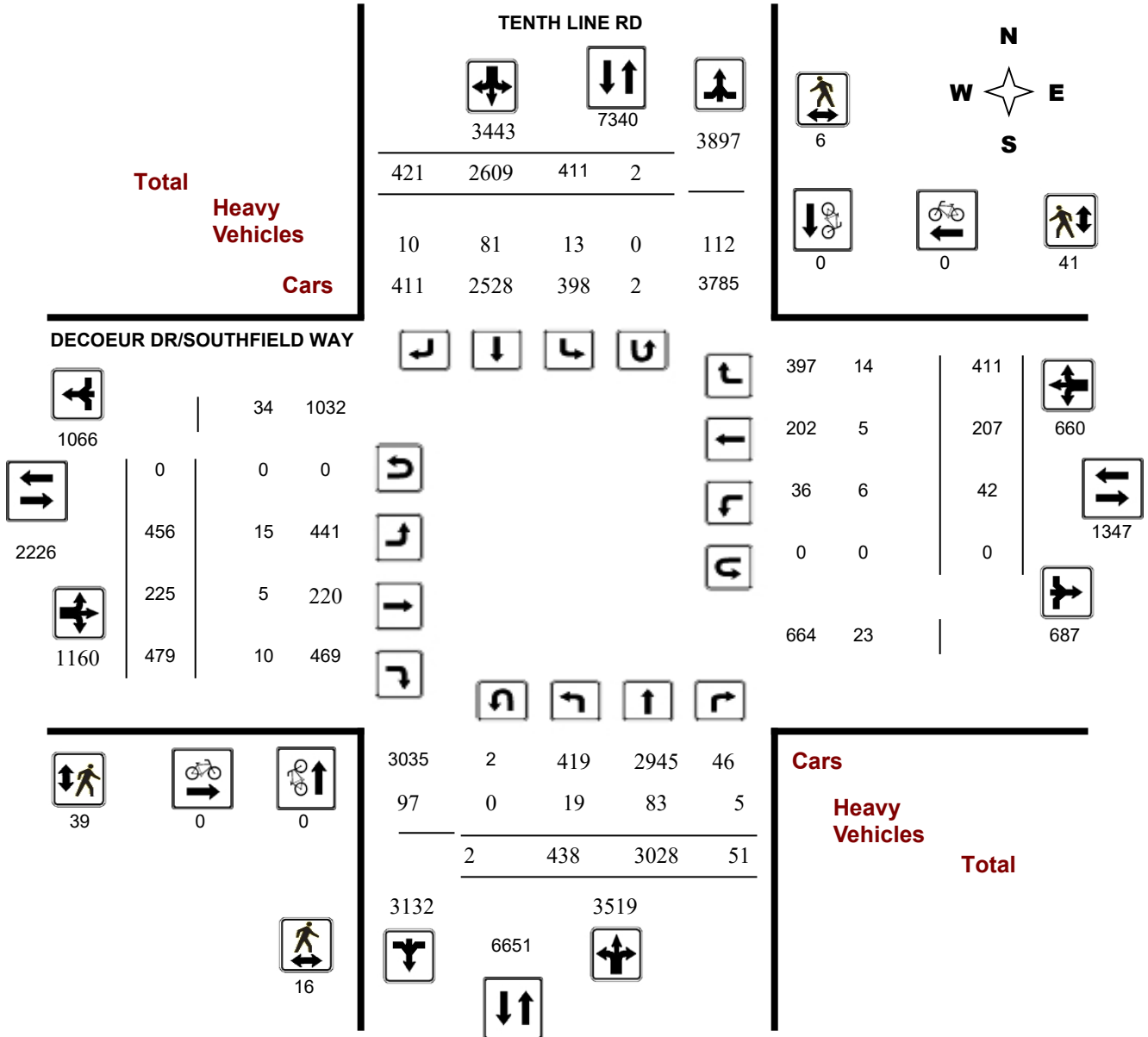
Survey Date: Tuesday, February 07, 2023

WO No: 40764

Start Time: 06:30

Device: Miovision

Full Study Diagram



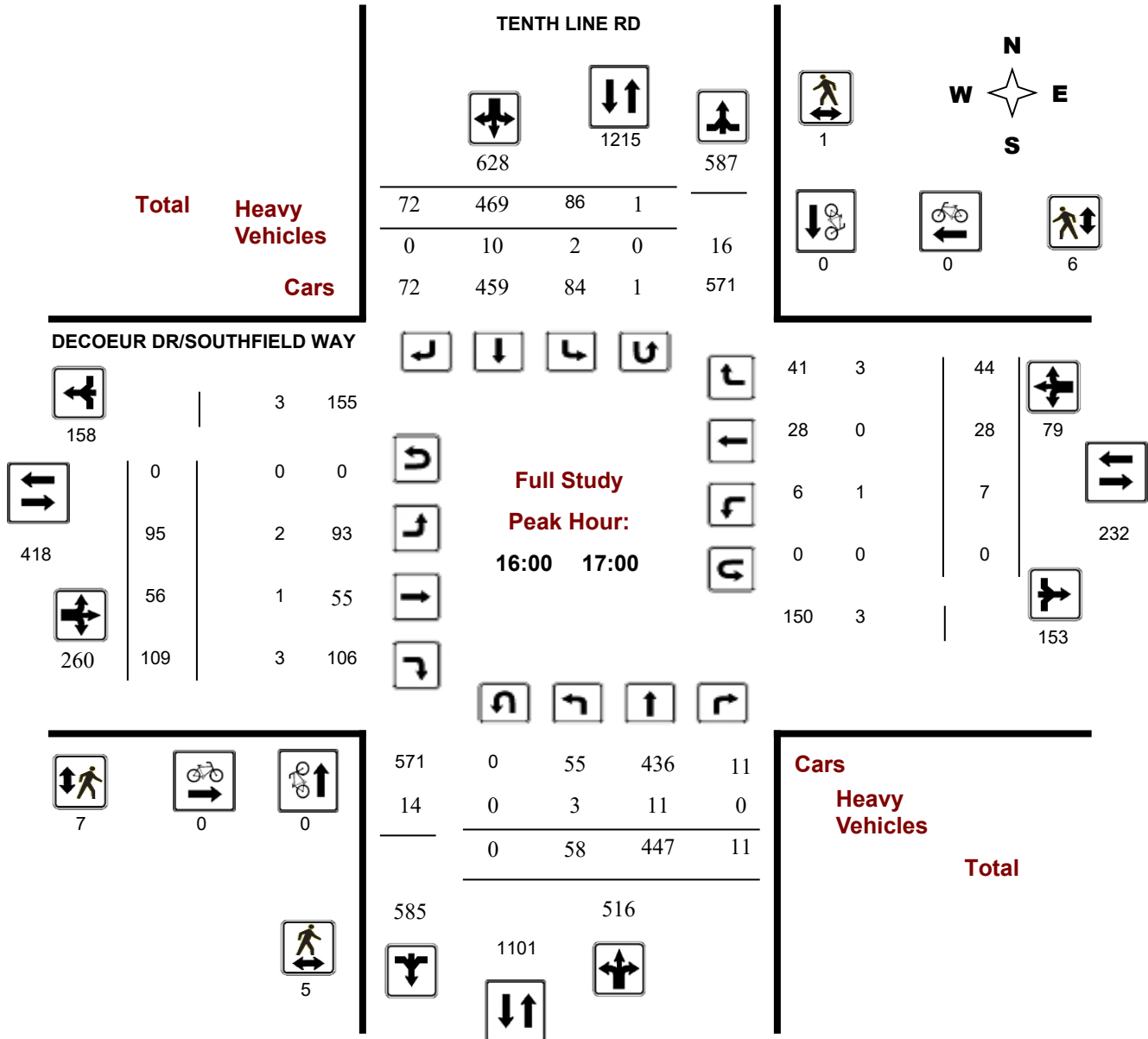
Survey Date: Tuesday, February 07, 2023

WO No: 40764

Start Time: 06:30

Device: Miovision

Full Study Peak Hour Diagram



Turning Movement Count - Peak Hour Diagram

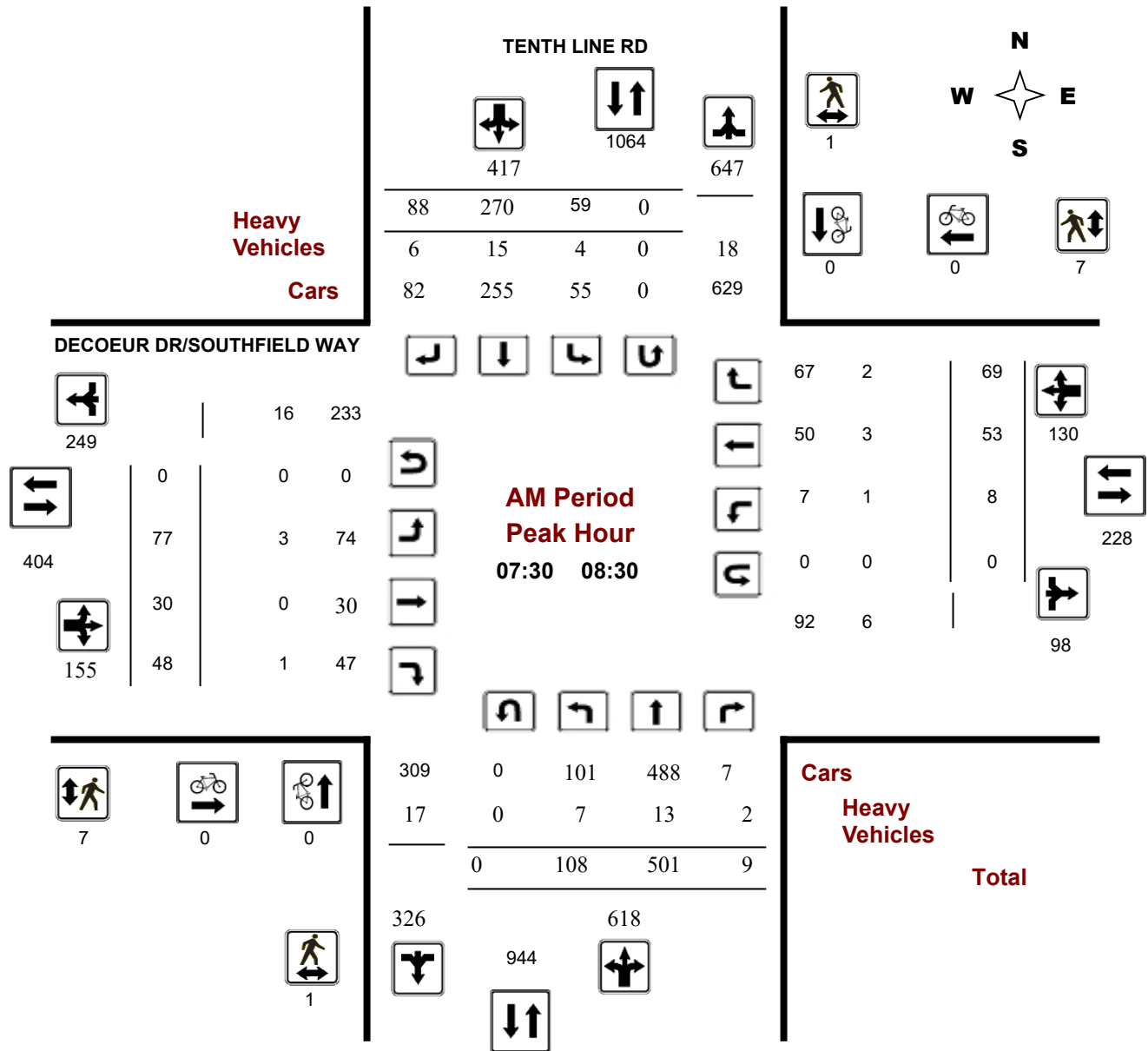
DECOEUR DR/SOUTHFIELD WAY @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

Start Time: 06:30

WO No: 40764

Device: Miovision



Comments

Turning Movement Count - Peak Hour Diagram

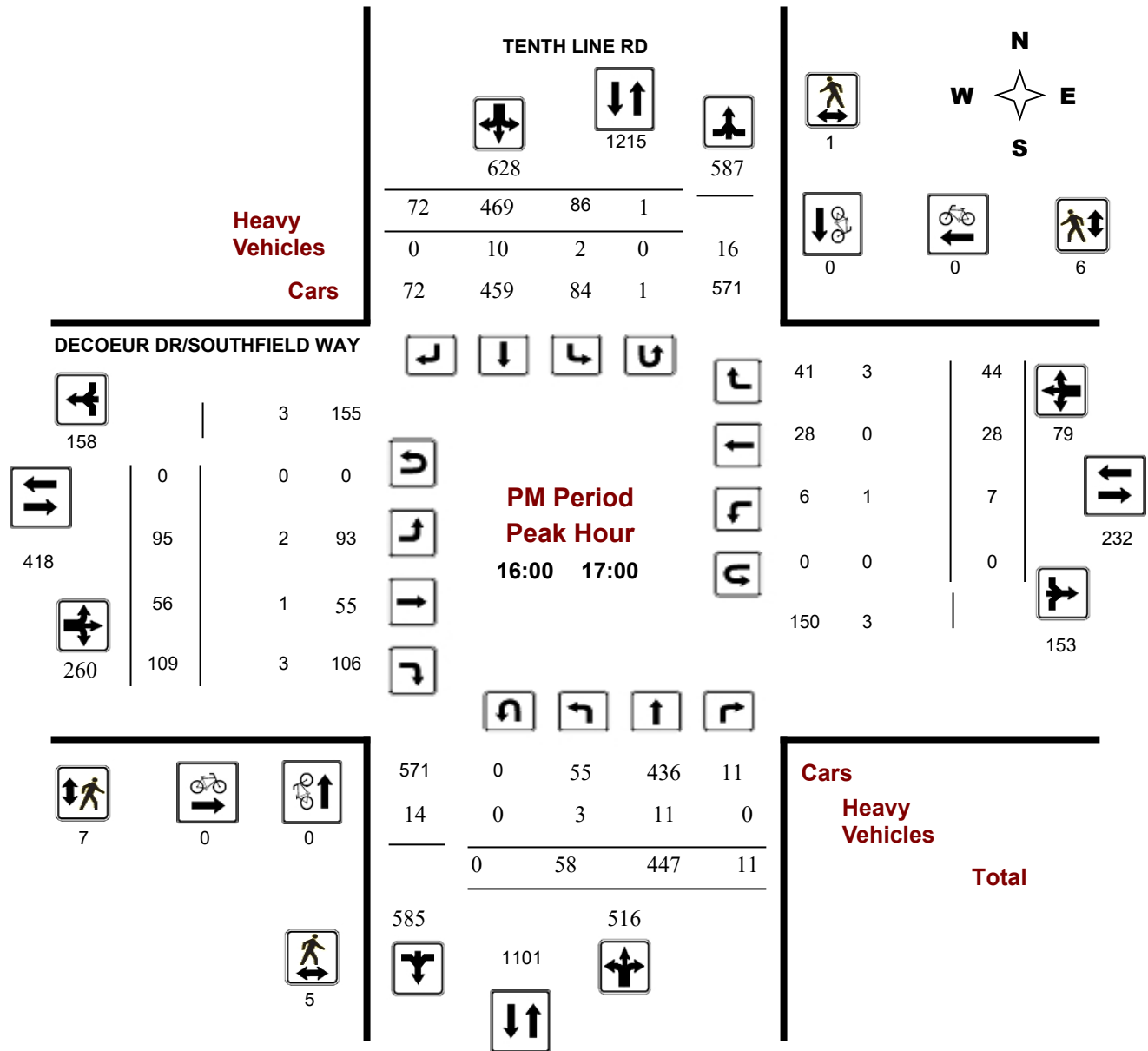
DECOEUR DR/SOUTHFIELD WAY @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

Start Time: 06:30

WO No: 40764

Device: Miovision



Comments



Transportation Services - Traffic Services

Turning Movement Count - Study Results

DECOEUR DR/SOUTHFIELD WAY @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40764

Start Time: 06:30

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, February 07, 2023

Total Observed U-Turns

AADT Factor

Northbound: 2 Southbound: 2
 Eastbound: 0 Westbound: 0

.00

TENTH LINE RD

DECOEUR DR/SOUTHFIELD WAY

Period	TENTH LINE RD					DECOEUR DR/SOUTHFIELD WAY										Grand Total				
	Northbound			NB TOT	Southbound			SB TOT	STR TOT	Eastbound				Westbound			WB TOT	STR TOT		
LT	ST	RT	LT		ST	RT	LT			ST	RT	EB TOT	LT	ST	RT	WB TOT				
06:30 07:30	76	290	5	371	20	204	25	249	620	39	8	27	74	3	27	53	83	157	777	
07:30 08:30	108	501	9	618	59	270	88	417	1035	77	30	48	155	8	53	69	130	285	1320	
08:30 09:30	61	408	7	476	32	236	37	305	781	49	25	44	118	4	32	59	95	213	994	
13:00 14:00	29	300	3	332	33	263	25	321	653	25	4	26	55	1	5	37	43	98	751	
14:00 15:00	24	342	4	370	46	307	51	404	774	52	21	34	107	5	15	42	62	169	943	
15:00 16:00	49	334	6	389	53	409	61	523	912	62	36	88	186	8	30	48	86	272	1184	
16:00 17:00	58	447	11	516	86	469	72	627	1143	95	56	109	260	7	28	44	79	339	1482	
17:00 18:00	33	406	6	445	82	451	62	595	1040	57	45	103	205	6	17	59	82	287	1327	
Sub Total	438	3028	51	3517	411	2609	421	3441	6958	456	225	479	1160	42	207	411	660	1820	8778	
U Turns				2				2	4					0				0	0	4
Total	438	3028	51	3519	411	2609	421	3443	6962	456	225	479	1160	42	207	411	660	1820	8782	
EQ 12Hr	609	4209	71	4891	571	3627	585	4786	9677	634	313	666	1612	58	288	571	917	2530	12207	

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

1.39

AVG 12Hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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

.00

AVG 24Hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

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

1.31

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

DECOEUR DR/SOUTHFIELD WAY @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40764

Start Time: 06:30

Device: Miovision

Full Study 15 Minute Increments

TENTH LINE RD

DECOEUR DR/SOUTHFIELD WAY

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
06:30 06:45	15	69	1	85	7	42	4	53	138	2	1	4	7	1	1	17	19	26	164
06:45 07:00	10	72	0	82	3	51	5	59	141	14	2	4	20	1	5	11	17	37	178
07:00 07:15	14	58	2	74	4	55	8	67	141	12	2	6	20	1	10	10	21	41	182
07:15 07:30	37	91	2	130	6	56	8	70	200	11	3	13	27	0	11	15	26	53	253
07:30 07:45	30	123	3	156	12	61	24	97	253	13	3	10	26	3	21	18	42	68	321
07:45 08:00	33	135	2	170	14	63	21	98	268	19	5	10	34	2	9	18	29	63	331
08:00 08:15	23	137	1	161	14	78	20	112	273	21	8	12	41	1	12	15	28	69	342
08:15 08:30	22	106	3	131	19	68	23	110	241	24	14	16	54	2	11	18	31	85	326
08:30 08:45	30	112	2	144	11	70	14	95	239	23	1	21	45	2	12	20	34	79	318
08:45 09:00	11	118	3	132	7	69	8	84	216	10	8	8	26	1	7	9	17	43	259
09:00 09:15	10	82	1	93	6	42	8	56	149	9	11	7	27	0	7	18	25	52	201
09:15 09:30	10	96	1	107	8	55	7	70	177	7	5	8	20	1	6	12	19	39	216
09:30 09:45	5	76	1	82	11	54	7	72	154	5	0	5	10	0	3	7	10	20	174
09:45 10:00	3	83	0	87	6	60	2	68	155	7	1	4	12	1	2	10	13	25	180
13:30 13:45	12	64	0	76	5	72	9	86	162	7	0	5	12	0	0	8	8	20	182
13:45 14:00	9	77	2	89	11	77	7	95	184	6	3	12	21	0	0	12	12	33	217
14:00 14:15	3	63	1	67	11	60	8	79	146	18	0	9	27	1	3	10	14	41	187
14:15 14:30	2	91	0	93	14	64	18	97	190	7	5	6	18	1	1	13	15	33	223
14:30 14:45	9	96	0	105	8	98	14	120	225	11	8	8	27	3	3	12	18	45	270
14:45 15:00	10	92	3	105	13	85	11	109	214	16	8	11	35	0	8	7	15	50	264
15:00 15:15	13	89	2	104	14	102	22	138	242	7	3	16	26	3	3	10	16	42	284
15:15 15:30	13	76	1	90	12	105	18	135	225	24	8	30	62	2	7	10	19	81	306
15:30 15:45	9	81	3	93	16	91	7	114	207	14	13	19	46	1	5	12	18	64	271
15:45 16:00	14	88	0	102	11	111	14	136	238	17	12	23	52	2	15	16	33	85	323
16:00 16:15	15	118	5	138	24	127	19	170	308	12	15	34	61	2	4	11	17	78	386
16:15 16:30	17	113	0	130	20	109	19	148	278	29	8	26	63	2	8	15	25	88	366
16:30 16:45	12	112	3	127	25	113	13	152	279	27	19	25	71	2	11	9	22	93	372
16:45 17:00	14	104	3	121	17	120	21	158	279	27	14	24	65	1	5	9	15	80	359
17:00 17:15	9	105	4	118	23	121	18	162	280	14	11	27	52	1	6	19	26	78	358
17:15 17:30	7	91	0	98	19	115	14	148	246	12	10	27	49	4	3	17	24	73	319
17:30 17:45	11	102	1	114	17	102	22	141	255	13	11	29	53	1	3	9	13	66	321
17:45 18:00	6	108	1	115	23	113	8	144	259	18	13	20	51	0	5	14	19	70	329
Total:	438	3028	51	3519	411	2609	421	3443	6962	456	225	479	1160	42	207	411	660	1820	8,782

Note: U-Turns are included in Totals.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

DECOEUR DR/SOUTHFIELD WAY @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40764

Start Time: 06:30

Device: Miovision

Full Study Cyclist Volume

TENTH LINE RD

DECOEUR DR/SOUTHFIELD WAY

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
06:30 06:45	0	0	0	0	0	0	0
06:45 07:00	0	0	0	0	0	0	0
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
13:30 13:45	0	0	0	0	0	0	0
13:45 14:00	0	0	0	0	0	0	0
14:00 14:15	0	0	0	0	0	0	0
14:15 14:30	0	0	0	0	0	0	0
14:30 14:45	0	0	0	0	0	0	0
14:45 15:00	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0



Transportation Services - Traffic Services

Turning Movement Count - Study Results

DECOEUR DR/SOUTHFIELD WAY @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40764

Start Time: 06:30

Device: Miovision

Full Study Pedestrian Volume

TENTH LINE RD

DECOEUR DR/SOUTHFIELD WAY

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
06:30 06:45	0	0	0	1	1	2	2
06:45 07:00	0	0	0	2	0	2	2
07:00 07:15	2	0	2	2	0	2	4
07:15 07:30	0	0	0	2	0	2	2
07:30 07:45	1	0	1	1	2	3	4
07:45 08:00	0	0	0	1	3	4	4
08:00 08:15	0	1	1	3	2	5	6
08:15 08:30	0	0	0	2	0	2	2
08:30 08:45	0	0	0	0	5	5	5
08:45 09:00	0	0	0	2	2	4	4
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	1	0	1	0	0	0	1
09:45 10:00	0	0	0	0	1	1	1
13:30 13:45	1	0	1	1	1	2	3
13:45 14:00	0	0	0	0	0	0	0
14:00 14:15	0	0	0	0	0	0	0
14:15 14:30	0	0	0	0	1	1	1
14:30 14:45	0	1	1	0	0	0	1
14:45 15:00	3	0	3	0	6	6	9
15:00 15:15	0	1	1	0	1	1	2
15:15 15:30	0	0	0	0	1	1	1
15:30 15:45	0	1	1	3	5	8	9
15:45 16:00	0	0	0	4	2	6	6
16:00 16:15	3	1	4	3	2	5	9
16:15 16:30	1	0	1	3	1	4	5
16:30 16:45	0	0	0	0	2	2	2
16:45 17:00	1	0	1	1	1	2	3
17:00 17:15	0	0	0	2	0	2	2
17:15 17:30	0	0	0	1	1	2	2
17:30 17:45	3	1	4	3	1	4	8
17:45 18:00	0	0	0	2	0	2	2
Total	16	6	22	39	41	80	102



Transportation Services - Traffic Services

Turning Movement Count - Study Results

DECOEUR DR/SOUTHFIELD WAY @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40764

Start Time: 06:30

Device: Miovision

Full Study Heavy Vehicles

TENTH LINE RD

DECOEUR DR/SOUTHFIELD WAY

Northbound

Southbound

Eastbound

Westbound

Time Period	Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total
	LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT			
06:30 06:45	1	2	0	7	2	4	0	8	15	0	0	0	1	0	0	0	2	3	9
06:45 07:00	0	1	0	2	0	1	0	3	5	0	0	0	0	0	0	1	1	1	3
07:00 07:15	1	0	0	5	0	4	0	4	9	0	0	0	1	0	0	0	0	1	5
07:15 07:30	0	2	0	6	0	4	0	6	12	0	0	0	0	0	0	0	0	0	6
07:30 07:45	2	1	1	8	1	4	2	10	18	1	0	0	7	0	2	1	5	12	15
07:45 08:00	3	2	1	8	1	1	0	4	12	0	0	1	4	0	0	0	2	6	9
08:00 08:15	0	7	0	10	1	3	3	16	26	1	0	0	5	0	1	1	3	8	17
08:15 08:30	2	3	0	13	1	7	1	13	26	1	0	0	4	1	0	0	2	6	16
08:30 08:45	1	3	0	7	1	3	0	7	14	0	0	0	1	0	0	0	1	2	8
08:45 09:00	1	3	1	8	0	3	0	6	14	0	0	0	1	0	0	0	1	2	8
09:00 09:15	0	5	0	6	0	1	0	6	12	0	0	0	0	0	0	0	0	0	6
09:15 09:30	1	4	0	13	0	8	0	12	25	0	0	0	1	0	0	0	0	1	13
09:30 09:45	0	3	0	6	1	3	0	7	13	0	0	0	0	0	0	0	1	1	7
09:45 10:00	0	5	0	12	0	6	0	12	24	0	0	0	0	1	0	1	2	2	13
13:30 13:45	0	2	0	4	0	2	0	4	8	0	0	0	0	0	0	0	0	0	4
13:45 14:00	0	1	1	3	1	1	0	3	6	0	0	0	0	0	0	0	2	2	4
14:00 14:15	0	3	0	3	0	0	0	4	7	0	0	0	0	0	0	1	1	1	4
14:15 14:30	1	4	0	8	0	2	0	7	15	1	1	1	4	0	0	0	1	5	10
14:30 14:45	1	3	0	7	0	2	1	9	16	3	2	0	8	1	1	0	4	12	14
14:45 15:00	0	4	0	6	1	2	2	11	17	1	1	0	5	0	1	1	4	9	13
15:00 15:15	0	1	0	3	1	2	0	6	9	1	0	0	1	0	0	1	2	3	6
15:15 15:30	0	2	0	4	0	1	1	6	10	2	0	1	4	0	0	0	0	4	7
15:30 15:45	1	1	0	3	0	0	0	4	7	2	0	1	4	0	0	1	1	5	6
15:45 16:00	0	2	0	6	0	3	0	5	11	0	0	0	0	1	0	0	1	1	6
16:00 16:15	0	2	0	6	0	4	0	6	12	0	0	0	0	0	0	0	0	0	6
16:15 16:30	3	5	0	13	0	3	0	12	25	2	1	1	7	1	0	2	4	11	18
16:30 16:45	0	2	0	7	2	3	0	7	14	0	0	2	2	0	0	0	2	4	9
16:45 17:00	0	2	0	2	0	0	0	3	5	0	0	0	0	0	0	1	1	1	3
17:00 17:15	0	4	1	8	0	1	0	5	13	0	0	2	2	0	0	0	1	3	8
17:15 17:30	0	0	0	3	0	2	0	3	6	0	0	0	0	1	0	1	2	2	4
17:30 17:45	0	3	0	5	0	1	0	5	10	0	0	1	1	0	0	1	1	2	6
17:45 18:00	1	1	0	2	0	0	0	2	4	0	0	0	1	0	0	1	1	2	3
Total: None	19	83	5	204	13	81	10	216	420	15	5	10	64	6	5	14	48	112	266



Transportation Services - Traffic Services

Turning Movement Count - Study Results

DECOEUR DR/SOUTHFIELD WAY @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40764

Start Time: 06:30

Device: Miovision

Full Study 15 Minute U-Turn Total

Time Period		TENTH LINE RD		DECOEUR DR/SOUTHFIELD WAY		Total
		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	
06:30	06:45	0	0	0	0	0
06:45	07:00	0	0	0	0	0
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	1	0	0	0	1
13:30	13:45	0	0	0	0	0
13:45	14:00	1	0	0	0	1
14:00	14:15	0	0	0	0	0
14:15	14:30	0	1	0	0	1
14:30	14:45	0	0	0	0	0
14:45	15:00	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:30	16:45	0	1	0	0	1
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	0	0	0
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
Total		2	2	0	0	4

Turning Movement Count - Study Results

HARVEST VALLEY AVE/SWEETVALLEY DR @ TENTH LINE RD

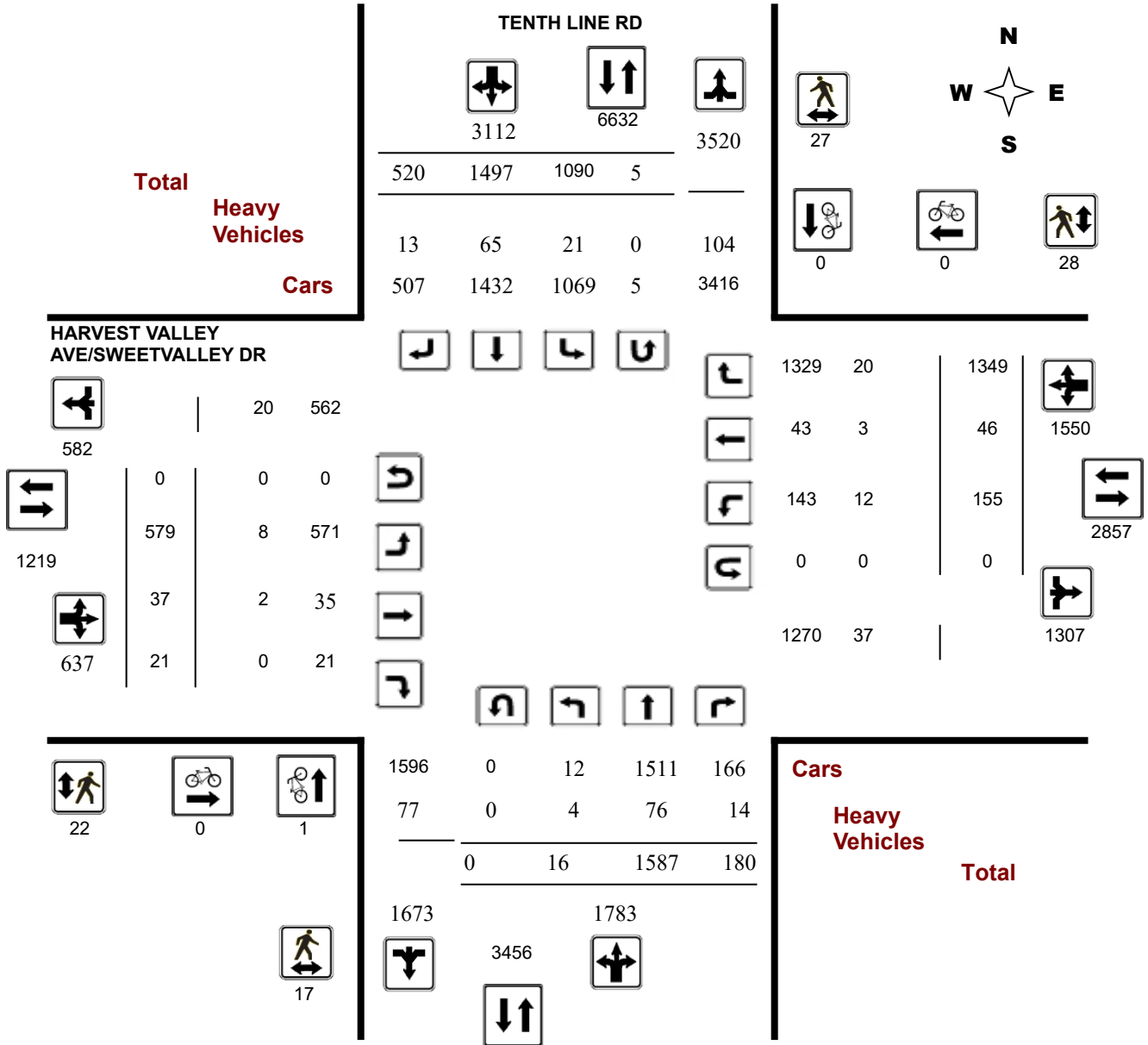
Survey Date: Tuesday, February 07, 2023

WO No: 40766

Start Time: 06:30

Device: Miovision

Full Study Diagram



Turning Movement Count - Study Results

HARVEST VALLEY AVE/SWEETVALLEY DR @ TENTH LINE RD

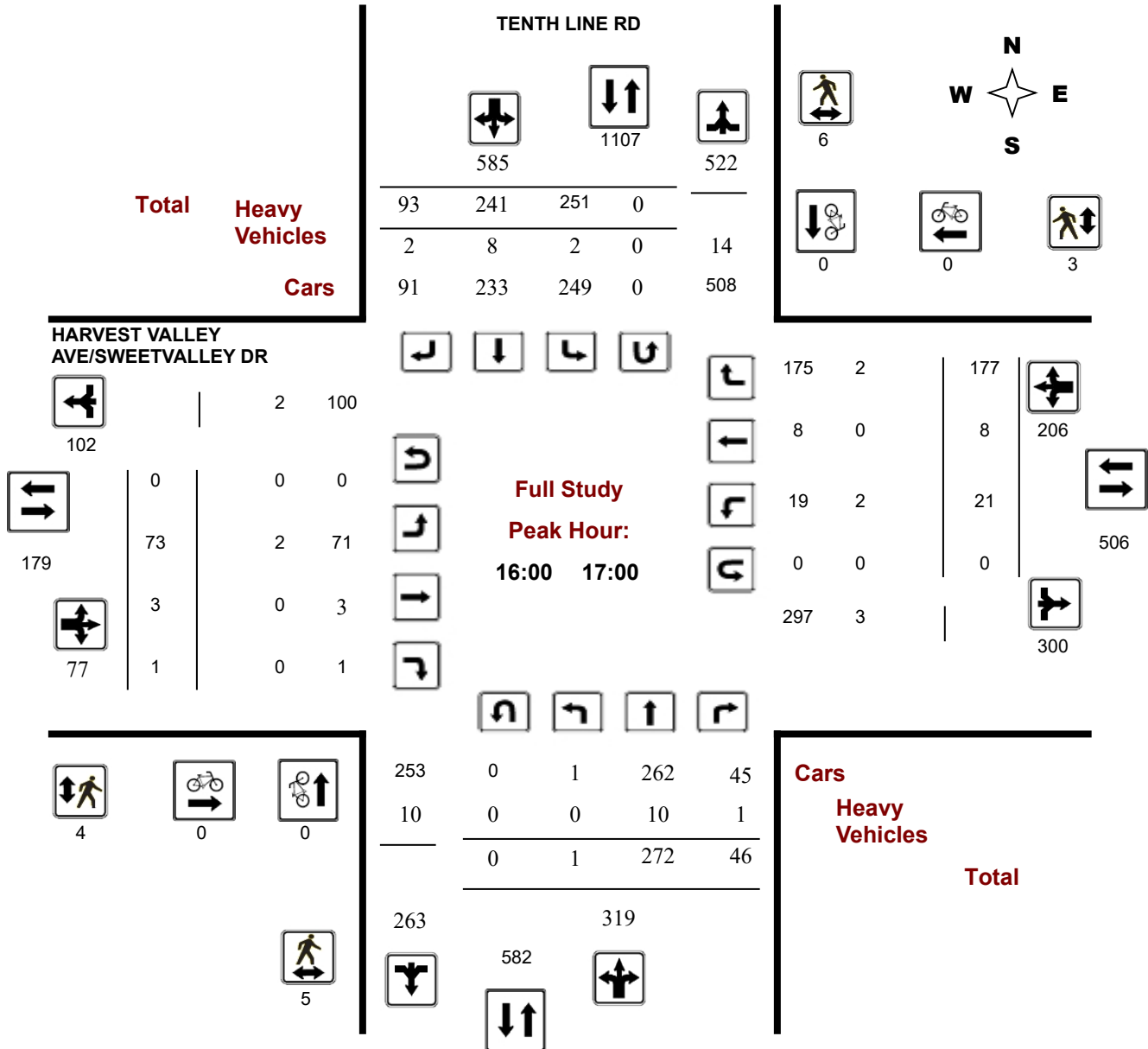
Survey Date: Tuesday, February 07, 2023

WO No: 40766

Start Time: 06:30

Device: Miovision

Full Study Peak Hour Diagram



Turning Movement Count - Peak Hour Diagram

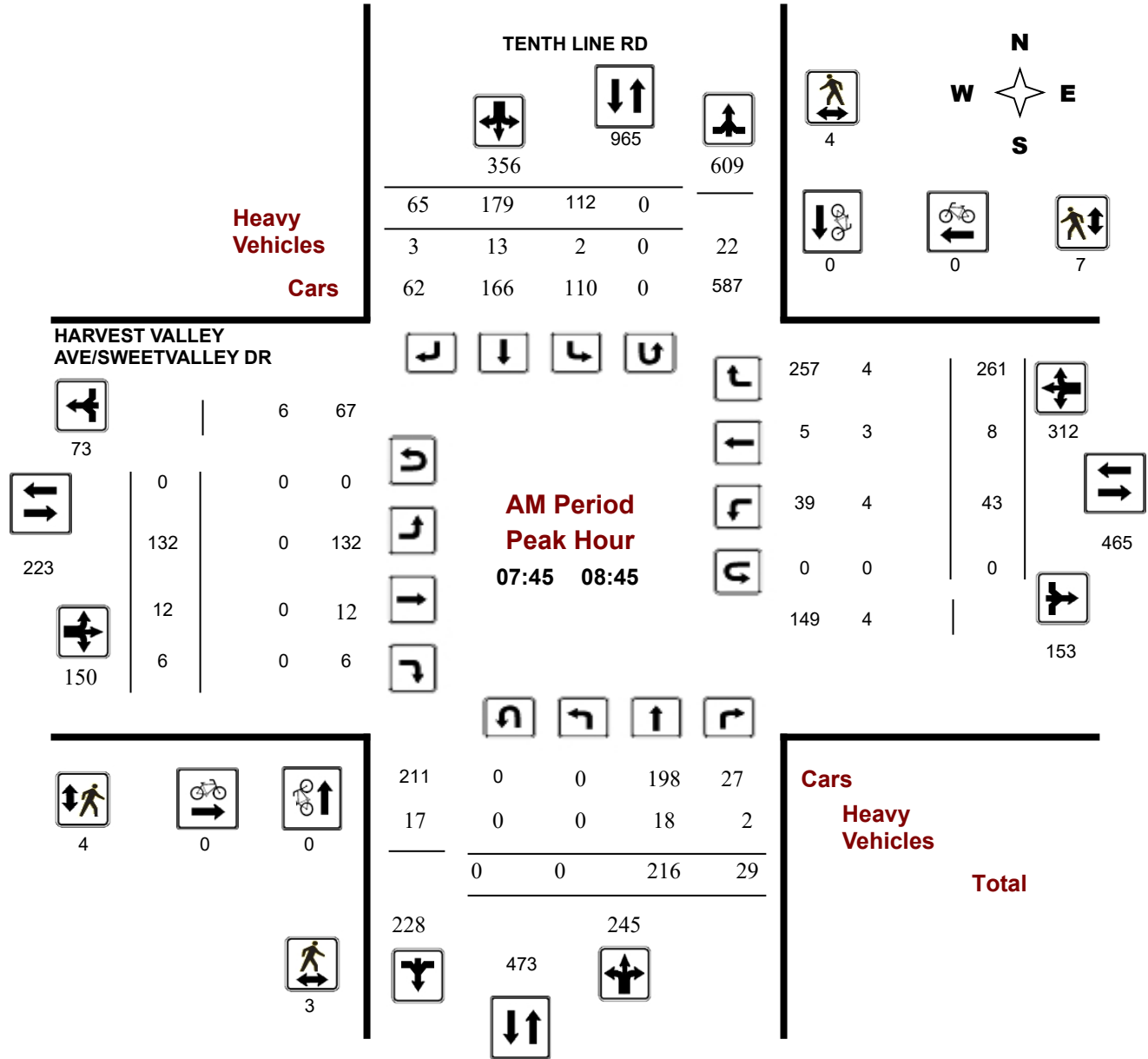
HARVEST VALLEY AVE/SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

Start Time: 06:30

WO No: 40766

Device: Miovision



Comments

Turning Movement Count - Peak Hour Diagram

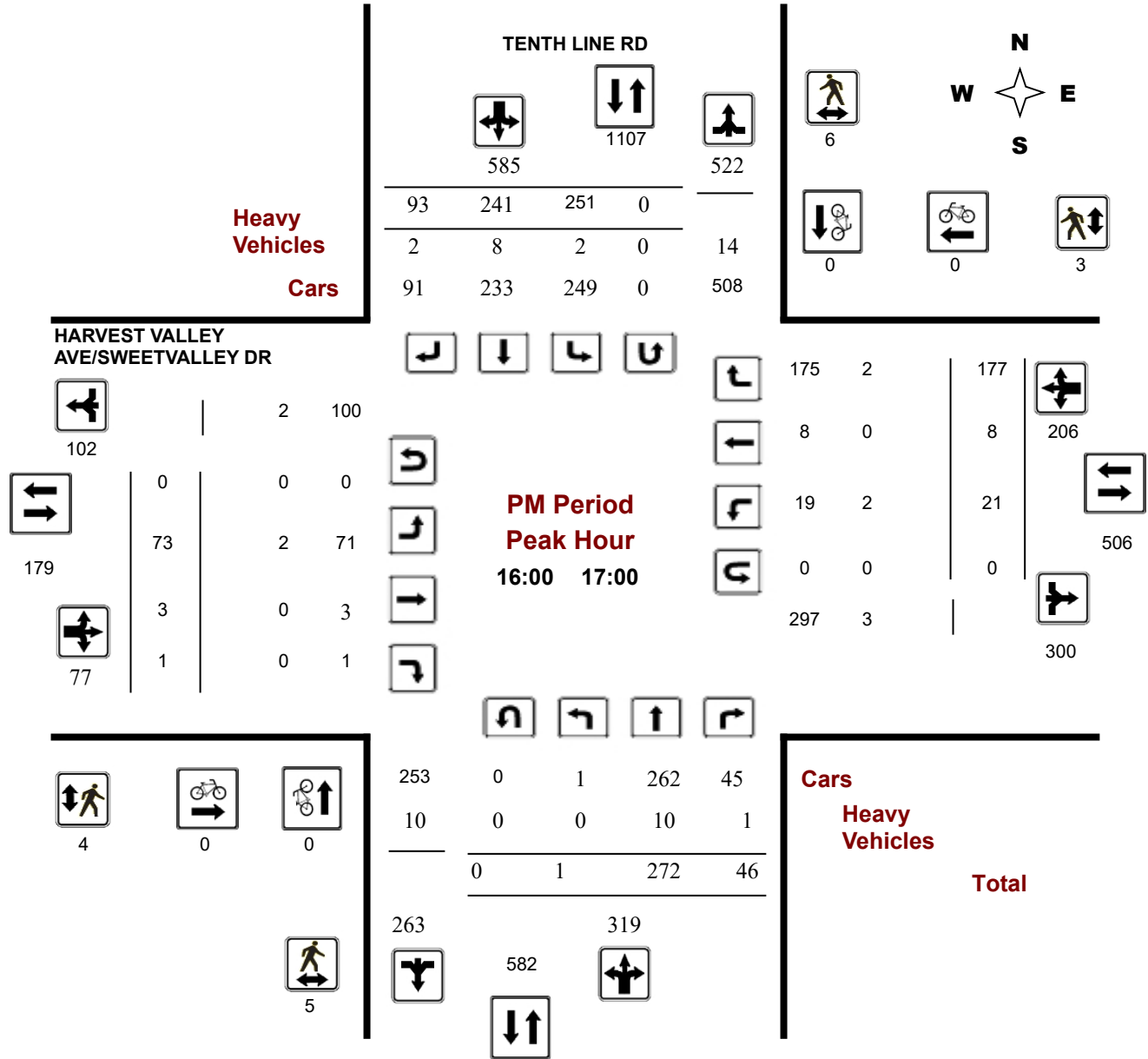
HARVEST VALLEY AVE/SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

Start Time: 06:30

WO No: 40766

Device: Miovision



Comments



Transportation Services - Traffic Services

Turning Movement Count - Study Results

HARVEST VALLEY AVE/SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40766

Start Time: 06:30

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, February 07, 2023

Total Observed U-Turns
 Northbound: 0 Southbound: 5
 Eastbound: 0 Westbound: 0

AADT Factor
 .00

TENTH LINE RD

HARVEST VALLEY AVE/SWEETVALLEY DR

Period	TENTH LINE RD Northbound					TENTH LINE RD Southbound					HARVEST VALLEY AVE/SWEETVALLEY DR Eastbound					HARVEST VALLEY AVE/SWEETVALLEY DR Westbound					Grand Total
	LT	ST	RT	NB TOT	STR TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	STR TOT	LT	ST	RT	WB TOT	STR TOT	
06:30 07:30	1	103	7	111	342	43	173	15	231	4890	67	5	5	77	637	13	3	200	216	293	635
07:30 08:30	0	218	26	244	574	110	176	44	330	4895	126	13	7	146	637	43	4	279	326	472	1046
08:30 09:30	1	203	14	218	503	84	130	71	285	4890	84	3	2	89	637	21	6	187	214	303	806
13:00 14:00	4	168	4	176	467	89	159	43	291	4890	46	2	0	48	637	5	2	115	122	170	637
14:00 15:00	1	219	14	234	575	118	186	37	341	4895	52	6	1	59	637	15	4	101	120	179	754
15:00 16:00	2	192	27	221	715	168	218	108	494	4890	60	2	3	65	637	23	11	133	167	232	947
16:00 17:00	1	272	46	319	904	251	241	93	585	4895	73	3	1	77	637	21	8	177	206	283	1187
17:00 18:00	6	212	42	260	810	227	214	109	550	4890	71	3	2	76	637	14	8	157	179	255	1065
Sub Total	16	1587	180	1783	4890	1090	1497	520	3107	4895	579	37	21	637	637	155	46	1349	1550	2187	7077
U Turns				0	5				5	5				0					0	0	5
Total	16	1587	180	1783	4890	1090	1497	520	3112	4895	579	37	21	637	637	155	46	1349	1550	2187	7082

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

AVG 12Hr 0

Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor. **.00**

AVG 24Hr 0

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

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

HARVEST VALLEY AVE/SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40766

Start Time: 06:30

Device: Miovision

Full Study 15 Minute Increments

TENTH LINE RD

HARVEST VALLEY AVE/SWEETVALLEY DR

Time Period	Northbound				Southbound				Eastbound				Westbound				Grand Total		
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT		W TOT	STR TOT
06:30 06:45	0	23	0	23	10	32	5	47	70	15	1	1	17	2	0	45	47	64	134
06:45 07:00	0	24	2	26	8	46	3	57	83	14	0	1	15	3	0	45	48	63	146
07:00 07:15	0	22	1	23	12	46	4	62	85	10	0	1	11	3	0	42	45	56	141
07:15 07:30	1	34	4	39	13	49	3	65	104	28	4	2	34	5	3	68	76	110	214
07:30 07:45	0	52	4	56	23	44	3	70	126	25	1	2	28	11	0	82	93	121	247
07:45 08:00	0	62	4	66	20	49	11	80	146	27	4	1	32	8	0	78	86	118	264
08:00 08:15	0	65	7	72	33	40	14	87	159	40	6	3	49	13	2	58	73	122	281
08:15 08:30	0	39	11	50	34	43	16	93	143	34	2	1	37	11	2	61	74	111	254
08:30 08:45	0	50	7	57	25	47	24	96	153	31	0	1	32	11	4	64	79	111	264
08:45 09:00	0	54	2	56	21	31	24	76	132	24	0	0	24	2	0	51	53	77	209
09:00 09:15	1	42	2	45	16	23	13	52	97	17	1	0	18	5	0	33	38	56	153
09:15 09:30	0	57	3	60	22	29	10	61	121	12	2	1	15	3	2	39	44	59	180
09:30 09:45	1	41	0	42	20	35	8	63	105	9	2	0	11	0	1	30	31	42	147
09:45 10:00	2	42	2	46	22	36	8	66	112	13	0	0	13	3	0	32	35	48	160
13:30 13:45	0	40	0	40	24	41	9	74	114	13	0	0	13	0	1	21	22	35	149
13:45 14:00	1	45	2	48	23	47	18	89	137	11	0	0	11	2	0	32	34	45	182
14:00 14:15	0	41	1	42	26	35	4	65	107	9	0	1	10	4	0	20	24	34	141
14:15 14:30	0	58	4	62	26	42	8	76	138	8	1	0	9	1	1	28	30	39	177
14:30 14:45	0	52	2	54	33	54	14	101	155	20	3	0	23	9	1	28	38	61	216
14:45 15:00	1	68	7	76	33	55	11	99	175	15	2	0	17	1	2	25	28	45	220
15:00 15:15	0	50	3	53	31	55	20	107	160	15	0	2	17	2	2	36	40	57	217
15:15 15:30	1	44	5	50	40	61	43	144	194	10	0	1	11	12	3	35	50	61	255
15:30 15:45	1	48	10	59	44	45	22	111	170	18	1	0	19	1	1	28	30	49	219
15:45 16:00	0	50	9	59	53	57	23	134	193	17	1	0	18	8	5	34	47	65	258
16:00 16:15	0	75	12	87	64	63	28	155	242	21	0	0	21	7	0	43	50	71	313
16:15 16:30	0	67	15	82	62	66	20	148	230	20	3	0	23	6	1	44	51	74	304
16:30 16:45	1	68	11	80	59	52	24	135	215	12	0	1	13	6	3	46	55	68	283
16:45 17:00	0	62	8	70	66	60	21	147	217	20	0	0	20	2	4	44	50	70	287
17:00 17:15	2	58	10	70	56	54	35	145	215	21	0	0	21	4	3	37	44	65	280
17:15 17:30	1	36	11	48	64	63	24	152	200	15	1	2	18	5	1	45	51	69	269
17:30 17:45	1	58	11	70	54	46	27	127	197	16	1	0	17	5	2	38	45	62	259
17:45 18:00	2	60	10	72	53	51	23	128	200	19	1	0	20	0	2	37	39	59	259
Total:	16	1587	180	1783	1090	1497	520	3112	4895	579	37	21	637	155	46	1349	1550	2187	7,082

Note: U-Turns are included in Totals.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

HARVEST VALLEY AVE/SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40766

Start Time: 06:30

Device: Miovision

Full Study Cyclist Volume

TENTH LINE RD

HARVEST VALLEY AVE/SWEETVALLEY DR

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
06:30 06:45	0	0	0	0	0	0	0
06:45 07:00	0	0	0	0	0	0	0
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
13:30 13:45	0	0	0	0	0	0	0
13:45 14:00	0	0	0	0	0	0	0
14:00 14:15	0	0	0	0	0	0	0
14:15 14:30	0	0	0	0	0	0	0
14:30 14:45	1	0	1	0	0	0	1
14:45 15:00	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	1



Transportation Services - Traffic Services

Turning Movement Count - Study Results

HARVEST VALLEY AVE/SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40766

Start Time: 06:30

Device: Miovision

Full Study Pedestrian Volume

TENTH LINE RD

HARVEST VALLEY
AVE/SWEETVALLEY DR

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
06:30 06:45	1	0	1	0	1	1	2
06:45 07:00	0	0	0	0	0	0	0
07:00 07:15	0	0	0	2	1	3	3
07:15 07:30	0	2	2	1	0	1	3
07:30 07:45	0	2	2	1	6	7	9
07:45 08:00	2	3	5	4	0	4	9
08:00 08:15	1	0	1	0	3	3	4
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	1	1	0	4	4	5
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	1	1	0	0	0	1
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	1	1	2	1	1	2	4
13:30 13:45	0	0	0	0	0	0	0
13:45 14:00	0	1	1	1	0	1	2
14:00 14:15	0	1	1	0	0	0	1
14:15 14:30	0	0	0	0	1	1	1
14:30 14:45	2	0	2	0	0	0	2
14:45 15:00	0	0	0	3	1	4	4
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	1	1	2	2
15:30 15:45	2	1	3	2	1	3	6
15:45 16:00	1	1	2	0	4	4	6
16:00 16:15	0	3	3	0	0	0	3
16:15 16:30	2	2	4	0	2	2	6
16:30 16:45	2	0	2	1	1	2	4
16:45 17:00	1	1	2	3	0	3	5
17:00 17:15	0	1	1	0	0	0	1
17:15 17:30	0	1	1	1	1	2	3
17:30 17:45	2	2	4	0	0	0	4
17:45 18:00	0	3	3	1	0	1	4
Total	17	27	44	22	28	50	94



Transportation Services - Traffic Services

Turning Movement Count - Study Results

HARVEST VALLEY AVE/SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40766

Start Time: 06:30

Device: Miovision

Full Study Heavy Vehicles

TENTH LINE RD

HARVEST VALLEY AVE/SWEETVALLEY DR

Time Period	Northbound				Southbound				Eastbound				Westbound				Grand Total		
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT		W TOT	STR TOT
06:30 06:45	0	1	0	4	1	3	0	6	10	0	0	0	0	0	0	1	2	2	6
06:45 07:00	0	1	0	2	0	1	0	2	4	0	0	0	0	0	0	0	0	0	2
07:00 07:15	0	0	0	3	1	3	0	5	8	0	0	0	0	0	0	1	2	2	5
07:15 07:30	1	2	2	9	0	3	0	5	14	0	1	0	2	1	0	0	4	6	10
07:30 07:45	0	2	2	5	2	1	0	7	12	0	0	0	0	0	0	2	6	6	9
07:45 08:00	0	6	1	9	0	2	1	9	18	0	0	0	1	0	0	0	1	2	10
08:00 08:15	0	6	0	7	0	0	1	8	15	0	0	0	2	1	1	1	3	5	10
08:15 08:30	0	3	1	11	2	6	1	14	25	0	0	0	1	1	0	2	6	7	16
08:30 08:45	0	3	0	10	0	5	0	9	19	0	0	0	2	2	2	1	5	7	13
08:45 09:00	0	4	1	8	0	3	1	9	17	1	0	0	2	0	0	0	1	3	10
09:00 09:15	0	4	0	5	0	1	0	6	11	0	0	0	0	0	0	1	1	1	6
09:15 09:30	0	5	0	10	0	5	2	12	22	0	0	0	2	0	0	0	0	2	12
09:30 09:45	1	2	0	8	0	5	0	8	16	1	0	0	2	0	0	0	0	2	9
09:45 10:00	0	4	0	11	1	6	0	12	23	1	0	0	1	1	0	0	2	3	13
13:30 13:45	0	1	0	3	0	2	0	3	6	0	0	0	0	0	0	0	0	0	3
13:45 14:00	1	1	0	4	0	1	0	4	8	1	0	0	2	1	0	1	2	4	6
14:00 14:15	0	3	0	3	0	0	0	3	6	0	0	0	0	0	0	0	0	0	3
14:15 14:30	0	3	1	5	1	1	0	7	12	1	0	0	1	0	0	1	3	4	8
14:30 14:45	0	1	1	4	2	1	1	7	11	0	1	0	2	1	0	2	7	9	10
14:45 15:00	0	3	2	7	0	2	0	6	13	0	0	0	0	0	0	1	3	3	8
15:00 15:15	0	1	0	1	1	0	0	2	3	0	0	0	0	0	0	0	1	1	2
15:15 15:30	1	2	1	6	0	0	3	5	11	0	0	0	4	2	0	0	3	7	9
15:30 15:45	0	1	1	2	0	0	1	3	5	1	0	0	2	0	0	0	1	3	4
15:45 16:00	0	2	0	5	1	3	0	6	11	0	0	0	0	0	0	0	1	1	6
16:00 16:15	0	2	0	5	0	3	1	6	11	0	0	0	1	0	0	0	0	1	6
16:15 16:30	0	5	1	10	0	3	1	12	22	2	0	0	3	1	0	1	3	6	14
16:30 16:45	0	1	0	4	2	2	0	6	10	0	0	0	0	1	0	1	4	4	7
16:45 17:00	0	2	0	2	0	0	0	2	4	0	0	0	0	0	0	0	0	0	2
17:00 17:15	0	1	0	2	2	1	0	6	8	0	0	0	0	0	0	2	4	4	6
17:15 17:30	0	0	0	1	2	1	0	3	4	0	0	0	0	0	0	0	2	2	3
17:30 17:45	0	3	0	4	2	1	0	7	11	0	0	0	0	0	0	1	3	3	7
17:45 18:00	0	1	0	1	1	0	0	3	4	0	0	0	0	0	0	1	2	2	3
Total: None	4	76	14	171	21	65	13	203	374	8	2	0	30	12	3	20	72	102	238



Transportation Services - Traffic Services

Turning Movement Count - Study Results

HARVEST VALLEY AVE/SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40766

Start Time: 06:30

Device: Miovision

Full Study 15 Minute U-Turn Total

Time Period		TENTH LINE RD		HARVEST VALLEY AVE/SWEETVALLEY DR		Total
		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	
06:30	06:45	0	0	0	0	0
06:45	07:00	0	0	0	0	0
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
13:30	13:45	0	0	0	0	0
13:45	14:00	0	1	0	0	1
14:00	14:15	0	0	0	0	0
14:15	14:30	0	0	0	0	0
14:30	14:45	0	0	0	0	0
14:45	15:00	0	0	0	0	0
15:00	15:15	0	1	0	0	1
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	1	0	0	1
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	0	0	0
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	0	0	0
17:15	17:30	0	1	0	0	1
17:30	17:45	0	0	0	0	0
17:45	18:00	0	1	0	0	1
Total		0	5	0	0	5

Turning Movement Count - Study Results

SWEETVALLEY DR @ TENTH LINE RD

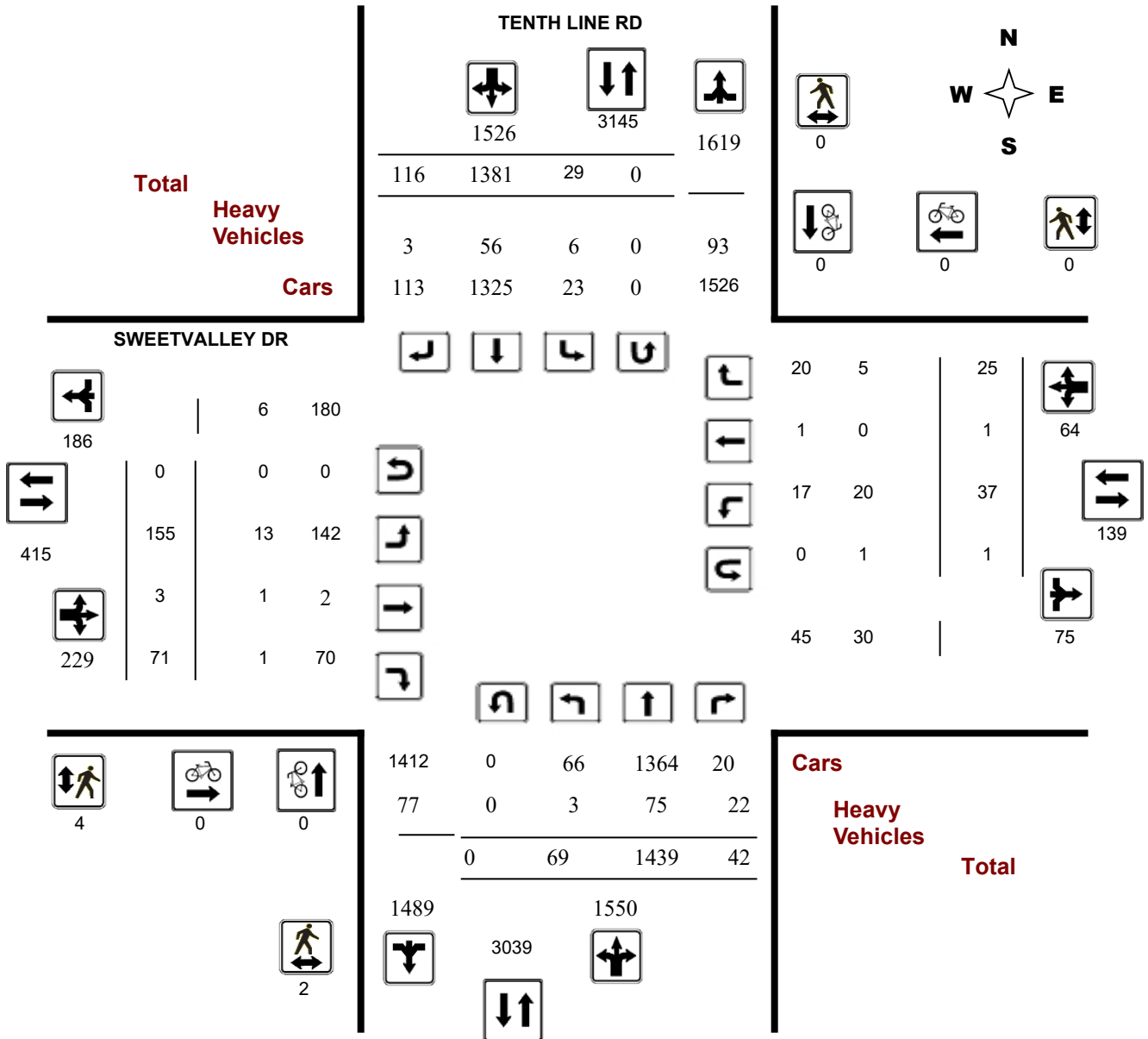
Survey Date: Tuesday, February 07, 2023

WO No: 40767

Start Time: 06:30

Device: Miovision

Full Study Diagram



Turning Movement Count - Study Results

SWEETVALLEY DR @ TENTH LINE RD

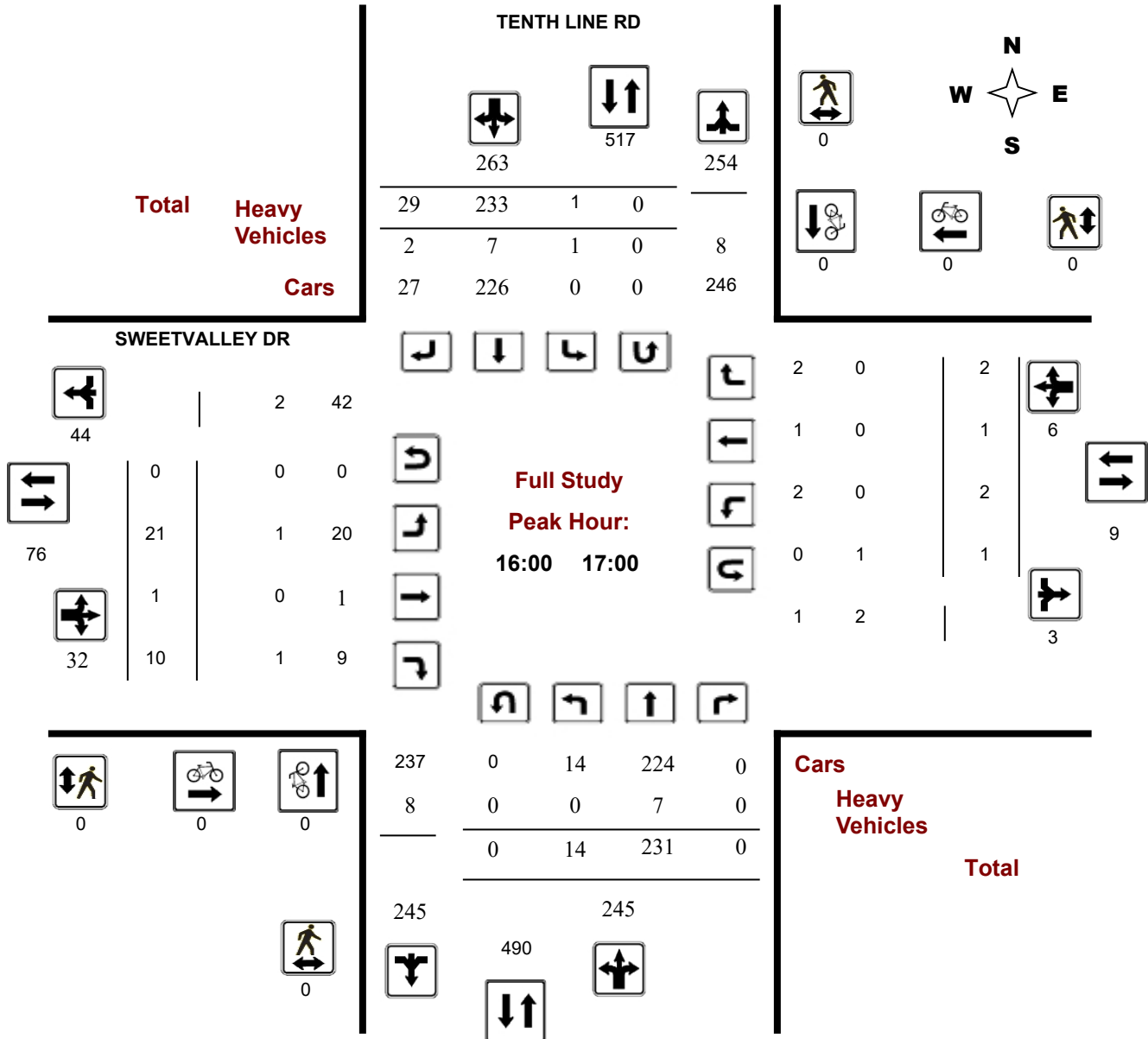
Survey Date: Tuesday, February 07, 2023

WO No: 40767

Start Time: 06:30

Device: Miovision

Full Study Peak Hour Diagram



Turning Movement Count - Peak Hour Diagram

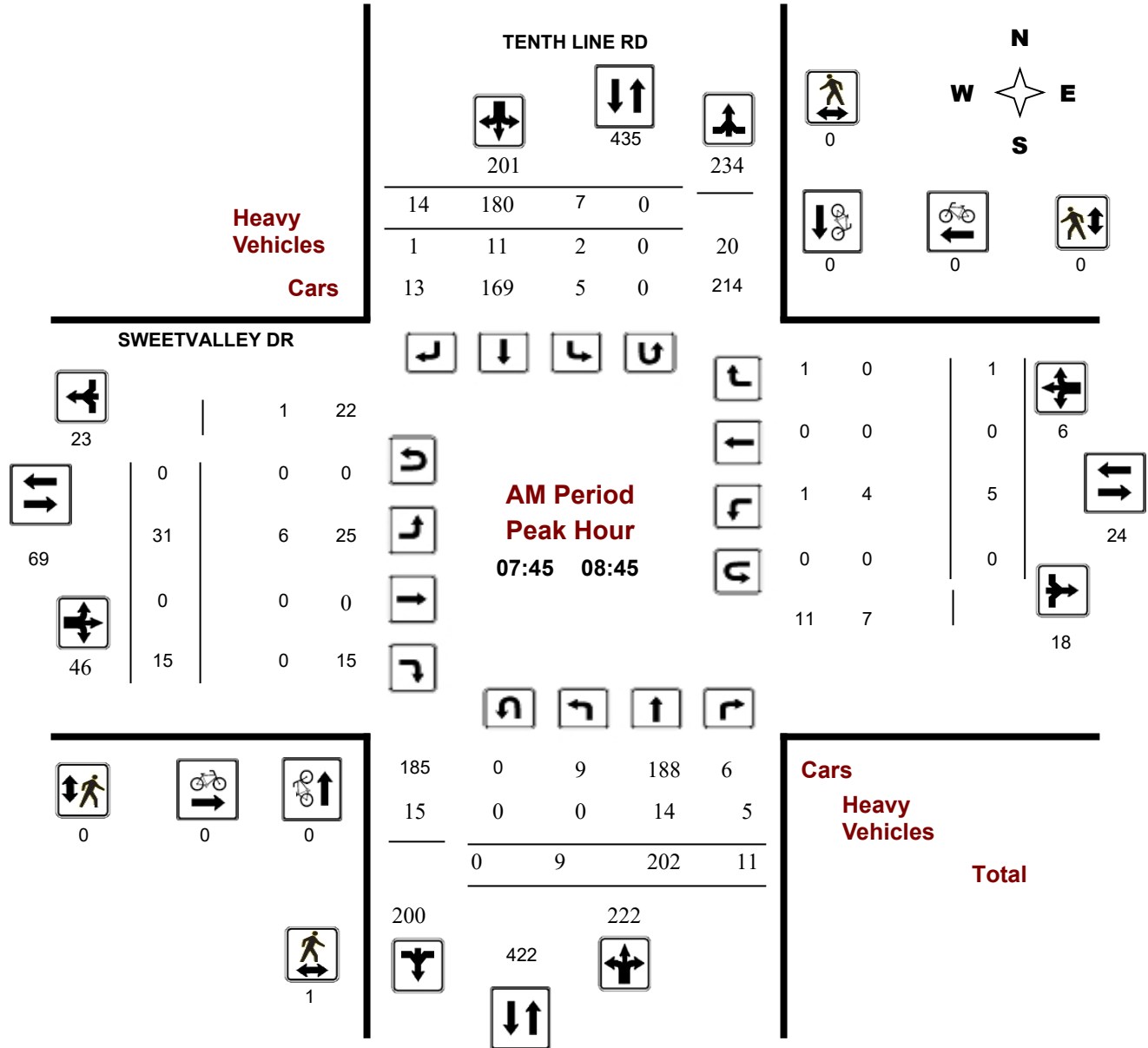
SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

Start Time: 06:30

WO No: 40767

Device: Miovision





Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

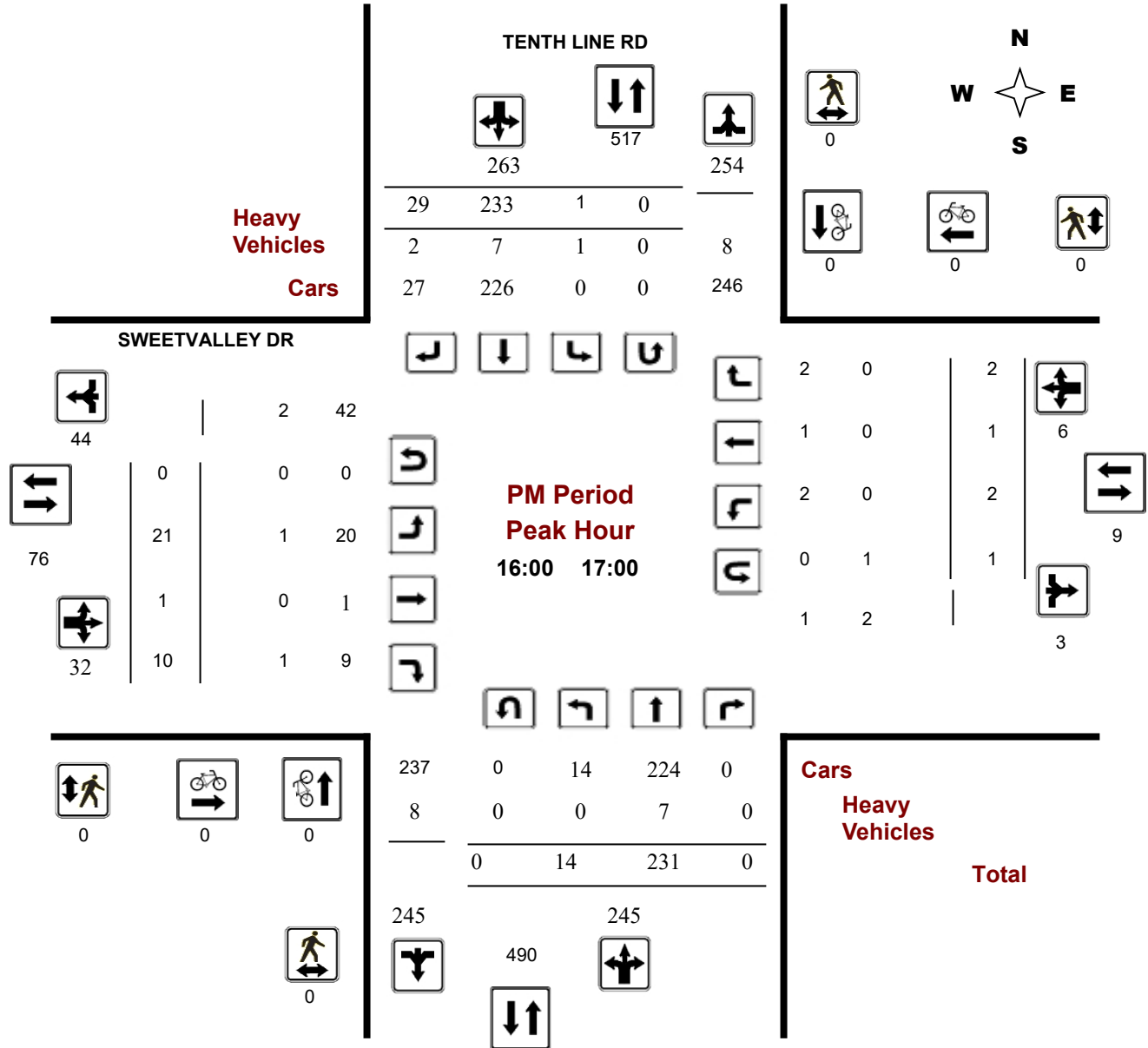
SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

Start Time: 06:30

WO No: 40767

Device: Miovision





Transportation Services - Traffic Services

Turning Movement Count - Study Results

SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40767

Start Time: 06:30

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, February 07, 2023

Total Observed U-Turns

AADT Factor

Northbound: 0 Southbound: 0
 Eastbound: 0 Westbound: 1
 .00

TENTH LINE RD

SWEETVALLEY DR

Period	Northbound					Southbound					Eastbound					Westbound					Grand Total
	LT	ST	RT	NB TOT	STR TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	STR TOT	LT	ST	RT	WB TOT	STR TOT	
06:30 07:30	5	104	8	117	255	8	123	7	138	3076	22	0	16	38	40	2	0	0	2	295	
07:30 08:30	4	198	11	213	419	7	187	12	206	471	30	0	16	46	52	5	0	1	6	471	
08:30 09:30	9	173	7	189	320	7	114	10	131	361	20	1	9	30	41	4	0	7	11	361	
13:00 14:00	6	138	5	149	291	3	132	7	142	319	14	1	4	19	28	5	0	4	9	319	
14:00 15:00	5	168	10	183	369	2	171	13	186	405	14	0	6	20	36	9	0	7	16	405	
15:00 16:00	8	186	1	195	429	1	214	19	234	461	14	0	5	19	32	10	0	3	13	461	
16:00 17:00	14	231	0	245	508	1	233	29	263	545	21	1	10	32	37	2	1	2	5	545	
17:00 18:00	18	241	0	259	485	0	207	19	226	511	20	0	5	25	26	0	0	1	1	511	
Sub Total	69	1439	42	1550	3076	29	1381	116	1526	3076	155	3	71	229	292	37	1	25	63	3368	
U Turns	0				0		0		0		0		0		1		1		1		
Total	69	1439	42	1550	3076	29	1381	116	1526	3076	155	3	71	229	293	37	1	25	64	3369	

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

AVG 12Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----------------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor. **.00**

AVG 24Hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
-----------------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

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

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40767

Start Time: 06:30

Device: Miovision

Full Study 15 Minute Increments

TENTH LINE RD

SWEETVALLEY DR

Northbound Southbound Eastbound Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
06:30 06:45	0	22	3	25	2	20	2	24	49	2	0	3	5	0	0	0	0	5	54
06:45 07:00	2	20	1	23	1	26	0	27	50	6	0	4	10	0	0	0	0	10	60
07:00 07:15	2	21	1	24	2	37	3	42	66	4	0	4	8	0	0	0	0	8	74
07:15 07:30	1	41	3	45	3	40	2	45	90	10	0	5	15	2	0	0	2	17	107
07:30 07:45	0	40	4	44	1	49	3	53	97	9	0	5	14	0	0	0	0	14	111
07:45 08:00	1	65	2	68	2	43	2	47	115	10	0	4	14	1	0	0	1	15	130
08:00 08:15	2	47	4	53	2	46	6	54	107	7	0	4	11	1	0	0	1	12	119
08:15 08:30	1	46	1	48	2	49	1	52	100	4	0	3	7	3	0	1	4	11	111
08:30 08:45	5	44	4	53	1	42	5	48	101	10	0	4	14	0	0	0	0	14	115
08:45 09:00	1	48	2	51	2	21	3	26	77	3	0	2	5	3	0	1	4	9	86
09:00 09:15	0	33	0	33	2	24	1	27	60	3	1	1	5	1	0	2	3	8	68
09:15 09:30	3	48	1	52	2	27	1	30	82	4	0	2	6	0	0	4	4	10	92
09:30 09:45	1	31	4	36	2	23	2	27	63	2	0	2	4	1	0	3	4	8	71
09:45 10:00	3	42	1	46	1	31	0	32	78	2	1	0	3	2	0	1	3	6	84
13:30 13:45	2	38	0	40	0	36	3	39	79	4	0	0	4	2	0	0	2	6	85
13:45 14:00	0	27	0	27	0	42	2	44	71	6	0	2	8	0	0	0	0	8	79
14:00 14:15	0	38	4	42	0	32	3	35	77	1	0	1	2	1	0	1	2	4	81
14:15 14:30	3	44	1	48	0	32	4	36	84	7	0	1	8	3	0	0	3	11	95
14:30 14:45	1	46	1	48	2	59	3	64	112	0	0	3	3	3	0	1	4	7	119
14:45 15:00	1	40	4	45	0	48	3	51	96	6	0	1	7	2	0	5	7	14	110
15:00 15:15	3	44	0	47	0	54	6	60	107	4	0	1	5	5	0	0	5	10	117
15:15 15:30	1	44	0	45	0	59	9	68	113	5	0	2	7	2	0	1	3	10	123
15:30 15:45	2	42	1	45	0	47	0	47	92	2	0	1	3	2	0	0	2	5	97
15:45 16:00	2	56	0	58	1	54	4	59	117	3	0	1	4	1	0	2	3	7	124
16:00 16:15	4	57	0	61	1	61	7	69	130	4	0	3	7	1	0	0	2	9	139
16:15 16:30	3	62	0	65	0	64	9	73	138	9	0	1	10	0	0	1	1	11	149
16:30 16:45	2	58	0	60	0	51	7	58	118	5	0	3	8	0	1	1	2	10	128
16:45 17:00	5	54	0	59	0	57	6	63	122	3	1	3	7	1	0	0	1	8	130
17:00 17:15	4	60	0	64	0	60	2	62	126	7	0	0	7	0	0	1	1	8	134
17:15 17:30	4	49	0	53	0	58	5	63	116	1	0	2	3	0	0	0	0	3	119
17:30 17:45	8	78	0	86	0	45	7	52	138	6	0	1	7	0	0	0	0	7	145
17:45 18:00	2	54	0	56	0	44	5	49	105	6	0	2	8	0	0	0	0	8	113
Total:	69	1439	42	1550	29	1381	116	1526	3076	155	3	71	229	37	1	25	64	293	3,369

Note: U-Turns are included in Totals.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40767

Start Time: 06:30

Device: Miovision

Full Study Cyclist Volume

TENTH LINE RD

SWEETVALLEY DR

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
06:30 06:45	0	0	0	0	0	0	0
06:45 07:00	0	0	0	0	0	0	0
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
13:30 13:45	0	0	0	0	0	0	0
13:45 14:00	0	0	0	0	0	0	0
14:00 14:15	0	0	0	0	0	0	0
14:15 14:30	0	0	0	0	0	0	0
14:30 14:45	0	0	0	0	0	0	0
14:45 15:00	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0



Transportation Services - Traffic Services

Turning Movement Count - Study Results

SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40767

Start Time: 06:30

Device: Miovision

Full Study Pedestrian Volume

TENTH LINE RD

SWEETVALLEY DR

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
06:30 06:45	0	0	0	0	0	0	0
06:45 07:00	0	0	0	0	0	0	0
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	1	0	1	0	0	0	1
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
13:30 13:45	0	0	0	0	0	0	0
13:45 14:00	0	0	0	0	0	0	0
14:00 14:15	0	0	0	0	0	0	0
14:15 14:30	0	0	0	0	0	0	0
14:30 14:45	0	0	0	2	0	2	2
14:45 15:00	0	0	0	0	0	0	0
15:00 15:15	0	0	0	2	0	2	2
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:15 17:30	1	0	1	0	0	0	1
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
Total	2	0	2	4	0	4	6



Transportation Services - Traffic Services

Turning Movement Count - Study Results

SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40767

Start Time: 06:30

Device: Miovision

Full Study Heavy Vehicles

TENTH LINE RD

SWEETVALLEY DR

Northbound Southbound Eastbound Westbound

Time Period	Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total
	LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT			
06:30 06:45	0	2	0	3	1	1	0	4	7	0	0	0	0	0	0	0	1	1	4
06:45 07:00	0	0	0	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	1
07:00 07:15	1	1	0	5	0	3	0	4	9	0	0	0	1	0	0	0	0	1	5
07:15 07:30	0	6	2	13	1	3	0	11	24	1	0	0	1	2	0	0	5	6	15
07:30 07:45	0	3	1	5	0	1	0	4	9	0	0	0	0	0	0	0	1	1	5
07:45 08:00	0	6	1	8	0	0	0	7	15	1	0	0	1	1	0	0	2	3	9
08:00 08:15	0	3	1	7	0	2	0	7	14	2	0	0	2	1	0	0	2	4	9
08:15 08:30	0	4	1	13	1	6	0	12	25	1	0	0	1	2	0	0	4	5	15
08:30 08:45	0	1	2	6	1	3	1	8	14	2	0	0	3	0	0	0	3	6	10
08:45 09:00	0	5	2	11	0	2	0	7	18	0	0	0	0	2	0	0	4	4	11
09:00 09:15	0	3	0	5	0	1	0	4	9	0	1	0	1	1	0	0	2	3	6
09:15 09:30	0	3	1	8	1	4	0	10	18	0	0	0	0	0	0	2	4	4	11
09:30 09:45	0	2	3	7	0	2	0	4	11	0	0	0	0	0	0	0	3	3	7
09:45 10:00	0	2	0	9	0	5	0	8	17	0	0	0	0	2	0	1	3	3	10
13:30 13:45	0	2	0	6	0	2	0	4	10	0	0	0	0	2	0	0	2	2	6
13:45 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 14:15	0	3	4	7	0	0	0	3	10	0	0	0	0	0	0	0	4	4	7
14:15 14:30	1	4	0	9	0	1	0	5	14	0	0	0	1	3	0	0	3	4	9
14:30 14:45	0	3	0	5	0	2	0	5	10	0	0	0	0	0	0	0	0	0	5
14:45 15:00	0	3	3	8	0	2	0	6	14	0	0	0	0	0	0	1	4	4	9
15:00 15:15	0	1	0	5	0	0	0	2	7	1	0	0	1	4	0	0	4	5	6
15:15 15:30	0	1	0	3	0	2	0	6	9	3	0	0	3	0	0	0	0	3	6
15:30 15:45	0	0	1	1	0	0	0	1	2	1	0	0	1	0	0	0	1	2	2
15:45 16:00	0	2	0	5	0	3	0	6	11	0	0	0	0	0	0	1	1	1	6
16:00 16:15	0	0	0	3	1	2	1	4	7	0	0	1	2	0	0	0	3	5	6
16:15 16:30	0	4	0	7	0	3	1	9	16	1	0	0	2	0	0	0	0	2	9
16:30 16:45	0	0	0	2	0	2	0	2	4	0	0	0	0	0	0	0	0	0	2
16:45 17:00	0	3	0	3	0	0	0	3	6	0	0	0	0	0	0	0	0	0	3
17:00 17:15	0	4	0	5	0	1	0	5	10	0	0	0	0	0	0	0	0	0	5
17:15 17:30	1	0	0	2	0	1	0	1	3	0	0	0	1	0	0	0	0	1	2
17:30 17:45	0	3	0	4	0	1	0	4	8	0	0	0	0	0	0	0	0	0	4
17:45 18:00	0	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	1
Total: None	3	75	22	177	6	56	3	158	335	13	1	1	21	20	0	5	56	77	206



Transportation Services - Traffic Services

Turning Movement Count - Study Results

SWEETVALLEY DR @ TENTH LINE RD

Survey Date: Tuesday, February 07, 2023

WO No: 40767

Start Time: 06:30

Device: Miovision

Full Study 15 Minute U-Turn Total TENTH LINE RD SWEETVALLEY DR

Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
06:30	06:45	0	0	0	0	0
06:45	07:00	0	0	0	0	0
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
13:30	13:45	0	0	0	0	0
13:45	14:00	0	0	0	0	0
14:00	14:15	0	0	0	0	0
14:15	14:30	0	0	0	0	0
14:30	14:45	0	0	0	0	0
14:45	15:00	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	0	0	1	1
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	0	0	0
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	0	0	0
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
Total		0	0	0	1	1

Turning Movement Count - Study Results

TENTH LINE RD @ WALL RD

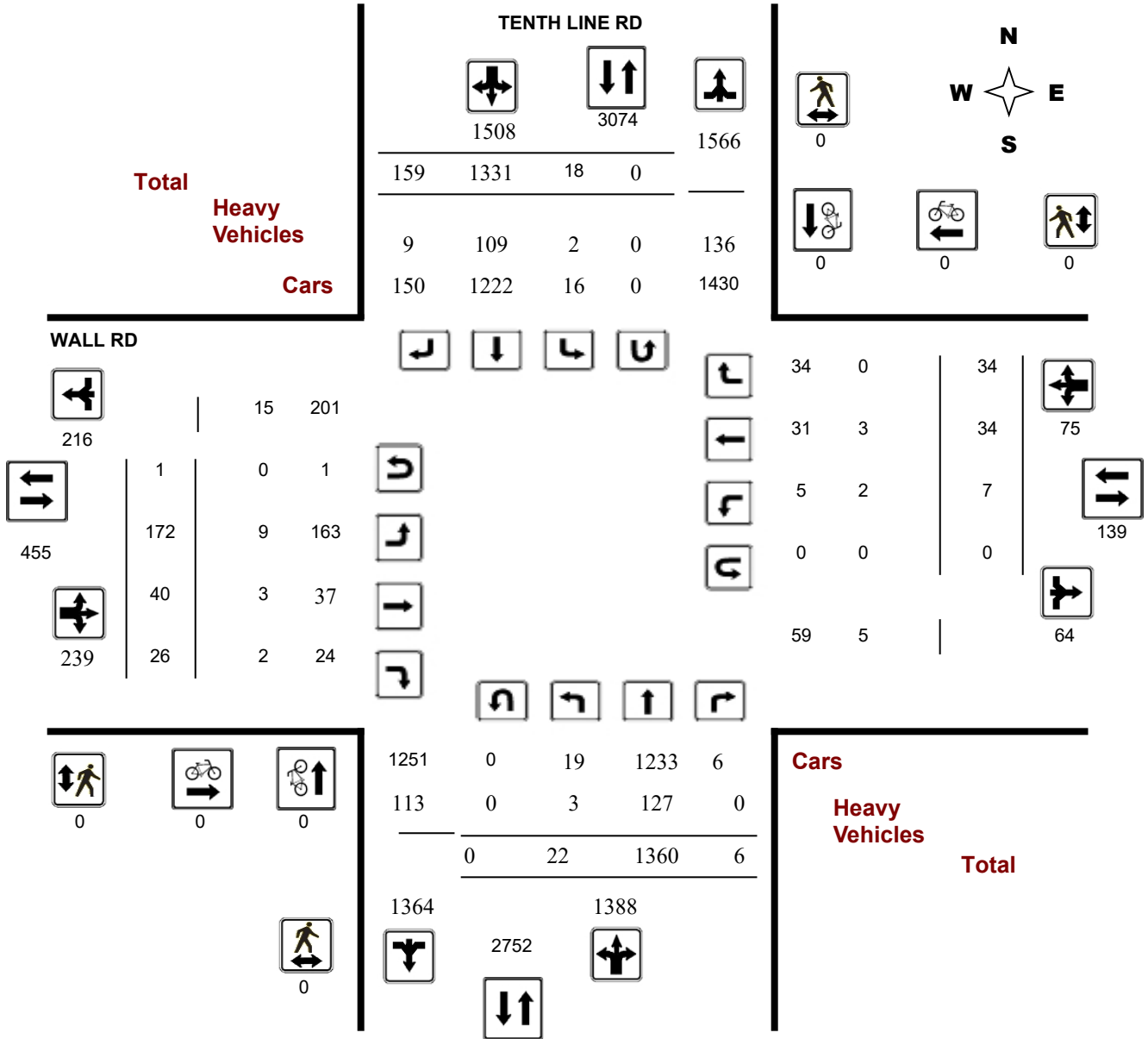
Survey Date: Tuesday, February 07, 2023

WO No: 40765

Start Time: 06:30

Device: Miovision

Full Study Diagram



Turning Movement Count - Study Results

TENTH LINE RD @ WALL RD

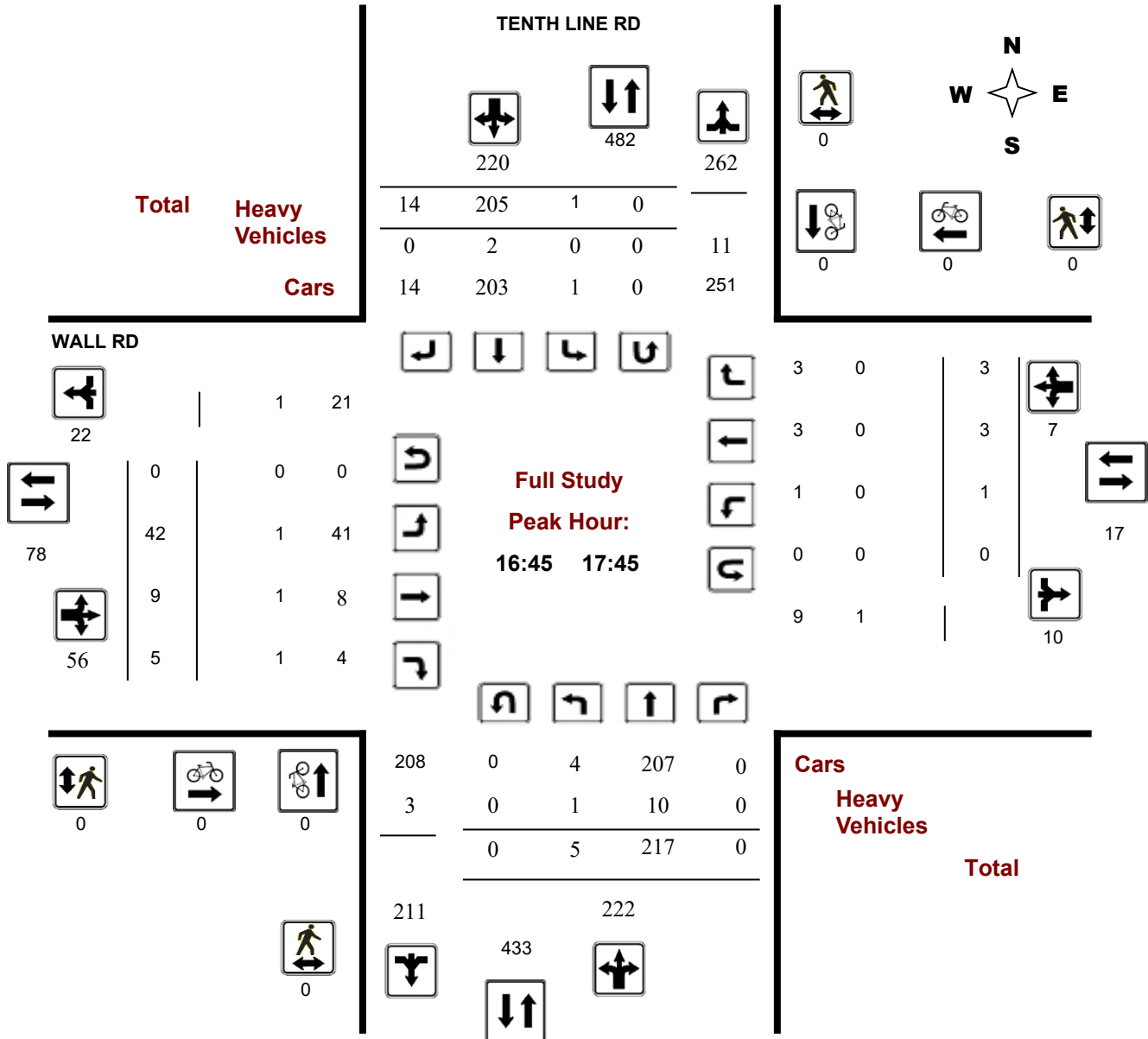
Survey Date: Tuesday, February 07, 2023

WO No: 40765

Start Time: 06:30

Device: Miovision

Full Study Peak Hour Diagram



Turning Movement Count - Peak Hour Diagram

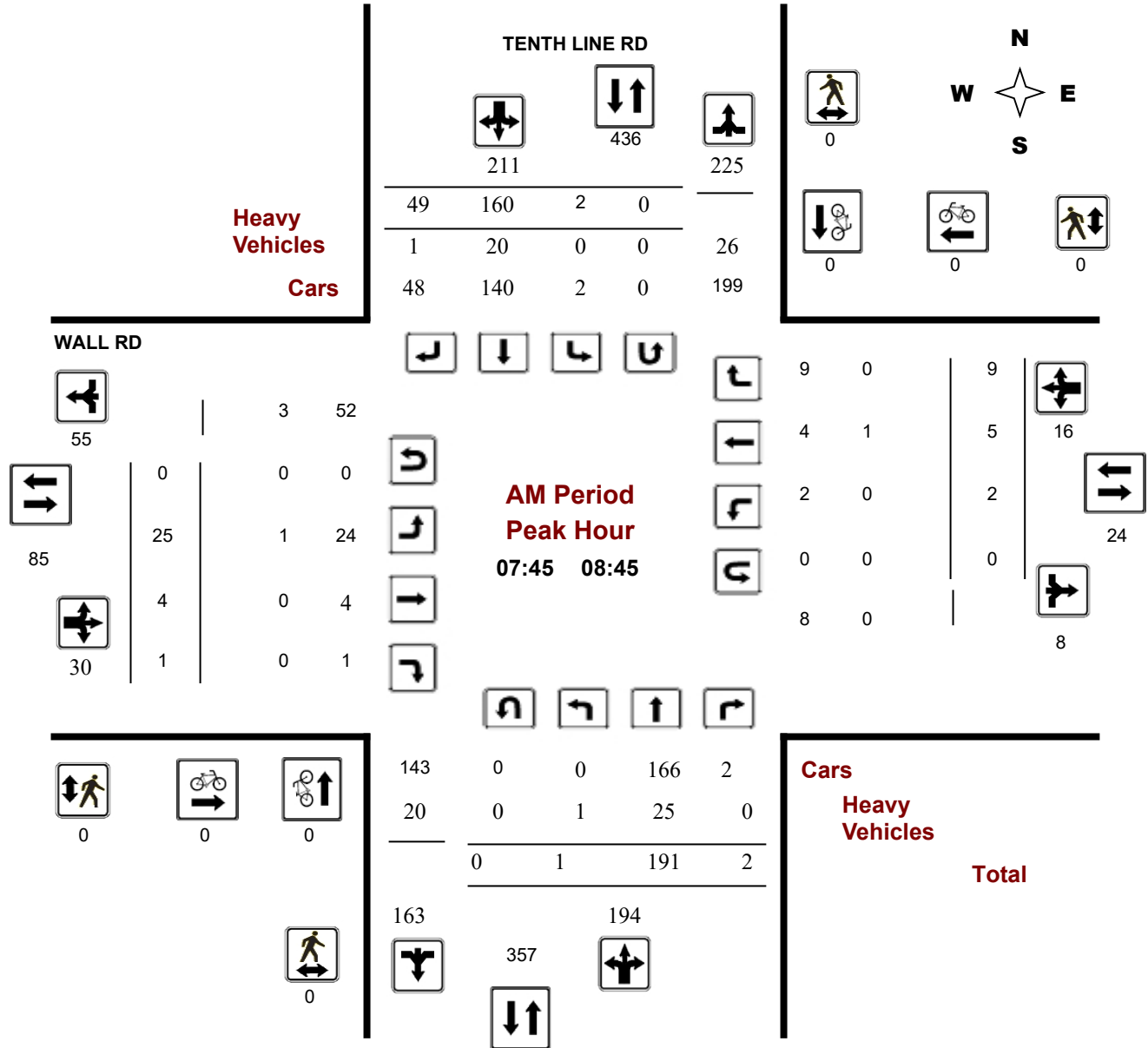
TENTH LINE RD @ WALL RD

Survey Date: Tuesday, February 07, 2023

Start Time: 06:30

WO No: 40765

Device: Miovision



Turning Movement Count - Peak Hour Diagram

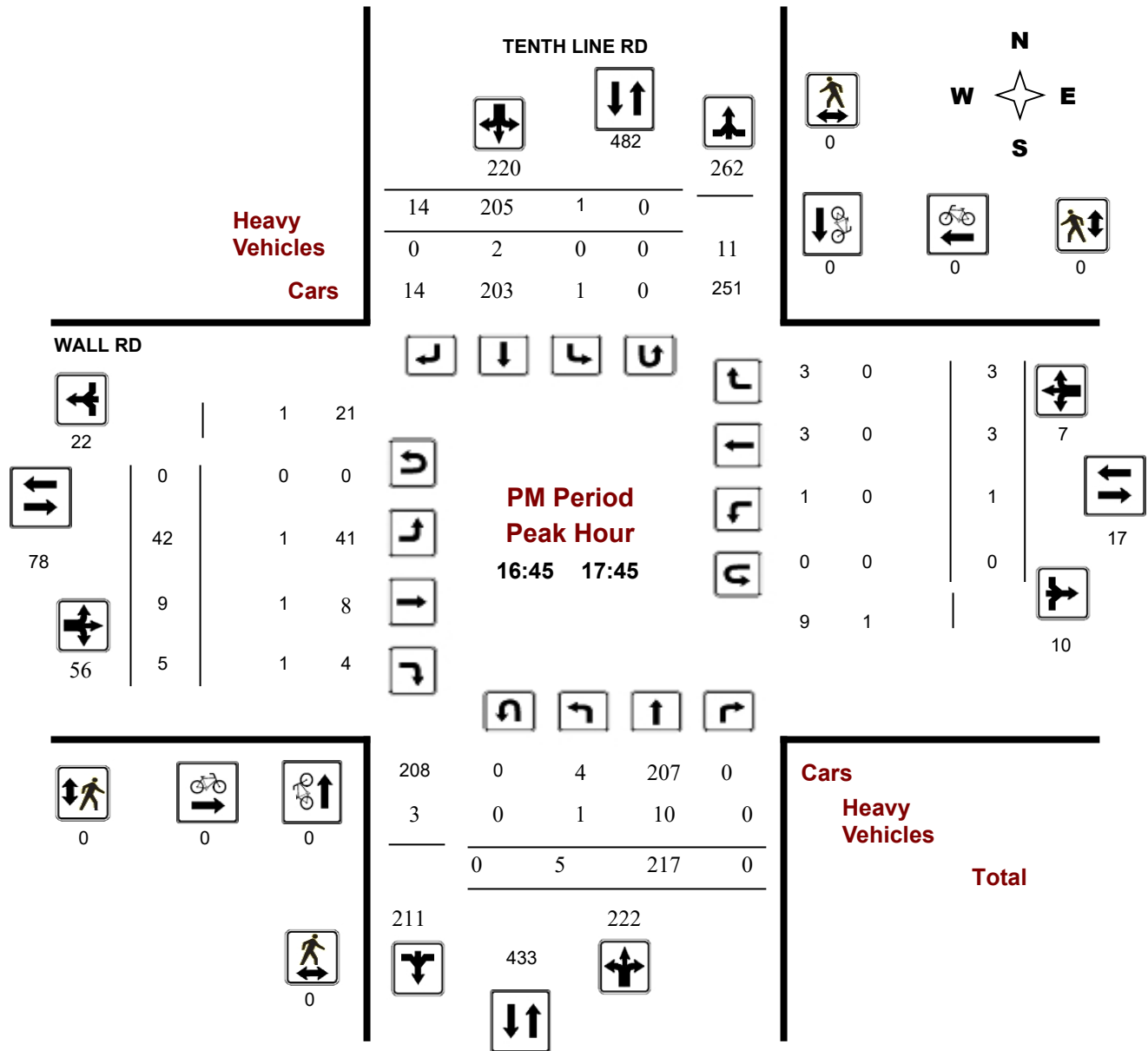
TENTH LINE RD @ WALL RD

Survey Date: Tuesday, February 07, 2023

Start Time: 06:30

WO No: 40765

Device: Miovision





Transportation Services - Traffic Services

Turning Movement Count - Study Results

TENTH LINE RD @ WALL RD

Survey Date: Tuesday, February 07, 2023

WO No: 40765

Start Time: 06:30

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, February 07, 2023

Total Observed U-Turns

AADT Factor

Northbound: 0 Southbound: 0

.00

Eastbound: 1 Westbound: 0

TENTH LINE RD

WALL RD

Period	Northbound					Southbound					Eastbound					Westbound					Grand Total
	LT	ST	RT	NB TOT	STR TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	STR TOT	LT	ST	RT	WB TOT	STR TOT	
06:30 07:30	0	114	1	115	252	0	121	16	137	252	6	1	4	11	238	0	2	2	4	15	267
07:30 08:30	1	186	1	188	401	1	157	55	213	401	21	3	3	27	238	2	7	8	17	44	445
08:30 09:30	1	170	2	173	305	3	112	17	132	305	17	2	0	19	238	0	3	4	7	26	331
13:00 14:00	2	137	1	140	284	2	132	10	144	284	14	4	1	19	238	1	2	2	5	24	308
14:00 15:00	9	168	0	177	377	4	183	13	200	377	16	5	3	24	238	2	7	5	14	38	415
15:00 16:00	2	178	1	181	410	3	214	12	229	410	22	6	6	34	238	1	5	4	10	44	454
16:00 17:00	3	195	0	198	439	4	216	21	241	439	40	11	3	54	238	0	6	4	10	64	503
17:00 18:00	4	212	0	216	428	1	196	15	212	428	36	8	6	50	238	1	2	5	8	58	486
Sub Total	22	1360	6	1388	2896	18	1331	159	1508	2896	172	40	26	238	238	7	34	34	75	313	3209
U Turns				0	0				0	0				1					0	1	1
Total	22	1360	6	1388	2896	18	1331	159	1508	2896	172	40	26	239	238	7	34	34	75	314	3210

EQ 12Hr 31 1890 8 1929 25 1850 221 2096 4025 239 56 36 332 10 47 47 104 436 4462

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

AVG 12Hr 0

Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor. **.00**

AVG 24Hr 0

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

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

TENTH LINE RD @ WALL RD

Survey Date: Tuesday, February 07, 2023

WO No: 40765

Start Time: 06:30

Device: Miovision

Full Study 15 Minute Increments

TENTH LINE RD

WALL RD

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
06:30 06:45	0	24	0	24	0	22	2	24	48	1	0	0	1	0	0	0	0	1	49
06:45 07:00	0	21	1	22	0	25	2	27	49	1	0	1	2	0	0	1	1	3	52
07:00 07:15	0	23	0	23	0	36	4	40	63	0	0	2	2	0	2	0	2	4	67
07:15 07:30	0	46	0	46	0	38	8	46	92	4	1	1	6	0	0	1	1	7	99
07:30 07:45	0	37	0	37	0	38	14	52	89	5	0	2	7	0	4	2	6	13	102
07:45 08:00	0	59	0	59	1	33	21	55	114	6	2	1	9	0	2	4	6	15	129
08:00 08:15	1	47	1	49	0	39	14	53	102	4	0	0	4	2	1	1	4	8	110
08:15 08:30	0	43	0	43	0	47	6	53	96	6	1	0	7	0	0	1	1	8	104
08:30 08:45	0	42	1	43	1	41	8	50	93	9	1	0	10	0	2	3	5	15	108
08:45 09:00	1	45	0	46	0	21	4	25	71	2	0	0	2	0	0	0	0	2	73
09:00 09:15	0	33	0	33	0	23	4	27	60	3	1	0	4	0	1	0	1	5	65
09:15 09:30	0	50	1	51	2	27	1	30	81	3	0	0	3	0	0	1	1	4	85
09:30 09:45	1	32	0	33	1	27	4	32	65	3	1	1	5	0	1	0	1	6	71
09:45 10:00	0	42	0	42	0	26	3	29	71	6	2	0	9	1	0	0	1	10	81
13:30 13:45	0	36	1	37	1	34	2	37	74	4	0	0	4	0	0	1	1	5	79
13:45 14:00	1	27	0	28	0	45	1	46	74	1	1	0	2	0	1	1	2	4	78
14:00 14:15	2	41	0	43	1	38	1	40	83	3	1	3	7	0	2	0	2	9	92
14:15 14:30	2	42	0	44	1	36	1	38	82	5	2	0	7	0	3	3	6	13	95
14:30 14:45	3	46	0	49	2	56	7	65	114	3	2	0	5	1	2	1	4	9	123
14:45 15:00	2	39	0	41	0	53	4	57	98	5	0	0	5	1	0	1	2	7	105
15:00 15:15	0	36	0	36	0	54	1	55	91	9	1	3	13	0	2	3	5	18	109
15:15 15:30	0	45	1	46	1	64	1	66	112	3	2	1	6	0	0	0	0	6	118
15:30 15:45	2	45	0	47	0	45	2	47	94	4	0	1	5	0	3	1	4	9	103
15:45 16:00	0	52	0	52	2	51	8	61	113	6	3	1	10	1	0	0	1	11	124
16:00 16:15	1	53	0	54	3	54	9	66	120	9	1	1	11	0	2	2	4	15	135
16:15 16:30	0	48	0	48	1	60	2	63	111	10	3	1	14	0	3	0	3	17	128
16:30 16:45	1	42	0	43	0	49	6	55	98	11	3	1	15	0	0	2	2	17	115
16:45 17:00	1	52	0	53	0	53	4	57	110	10	4	0	14	0	1	0	1	15	125
17:00 17:15	1	50	0	51	1	56	5	62	113	11	2	1	14	0	0	2	2	16	129
17:15 17:30	1	41	0	42	0	62	2	64	106	10	3	3	16	1	2	1	4	20	126
17:30 17:45	2	74	0	76	0	34	3	37	113	11	0	1	12	0	0	0	0	12	125
17:45 18:00	0	47	0	47	0	44	5	49	96	4	3	1	8	0	0	2	2	10	106
Total:	22	1360	6	1388	18	1331	159	1508	2896	172	40	26	239	7	34	34	75	314	3,210

Note: U-Turns are included in Totals.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

TENTH LINE RD @ WALL RD

Survey Date: Tuesday, February 07, 2023

WO No: 40765

Start Time: 06:30

Device: Miovision

Full Study Cyclist Volume

Time Period	TENTH LINE RD			WALL RD			Grand Total
	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	
06:30 06:45	0	0	0	0	0	0	0
06:45 07:00	0	0	0	0	0	0	0
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
13:30 13:45	0	0	0	0	0	0	0
13:45 14:00	0	0	0	0	0	0	0
14:00 14:15	0	0	0	0	0	0	0
14:15 14:30	0	0	0	0	0	0	0
14:30 14:45	0	0	0	0	0	0	0
14:45 15:00	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0



Transportation Services - Traffic Services

Turning Movement Count - Study Results

TENTH LINE RD @ WALL RD

Survey Date: Tuesday, February 07, 2023

WO No: 40765

Start Time: 06:30

Device: Miovision

Full Study Pedestrian Volume

TENTH LINE RD

WALL RD

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
06:30 06:45	0	0	0	0	0	0	0
06:45 07:00	0	0	0	0	0	0	0
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
13:30 13:45	0	0	0	0	0	0	0
13:45 14:00	0	0	0	0	0	0	0
14:00 14:15	0	0	0	0	0	0	0
14:15 14:30	0	0	0	0	0	0	0
14:30 14:45	0	0	0	0	0	0	0
14:45 15:00	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0



Transportation Services - Traffic Services

Turning Movement Count - Study Results

TENTH LINE RD @ WALL RD

Survey Date: Tuesday, February 07, 2023

WO No: 40765

Start Time: 06:30

Device: Miovision

Full Study Heavy Vehicles

TENTH LINE RD

WALL RD

Northbound

Southbound

Eastbound

Westbound

Time Period	Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total
	LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT			
06:30 06:45	0	2	0	4	0	2	0	4	8	0	0	0	0	0	0	0	0	0	4
06:45 07:00	0	0	0	1	0	1	0	1	2	0	0	0	0	0	0	0	0	0	1
07:00 07:15	0	2	0	4	0	2	1	5	9	0	0	0	1	0	0	0	0	1	5
07:15 07:30	0	11	0	16	0	4	1	17	33	1	0	1	3	0	0	0	0	3	18
07:30 07:45	0	2	0	7	0	5	0	8	15	1	0	0	1	0	0	0	0	1	8
07:45 08:00	0	9	0	11	0	2	0	11	22	0	0	0	1	0	1	0	1	2	12
08:00 08:15	1	6	0	12	0	5	0	11	23	0	0	0	1	0	0	0	0	1	12
08:15 08:30	0	6	0	15	0	9	0	15	30	0	0	0	0	0	0	0	0	0	15
08:30 08:45	0	4	0	8	0	4	1	10	18	1	0	0	2	0	0	0	0	2	10
08:45 09:00	1	7	0	14	0	6	0	14	28	1	0	0	2	0	0	0	0	2	15
09:00 09:15	0	6	0	9	0	3	1	10	19	0	0	0	1	0	0	0	0	1	10
09:15 09:30	0	4	0	8	1	4	0	9	17	0	0	0	0	0	0	0	1	1	9
09:30 09:45	0	6	0	11	0	5	0	11	22	0	0	0	0	0	0	0	0	0	11
09:45 10:00	0	4	0	12	0	8	0	12	24	0	0	0	0	0	0	0	0	0	12
13:30 13:45	0	4	0	9	0	5	1	10	19	0	0	0	1	0	0	0	0	1	10
13:45 14:00	0	2	0	5	0	3	0	5	10	0	0	0	1	0	1	0	1	2	6
14:00 14:15	0	9	0	11	0	2	0	11	22	0	0	0	0	0	0	0	0	0	11
14:15 14:30	0	6	0	11	0	5	0	12	23	1	0	0	1	0	0	0	0	1	12
14:30 14:45	0	5	0	9	0	4	1	11	20	1	0	0	2	0	0	0	0	2	11
14:45 15:00	0	7	0	12	0	4	0	11	23	0	0	0	0	1	0	0	1	1	12
15:00 15:15	0	3	0	9	0	6	0	9	18	0	0	0	1	0	1	0	1	2	10
15:15 15:30	0	2	0	6	0	4	0	6	12	0	0	0	0	0	0	0	0	0	6
15:30 15:45	0	4	0	5	0	1	0	5	10	0	0	0	0	0	0	0	0	0	5
15:45 16:00	0	3	0	6	0	2	2	7	13	0	0	0	2	1	0	0	1	3	8
16:00 16:15	0	2	0	7	0	5	0	7	14	0	0	0	0	0	0	0	0	0	7
16:15 16:30	0	0	0	4	1	4	0	7	11	2	1	0	3	0	0	0	2	5	8
16:30 16:45	0	0	0	1	0	1	1	2	3	0	1	0	2	0	0	0	1	3	3
16:45 17:00	0	2	0	2	0	0	0	3	5	1	1	0	2	0	0	0	1	3	4
17:00 17:15	1	4	0	7	0	1	0	5	12	0	0	1	2	0	0	0	0	2	7
17:15 17:30	0	1	0	2	0	1	0	2	4	0	0	0	0	0	0	0	0	0	2
17:30 17:45	0	3	0	3	0	0	0	3	6	0	0	0	0	0	0	0	0	0	3
17:45 18:00	0	1	0	2	0	1	0	2	4	0	0	0	0	0	0	0	0	0	2
Total: None	3	127	0	243	2	109	9	256	499	9	3	2	29	2	3	0	10	39	269



Transportation Services - Traffic Services

Turning Movement Count - Study Results

TENTH LINE RD @ WALL RD

Survey Date: Tuesday, February 07, 2023

WO No: 40765

Start Time: 06:30

Device: Miovision

Full Study 15 Minute U-Turn Total

TENTH LINE RD

WALL RD

Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
06:30	06:45	0	0	0	0	0
06:45	07:00	0	0	0	0	0
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	1	0	1
13:30	13:45	0	0	0	0	0
13:45	14:00	0	0	0	0	0
14:00	14:15	0	0	0	0	0
14:15	14:30	0	0	0	0	0
14:30	14:45	0	0	0	0	0
14:45	15:00	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	0	0	0
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	0	0	0
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
Total		0	0	1	0	1























Appendix B

Synchro Worksheets

HCM Signalized Intersection Capacity Analysis

1: 10th Line Road & Promenade Decoeur Drive/Southfield Way

03-21-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	30	48	9	54	69	108	501	9	60	270	87
Future Volume (vph)	78	30	48	9	54	69	108	501	9	60	270	87
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.9	6.9		6.9	6.9		5.9	5.9	5.9	5.9	5.9	5.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1644	1614		1527	1580		1613	3320	1254	1598	3226	1430
Flt Permitted	0.67	1.00		0.70	1.00		0.57	1.00	1.00	0.44	1.00	1.00
Satd. Flow (perm)	1159	1614		1127	1580		966	3320	1254	746	3226	1430
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	87	33	53	10	60	77	120	557	10	67	300	97
RTOR Reduction (vph)	0	45	0	0	66	0	0	0	3	0	0	32
Lane Group Flow (vph)	87	41	0	10	71	0	120	557	7	67	300	65
Heavy Vehicles (%)	4%	0%	2%	12%	6%	3%	6%	3%	22%	7%	6%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2		2		6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	9.8	9.8		9.8	9.8		46.3	46.3	46.3	46.3	46.3	46.3
Effective Green, g (s)	9.8	9.8		9.8	9.8		46.3	46.3	46.3	46.3	46.3	46.3
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.67	0.67	0.67	0.67	0.67	0.67
Clearance Time (s)	6.9	6.9		6.9	6.9		5.9	5.9	5.9	5.9	5.9	5.9
Vehicle Extension (s)	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	229		160	224		649	2231	842	501	2167	960
v/s Ratio Prot		0.03			0.04			c0.17			0.09	
v/s Ratio Perm	c0.08			0.01			0.12		0.01	0.09		0.05
v/c Ratio	0.53	0.18		0.06	0.32		0.18	0.25	0.01	0.13	0.14	0.07
Uniform Delay, d1	27.4	26.0		25.6	26.5		4.2	4.5	3.7	4.1	4.1	3.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.3	0.4		0.2	0.8		0.6	0.3	0.0	0.6	0.1	0.1
Delay (s)	30.7	26.4		25.7	27.4		4.9	4.7	3.7	4.6	4.2	4.0
Level of Service	C	C		C	C		A	A	A	A	A	A
Approach Delay (s)		28.5			27.2			4.7			4.2	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.6				HCM 2000 Level of Service		A			
HCM 2000 Volume to Capacity ratio			0.30									
Actuated Cycle Length (s)			68.9				Sum of lost time (s)		12.8			
Intersection Capacity Utilization			61.0%				ICU Level of Service		B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: 10th Line Road & Sweet Valley Drive/Harvest Valley Avenue

03-21-2023



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (vph)	132	12	6	42	9	261	0	216	30	111	180	66
Future Volume (vph)	132	12	6	42	9	261	0	216	30	111	180	66
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.5	6.5		6.5	6.5			6.2		6.2	6.2	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95		1.00	0.95	
Frt	1.00	0.95		1.00	0.85			0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1710	1706		1569	1491			3113		1676	3083	
Flt Permitted	0.58	1.00		0.74	1.00			1.00		0.58	1.00	
Satd. Flow (perm)	1039	1706		1229	1491			3113		1030	3083	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	147	13	7	47	10	290	0	240	33	123	200	73
RTOR Reduction (vph)	0	5	0	0	191	0	0	18	0	0	49	0
Lane Group Flow (vph)	147	15	0	47	109	0	0	255	0	123	224	0
Heavy Vehicles (%)	0%	0%	0%	9%	38%	2%	0%	8%	7%	2%	7%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	13.1	13.1		13.1	13.1			12.4		12.4	12.4	
Effective Green, g (s)	13.1	13.1		13.1	13.1			12.4		12.4	12.4	
Actuated g/C Ratio	0.34	0.34		0.34	0.34			0.32		0.32	0.32	
Clearance Time (s)	6.5	6.5		6.5	6.5			6.2		6.2	6.2	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	356	585		421	511			1010		334	1000	
v/s Ratio Prot		0.01			0.07			0.08			0.07	
v/s Ratio Perm	c0.14			0.04						c0.12		
v/c Ratio	0.41	0.03		0.11	0.21			0.25		0.37	0.22	
Uniform Delay, d1	9.6	8.3		8.6	8.9			9.5		9.9	9.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.0		0.1	0.2			0.1		0.7	0.1	
Delay (s)	10.4	8.3		8.7	9.1			9.6		10.6	9.5	
Level of Service	B	A		A	A			A		B	A	
Approach Delay (s)		10.1			9.1			9.6			9.8	
Approach LOS		B			A			A			A	

Intersection Summary

HCM 2000 Control Delay	9.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	38.2	Sum of lost time (s)	12.7
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 3: 10th Line Road & Sweet Valley Drive/Little Lake Lane

















03-21-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	0	15	6	0	3	9	201	12	6	180	15
Future Volume (Veh/h)	30	0	15	6	0	3	9	201	12	6	180	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	33	0	17	7	0	3	10	223	13	7	200	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)												
pX, platoon unblocked												
vC, conflicting volume	475	478	208	489	480	230	217			236		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	475	478	208	489	480	230	217			236		
tC, single (s)	7.3	6.5	6.2	7.9	6.5	6.2	4.1			4.4		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.3	4.2	4.0	3.3	2.2			2.5		
p0 queue free %	93	100	98	98	100	100	99			99		
cM capacity (veh/h)	466	483	837	372	481	815	1365			1188		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	50	10	246	224								
Volume Left	33	7	10	7								
Volume Right	17	3	13	17								
cSH	549	444	1365	1188								
Volume to Capacity	0.09	0.02	0.01	0.01								
Queue Length 95th (m)	2.4	0.6	0.2	0.1								
Control Delay (s)	12.2	13.3	0.4	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.2	13.3	0.4	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.7									
Intersection Capacity Utilization			26.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

4: 10th Line Road & Wall Road

















03-21-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	3	3	3	6	9	3	192	3	3	159	48
Future Volume (Veh/h)	24	3	3	3	6	9	3	192	3	3	159	48
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	27	3	3	3	7	10	3	213	3	3	177	53
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	444	432	204	434	456	214	230			216		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	444	432	204	434	456	214	230			216		
tC, single (s)	7.1	6.5	6.2	7.1	6.7	6.2	5.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.2	3.3	3.1			2.2		
p0 queue free %	95	99	100	99	99	99	100			100		
cM capacity (veh/h)	507	517	842	529	472	831	924			1366		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	33	20	219	233								
Volume Left	27	3	3	3								
Volume Right	3	10	3	53								
cSH	527	614	924	1366								
Volume to Capacity	0.06	0.03	0.00	0.00								
Queue Length 95th (m)	1.6	0.8	0.1	0.1								
Control Delay (s)	12.3	11.1	0.2	0.1								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.3	11.1	0.2	0.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			26.6%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis
 6: East Entrance/Exit/Pewee PI & Sweet Valley Drive

03-21-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	39	0	0	21	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	39	0	0	21	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	43	0	0	23	0	0	0	0	0	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	23			43			66	66	43	66	66	23
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	23			43			66	66	43	66	66	23
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1605			1579			932	829	1033	932	829	1060
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	43	23	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1605	1579	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (m)	0.0	0.0	0.0	0.0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			6.7%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection: 1: 10th Line Road & Promenade Decoeur Drive/Southfield Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (m)	28.9	19.8	15.3	39.4	30.5	32.9	36.0	13.8	30.8	31.0	24.9	19.5
Average Queue (m)	12.3	7.5	2.4	15.7	13.1	14.1	18.1	1.0	10.4	13.0	6.3	6.2
95th Queue (m)	23.7	16.5	11.5	29.5	25.7	26.5	30.9	6.6	22.1	25.7	18.1	15.3
Link Distance (m)		179.0		214.7		349.6	349.6			204.6	204.6	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	60.0		30.0		100.0			75.0	115.0			115.0
Storage Blk Time (%)			0	1								
Queuing Penalty (veh)			0	0								

Intersection: 2: 10th Line Road & Sweet Valley Drive/Harvest Valley Avenue

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	T	TR	L	T	TR
Maximum Queue (m)	31.0	12.8	22.0	32.6	28.2	23.2	33.5	27.3	22.7
Average Queue (m)	14.9	3.1	7.1	17.0	11.3	11.1	15.0	12.6	9.1
95th Queue (m)	26.6	10.6	16.8	27.5	22.3	20.8	26.8	23.7	18.9
Link Distance (m)		181.3		186.6	424.0	424.0		349.6	349.6
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (m)	40.0		70.0				80.0		
Storage Blk Time (%)	0								
Queuing Penalty (veh)	0								

Intersection: 3: 10th Line Road & Sweet Valley Drive/Little Lake Lane

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	23.8	18.6	6.7	11.7
Average Queue (m)	9.2	3.3	0.3	0.5
95th Queue (m)	19.5	12.9	3.3	5.3
Link Distance (m)	119.0	174.8	610.7	83.0
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 10th Line Road & Wall Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	20.0	12.9	11.0	7.1
Average Queue (m)	6.6	3.9	0.4	0.3
95th Queue (m)	15.8	11.7	4.7	2.9
Link Distance (m)	326.1	488.3	335.6	610.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: West Entrance & Sweet Valley Drive

Movement
Directions Served
Maximum Queue (m)
Average Queue (m)
95th Queue (m)
Link Distance (m)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (m)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: East Entrance/Exit/Pewee Pl & Sweet Valley Drive

Movement
Directions Served
Maximum Queue (m)
Average Queue (m)
95th Queue (m)
Link Distance (m)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (m)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 0

HCM Signalized Intersection Capacity Analysis

1: 10th Line Road & Promenade Decoeur Drive/Southfield Way

03-21-2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	33	75	6	24	39	45	339	9	54	384	57
Future Volume (vph)	60	33	75	6	24	39	45	339	9	54	384	57
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.9	6.9		6.9	6.9		5.9	5.9	5.9	5.9	5.9	5.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.90		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1555	1566		1710	1535		1676	3353	1530	1644	3386	1457
Flt Permitted	0.71	1.00		0.68	1.00		0.50	1.00	1.00	0.53	1.00	1.00
Satd. Flow (perm)	1164	1566		1224	1535		888	3353	1530	914	3386	1457
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	67	37	83	7	27	43	50	377	10	60	427	63
RTOR Reduction (vph)	0	71	0	0	37	0	0	0	3	0	0	19
Lane Group Flow (vph)	67	49	0	7	33	0	50	377	7	60	427	44
Heavy Vehicles (%)	10%	3%	3%	0%	4%	8%	2%	2%	0%	4%	1%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2		2	6	6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	11.2	11.2		11.2	11.2		56.0	56.0	56.0	56.0	56.0	56.0
Effective Green, g (s)	11.2	11.2		11.2	11.2		56.0	56.0	56.0	56.0	56.0	56.0
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.70	0.70	0.70	0.70	0.70	0.70
Clearance Time (s)	6.9	6.9		6.9	6.9		5.9	5.9	5.9	5.9	5.9	5.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	162	219		171	214		621	2347	1071	639	2370	1019
v/s Ratio Prot		0.03			0.02			0.11			c0.13	
v/s Ratio Perm	c0.06			0.01			0.06		0.00	0.07		0.03
v/c Ratio	0.41	0.22		0.04	0.15		0.08	0.16	0.01	0.09	0.18	0.04
Uniform Delay, d1	31.4	30.5		29.8	30.2		3.8	4.1	3.6	3.9	4.1	3.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7	0.5		0.1	0.3		0.3	0.1	0.0	0.3	0.2	0.1
Delay (s)	33.1	31.0		29.9	30.6		4.1	4.2	3.6	4.1	4.3	3.8
Level of Service	C	C		C	C		A	A	A	A	A	A
Approach Delay (s)		31.8			30.5			4.2			4.2	
Approach LOS		C			C			A			A	

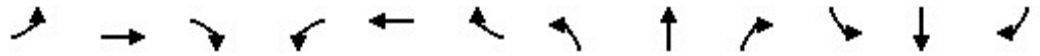
Intersection Summary

HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

2: 10th Line Road & Sweet Valley Drive/Harvest Valley Avenue

03-21-2023



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	3	3	15	9	123	3	210	24	147	216	96
Future Volume (vph)	57	3	3	15	9	123	3	210	24	147	216	96
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.5	6.5		6.5	6.5		6.2	6.2		6.2	6.2	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.93		1.00	0.86		1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1676	1665		1527	1534		1286	3226		1693	3200	
Flt Permitted	0.66	1.00		0.75	1.00		0.54	1.00		0.59	1.00	
Satd. Flow (perm)	1171	1665		1211	1534		736	3226		1053	3200	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	63	3	3	17	10	137	3	233	27	163	240	107
RTOR Reduction (vph)	0	2	0	0	106	0	0	12	0	0	62	0
Lane Group Flow (vph)	63	4	0	17	41	0	3	248	0	163	285	0
Heavy Vehicles (%)	2%	0%	0%	12%	0%	1%	33%	3%	16%	1%	1%	4%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	7.9	7.9		7.9	7.9		14.8	14.8		14.8	14.8	
Effective Green, g (s)	7.9	7.9		7.9	7.9		14.8	14.8		14.8	14.8	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.42	0.42		0.42	0.42	
Clearance Time (s)	6.5	6.5		6.5	6.5		6.2	6.2		6.2	6.2	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	261	371		270	342		307	1348		440	1337	
v/s Ratio Prot		0.00			0.03			0.08			0.09	
v/s Ratio Perm	c0.05			0.01			0.00			c0.15		
v/c Ratio	0.24	0.01		0.06	0.12		0.01	0.18		0.37	0.21	
Uniform Delay, d1	11.3	10.7		10.8	11.0		6.0	6.5		7.1	6.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.0		0.1	0.2		0.0	0.1		0.5	0.1	
Delay (s)	11.8	10.7		10.9	11.1		6.0	6.6		7.6	6.7	
Level of Service	B	B		B	B		A	A		A	A	
Approach Delay (s)		11.7			11.1			6.6			7.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	35.4	Sum of lost time (s)	12.7
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

3: 10th Line Road & Sweet Valley Drive/Little Lake Lane

















03-21-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	0	6	12	0	6	6	171	6	0	207	18
Future Volume (Veh/h)	18	0	6	12	0	6	6	171	6	0	207	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	20	0	7	13	0	7	7	190	7	0	230	20
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	454	451	240	454	458	194	250			197		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	454	451	240	454	458	194	250			197		
tC, single (s)	7.4	6.5	6.2	7.5	6.5	6.4	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.3	3.8	4.0	3.5	2.2			2.2		
p0 queue free %	96	100	99	97	100	99	99			100		
cM capacity (veh/h)	467	504	804	457	500	811	1327			1388		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	27	20	204	250								
Volume Left	20	13	7	0								
Volume Right	7	7	7	20								
cSH	524	539	1327	1388								
Volume to Capacity	0.05	0.04	0.01	0.00								
Queue Length 95th (m)	1.3	0.9	0.1	0.0								
Control Delay (s)	12.2	11.9	0.3	0.0								
Lane LOS	B	B	A									
Approach Delay (s)	12.2	11.9	0.3	0.0								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			25.0%	ICU Level of Service		A						
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

4: 10th Line Road & Wall Road

03-21-2023

















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	3	6	3	6	6	3	165	3	3	216	9
Future Volume (Veh/h)	21	3	6	3	6	6	3	165	3	3	216	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	23	3	7	3	7	7	3	183	3	3	240	10
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	452	443	245	450	446	184	250				186	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	452	443	245	450	446	184	250				186	
tC, single (s)	7.1	6.5	6.2	8.1	6.7	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	4.4	4.2	3.3	2.2				2.2	
p0 queue free %	95	99	99	99	99	99	100				100	
cM capacity (veh/h)	510	510	799	380	479	863	1327				1401	
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	33	17	189	253								
Volume Left	23	3	3	3								
Volume Right	7	7	3	10								
cSH	552	555	1327	1401								
Volume to Capacity	0.06	0.03	0.00	0.00								
Queue Length 95th (m)	1.5	0.8	0.1	0.1								
Control Delay (s)	11.9	11.7	0.1	0.1								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.9	11.7	0.1	0.1								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.3									
Intersection Capacity Utilization			25.9%	ICU Level of Service		A						
Analysis Period (min)			15									

Intersection Sign configuration not allowed in HCM analysis.

HCM Unsignalized Intersection Capacity Analysis

6: East Entrance/Exit/Pewee PI & Sweet Valley Drive

03-21-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	21	0	0	24	0	0	0	0	0	0	0
Future Volume (Veh/h)	0	21	0	0	24	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	23	0	0	27	0	0	0	0	0	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	27			23			50	50	23	50	50	27
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	27			23			50	50	23	50	50	27
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1600			1605			955	845	1060	955	845	1054
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	23	27	0	0								
Volume Left	0	0	0	0								
Volume Right	0	0	0	0								
cSH	1600	1605	1700	1700								
Volume to Capacity	0.00	0.00	0.00	0.00								
Queue Length 95th (m)	0.0	0.0	0.0	0.0								
Control Delay (s)	0.0	0.0	0.0	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	0.0	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			6.7%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection: 1: 10th Line Road & Promenade Decoeur Drive/Southfield Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (m)	31.5	28.3	9.2	22.7	18.1	20.7	24.6	8.2	16.8	32.4	23.4	18.9
Average Queue (m)	11.5	11.2	1.2	8.1	6.6	7.0	10.0	0.6	7.3	13.9	7.2	4.0
95th Queue (m)	25.8	22.5	5.8	18.0	15.6	16.9	21.3	4.1	15.8	28.0	18.8	12.3
Link Distance (m)		179.0		214.7		349.6	349.6			204.6	204.6	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	60.0		30.0		100.0			75.0	115.0			115.0
Storage Blk Time (%)	0											
Queuing Penalty (veh)	0											

Intersection: 2: 10th Line Road & Sweet Valley Drive/Harvest Valley Avenue

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (m)	22.4	10.3	18.9	21.3	6.5	20.1	24.5	31.9	22.5	26.2
Average Queue (m)	8.0	1.1	3.0	11.3	0.2	9.4	9.3	15.4	10.0	10.1
95th Queue (m)	17.5	6.0	11.5	19.0	2.9	17.7	20.1	28.8	20.0	19.7
Link Distance (m)		181.3		186.6		424.0	424.0		349.6	349.6
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)	40.0		70.0		50.0			80.0		
Storage Blk Time (%)	0									
Queuing Penalty (veh)	0									

Intersection: 3: 10th Line Road & Sweet Valley Drive/Little Lake Lane

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (m)	22.6	20.5	7.0
Average Queue (m)	7.4	5.5	0.3
95th Queue (m)	18.6	15.9	3.1
Link Distance (m)	119.0	174.8	610.7
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: 10th Line Road & Wall Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	13.2	21.2	1.8	4.9
Average Queue (m)	6.1	4.1	0.1	0.2
95th Queue (m)	13.5	14.5	1.8	2.9
Link Distance (m)	326.1	488.3	335.6	610.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: West Entrance & Sweet Valley Drive

Directions Served				
Maximum Queue (m)				
Average Queue (m)				
95th Queue (m)				
Link Distance (m)				
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: East Entrance/Exit/Pewee Pl & Sweet Valley Drive

Directions Served				
Maximum Queue (m)				
Average Queue (m)				
95th Queue (m)				
Link Distance (m)				
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

HCM Signalized Intersection Capacity Analysis
 1: 10th Line Road & Promenade Decoeur Drive/Southfield Way

AM Peak Period
 03-27-2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	30	50	30	55	70	150	630	25	60	355	100
Future Volume (vph)	95	30	50	30	55	70	150	630	25	60	355	100
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.9	6.9		6.9	6.9		5.9	5.9	5.9	5.9	5.9	5.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.91		1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1644	1611		1527	1581		1613	3320	1254	1598	3226	1430
Flt Permitted	0.68	1.00		0.70	1.00		0.54	1.00	1.00	0.41	1.00	1.00
Satd. Flow (perm)	1171	1611		1133	1581		916	3320	1254	694	3226	1430
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	95	30	50	30	55	70	150	630	25	60	355	100
RTOR Reduction (vph)	0	43	0	0	60	0	0	0	8	0	0	33
Lane Group Flow (vph)	95	37	0	30	65	0	150	630	17	60	355	67
Heavy Vehicles (%)	4%	0%	2%	12%	6%	3%	6%	3%	22%	7%	6%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2		6		6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	9.6	9.6		9.6	9.6		46.3	46.3	46.3	46.3	46.3	46.3
Effective Green, g (s)	9.6	9.6		9.6	9.6		46.3	46.3	46.3	46.3	46.3	46.3
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.67	0.67	0.67	0.67	0.67	0.67
Clearance Time (s)	6.9	6.9		6.9	6.9		5.9	5.9	5.9	5.9	5.9	5.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	163	225		158	220		617	2237	845	467	2174	963
v/s Ratio Prot		0.02			0.04			c0.19			0.11	
v/s Ratio Perm	c0.08			0.03			0.16		0.01	0.09		0.05
v/c Ratio	0.58	0.16		0.19	0.29		0.24	0.28	0.02	0.13	0.16	0.07
Uniform Delay, d1	27.7	26.0		26.1	26.5		4.4	4.5	3.7	4.0	4.1	3.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.2	0.3		0.6	0.7		0.9	0.3	0.0	0.6	0.2	0.1
Delay (s)	32.9	26.4		26.7	27.3		5.3	4.8	3.7	4.6	4.3	4.0
Level of Service	C	C		C	C		A	A	A	A	A	A
Approach Delay (s)		29.9			27.2			4.9			4.2	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.4				HCM 2000 Level of Service		A			
HCM 2000 Volume to Capacity ratio			0.33									
Actuated Cycle Length (s)			68.7				Sum of lost time (s)		12.8			
Intersection Capacity Utilization			64.7%				ICU Level of Service		C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: 10th Line Road & Sweet Valley Drive/Harvest Valley Avenue

AM Peak Period
03-27-2023



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (vph)	135	10	30	70	10	310	0	350	55	135	270	65
Future Volume (vph)	135	10	30	70	10	310	0	350	55	135	270	65
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.5	6.5		6.5	6.5			6.2		6.2	6.2	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95		1.00	0.95	
Frt	1.00	0.89		1.00	0.85			0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1710	1598		1569	1492			3106		1676	3115	
Flt Permitted	0.57	1.00		0.73	1.00			1.00		0.51	1.00	
Satd. Flow (perm)	1020	1598		1207	1492			3106		907	3115	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	135	10	30	70	10	310	0	350	55	135	270	65
RTOR Reduction (vph)	0	20	0	0	207	0	0	20	0	0	34	0
Lane Group Flow (vph)	135	20	0	70	113	0	0	385	0	135	301	0
Heavy Vehicles (%)	0%	0%	0%	9%	38%	2%	0%	8%	7%	2%	7%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.6	12.6		12.6	12.6			12.8		12.8	12.8	
Effective Green, g (s)	12.6	12.6		12.6	12.6			12.8		12.8	12.8	
Actuated g/C Ratio	0.33	0.33		0.33	0.33			0.34		0.34	0.34	
Clearance Time (s)	6.5	6.5		6.5	6.5			6.2		6.2	6.2	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	337	528		399	493			1043		304	1046	
v/s Ratio Prot		0.01			0.08			0.12			0.10	
v/s Ratio Perm	c0.13			0.06						c0.15		
v/c Ratio	0.40	0.04		0.18	0.23			0.37		0.44	0.29	
Uniform Delay, d1	9.8	8.6		9.1	9.2			9.6		9.9	9.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.8	0.0		0.2	0.2			0.2		1.0	0.2	
Delay (s)	10.6	8.7		9.3	9.5			9.8		10.9	9.5	
Level of Service	B	A		A	A			A		B	A	
Approach Delay (s)		10.2			9.4			9.8			9.9	
Approach LOS		B			A			A			A	

Intersection Summary

HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	38.1	Sum of lost time (s)	12.7
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

















HCM Unsignalized Intersection Capacity Analysis
 3: 10th Line Road & Sweet Valley Drive/Little Lake Lane

AM Peak Period
 03-27-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	0	25	15	0	15	20	285	15	10	230	100
Future Volume (Veh/h)	90	0	25	15	0	15	20	285	15	10	230	100
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	90	0	25	15	0	15	20	285	15	10	230	100
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	648	640	280	658	682	292	330			300		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	648	640	280	658	682	292	330			300		
tC, single (s)	7.3	6.5	6.2	7.9	6.5	6.2	4.1			4.4		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.3	4.2	4.0	3.3	2.2			2.5		
p0 queue free %	74	100	97	95	100	98	98			99		
cM capacity (veh/h)	347	386	764	274	365	752	1241			1122		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	115	30	320	340								
Volume Left	90	15	20	10								
Volume Right	25	15	15	100								
cSH	394	402	1241	1122								
Volume to Capacity	0.29	0.07	0.02	0.01								
Queue Length 95th (m)	9.6	1.9	0.4	0.2								
Control Delay (s)	17.9	14.7	0.6	0.3								
Lane LOS	C	B	A	A								
Approach Delay (s)	17.9	14.7	0.6	0.3								
Approach LOS	C	B										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			43.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
4: 10th Line Road & Wall Road

AM Peak Period
03-27-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	5	25	5	5	10	15	210	5	5	180	95
Future Volume (Veh/h)	105	5	25	5	5	10	15	210	5	5	180	95
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	105	5	25	5	5	10	15	210	5	5	180	95
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	492	482	228	508	528	212	275			215		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	492	482	228	508	528	212	275			215		
tC, single (s)	7.1	6.5	6.2	7.1	6.7	6.2	5.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.2	3.3	3.1			2.2		
p0 queue free %	77	99	97	99	99	99	98			100		
cM capacity (veh/h)	466	477	817	453	423	833	883			1367		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	135	20	230	280								
Volume Left	105	5	15	5								
Volume Right	25	10	5	95								
cSH	507	574	883	1367								
Volume to Capacity	0.27	0.03	0.02	0.00								
Queue Length 95th (m)	8.5	0.9	0.4	0.1								
Control Delay (s)	14.7	11.5	0.8	0.2								
Lane LOS	B	B	A	A								
Approach Delay (s)	14.7	11.5	0.8	0.2								
Approach LOS	B	B										
Intersection Summary												
Average Delay			3.7									
Intersection Capacity Utilization			42.0%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: West Entrance & Sweet Valley Drive

















AM Peak Period
03-27-2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔			
Traffic Volume (veh/h)	25	10	100	20	0	0
Future Volume (Veh/h)	25	10	100	20	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	0.50	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	25	20	100	20	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			45		255	35
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			45		255	35
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			94		100	100
cM capacity (veh/h)			1576		691	1044
Direction, Lane #	EB 1	WB 1				
Volume Total	45	120				
Volume Left	0	100				
Volume Right	20	0				
cSH	1700	1576				
Volume to Capacity	0.03	0.06				
Queue Length 95th (m)	0.0	1.6				
Control Delay (s)	0.0	6.3				
Lane LOS			A			
Approach Delay (s)	0.0	6.3				
Approach LOS						
Intersection Summary						
Average Delay			4.6			
Intersection Capacity Utilization			17.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: East Entrance/Exit/Pewee PI & Sweet Valley Drive

AM Peak Period
03-27-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	25	0	0	110	10	10	0	65	20	0	0
Future Volume (Veh/h)	0	25	0	0	110	10	10	0	65	20	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	0.50	0.50	1.00	1.00	0.50	1.00	0.50	1.00	1.00	1.00
Hourly flow rate (vph)	0	25	0	0	110	10	20	0	130	20	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	120			25			140	145	25	270	140	115
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	120			25			140	145	25	270	140	115
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	100	88	97	100	100
cM capacity (veh/h)	1480			1603			835	750	1057	602	755	943
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	25	120	150	20								
Volume Left	0	0	20	20								
Volume Right	0	10	130	0								
cSH	1480	1603	1021	602								
Volume to Capacity	0.00	0.00	0.15	0.03								
Queue Length 95th (m)	0.0	0.0	4.1	0.8								
Control Delay (s)	0.0	0.0	9.1	11.2								
Lane LOS			A	B								
Approach Delay (s)	0.0	0.0	9.1	11.2								
Approach LOS			A	B								
Intersection Summary												
Average Delay			5.1									
Intersection Capacity Utilization			19.3%	ICU Level of Service	A							
Analysis Period (min)			15									

Intersection: 1: 10th Line Road & Promenade Decoeur Drive/Southfield Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (m)	33.1	22.4	24.6	33.8	45.9	38.0	46.2	18.6	27.4	36.0	32.0	18.5
Average Queue (m)	15.8	7.7	6.6	13.5	18.6	16.6	22.2	3.2	10.7	16.1	7.6	6.9
95th Queue (m)	29.1	17.1	18.1	26.2	34.8	31.2	35.8	12.0	22.5	32.0	20.9	15.6
Link Distance (m)		179.0		214.7		349.6	349.6			204.6	204.6	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	60.0		30.0		100.0			75.0	115.0			115.0
Storage Blk Time (%)			0	1								
Queuing Penalty (veh)			0	0								

Intersection: 2: 10th Line Road & Sweet Valley Drive/Harvest Valley Avenue

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	T	TR	L	T	TR
Maximum Queue (m)	29.4	13.1	23.7	46.6	35.7	36.5	43.5	32.8	35.3
Average Queue (m)	15.1	5.0	10.5	21.6	15.6	17.8	18.9	15.9	12.1
95th Queue (m)	25.3	12.5	20.5	36.0	27.4	30.6	33.4	29.5	26.4
Link Distance (m)		181.3		186.6	424.0	424.0		349.6	349.6
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (m)	40.0		70.0				80.0		
Storage Blk Time (%)				0	0				
Queuing Penalty (veh)				0	0				

Intersection: 3: 10th Line Road & Sweet Valley Drive/Little Lake Lane

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	32.4	25.4	19.5	16.6
Average Queue (m)	13.9	9.5	2.2	1.0
95th Queue (m)	25.3	22.5	10.8	7.6
Link Distance (m)	119.0	179.2	610.7	83.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 10th Line Road & Wall Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	32.2	17.4	29.3	12.1
Average Queue (m)	13.2	4.7	3.2	0.7
95th Queue (m)	23.1	13.4	16.7	5.7
Link Distance (m)	326.1	488.3	335.6	610.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: West Entrance & Sweet Valley Drive

Movement	WB
Directions Served	LT
Maximum Queue (m)	10.5
Average Queue (m)	1.3
95th Queue (m)	6.8
Link Distance (m)	38.2
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: East Entrance/Exit/Pewee Pl & Sweet Valley Drive

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (m)	16.7	9.2
Average Queue (m)	8.5	4.8
95th Queue (m)	14.8	12.1
Link Distance (m)	48.4	104.4
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

HCM Signalized Intersection Capacity Analysis
 1: 10th Line Road & Promenade Decoeur Drive/Southfield Way

PM Peak Period
 03-27-2023

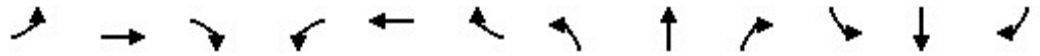


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	35	80	15	25	40	70	430	20	55	515	75
Future Volume (vph)	75	35	80	15	25	40	70	430	20	55	515	75
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.9	6.9		6.9	6.9		5.9	5.9	5.9	5.9	5.9	5.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.90		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1555	1565		1710	1535		1676	3353	1530	1644	3386	1457
Flt Permitted	0.71	1.00		0.68	1.00		0.46	1.00	1.00	0.50	1.00	1.00
Satd. Flow (perm)	1169	1565		1229	1535		815	3353	1530	868	3386	1457
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	75	35	80	15	25	40	70	430	20	55	515	75
RTOR Reduction (vph)	0	69	0	0	34	0	0	0	6	0	0	23
Lane Group Flow (vph)	75	46	0	15	31	0	70	430	14	55	515	52
Heavy Vehicles (%)	10%	3%	3%	0%	4%	8%	2%	2%	0%	4%	1%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	11.5	11.5		11.5	11.5		56.0	56.0	56.0	56.0	56.0	56.0
Effective Green, g (s)	11.5	11.5		11.5	11.5		56.0	56.0	56.0	56.0	56.0	56.0
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.70	0.70	0.70	0.70	0.70	0.70
Clearance Time (s)	6.9	6.9		6.9	6.9		5.9	5.9	5.9	5.9	5.9	5.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	167	224		176	219		568	2338	1066	605	2361	1016
v/s Ratio Prot		0.03			0.02			0.13			c0.15	
v/s Ratio Perm	c0.06			0.01			0.09		0.01	0.06		0.04
v/c Ratio	0.45	0.21		0.09	0.14		0.12	0.18	0.01	0.09	0.22	0.05
Uniform Delay, d1	31.5	30.4		29.8	30.1		4.0	4.2	3.7	3.9	4.3	3.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.9	0.5		0.2	0.3		0.4	0.2	0.0	0.3	0.2	0.1
Delay (s)	33.4	30.8		30.0	30.4		4.5	4.4	3.7	4.2	4.5	3.9
Level of Service	C	C		C	C		A	A	A	A	A	A
Approach Delay (s)		31.9			30.3			4.4			4.4	
Approach LOS		C			C			A			A	

Intersection Summary		
HCM 2000 Control Delay	9.5	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.26	A
Actuated Cycle Length (s)	80.3	Sum of lost time (s)
Intersection Capacity Utilization	50.0%	12.8
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		A

HCM Signalized Intersection Capacity Analysis
 2: 10th Line Road & Sweet Valley Drive/Harvest Valley Avenue

PM Peak Period
 03-27-2023



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	5	15	35	10	145	5	310	65	195	315	100
Future Volume (vph)	60	5	15	35	10	145	5	310	65	195	315	100
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.5	6.5		6.5	6.5		6.2	6.2		6.2	6.2	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	0.86		1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1676	1598		1527	1533		1286	3165		1693	3241	
Flt Permitted	0.66	1.00		0.74	1.00		0.51	1.00		0.53	1.00	
Satd. Flow (perm)	1162	1598		1196	1533		689	3165		943	3241	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	60	5	15	35	10	145	5	310	65	195	315	100
RTOR Reduction (vph)	0	12	0	0	114	0	0	24	0	0	41	0
Lane Group Flow (vph)	60	8	0	35	41	0	5	351	0	195	374	0
Heavy Vehicles (%)	2%	0%	0%	12%	0%	1%	33%	3%	16%	1%	1%	4%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	7.9	7.9		7.9	7.9		16.8	16.8		16.8	16.8	
Effective Green, g (s)	7.9	7.9		7.9	7.9		16.8	16.8		16.8	16.8	
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.45	0.45		0.45	0.45	
Clearance Time (s)	6.5	6.5		6.5	6.5		6.2	6.2		6.2	6.2	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	245	337		252	323		309	1421		423	1455	
v/s Ratio Prot		0.01			0.03			0.11			0.12	
v/s Ratio Perm	c0.05			0.03			0.01			c0.21		
v/c Ratio	0.24	0.02		0.14	0.13		0.02	0.25		0.46	0.26	
Uniform Delay, d1	12.3	11.7		12.0	12.0		5.7	6.4		7.2	6.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	0.0		0.3	0.2		0.0	0.1		0.8	0.1	
Delay (s)	12.8	11.7		12.2	12.1		5.7	6.5		8.0	6.5	
Level of Service	B	B		B	B		A	A		A	A	
Approach Delay (s)		12.5			12.1			6.5			7.0	
Approach LOS		B			B			A			A	

Intersection Summary		
HCM 2000 Control Delay	8.0	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.39	A
Actuated Cycle Length (s)	37.4	Sum of lost time (s)
Intersection Capacity Utilization	62.2%	12.7
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		B

















HCM Unsignalized Intersection Capacity Analysis
 3: 10th Line Road & Sweet Valley Drive/Little Lake Lane

PM Peak Period
 03-27-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	0	15	15	0	15	15	255	15	10	285	60
Future Volume (Veh/h)	60	0	15	15	0	15	15	255	15	10	285	60
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	60	0	15	15	0	15	15	255	15	10	285	60
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	642	635	315	642	658	262	345			270		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	642	635	315	642	658	262	345			270		
tC, single (s)	7.4	6.5	6.2	7.5	6.5	6.4	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.3	3.8	4.0	3.5	2.2			2.2		
p0 queue free %	82	100	98	95	100	98	99			99		
cM capacity (veh/h)	339	391	730	331	379	741	1225			1305		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	75	30	285	355								
Volume Left	60	15	15	10								
Volume Right	15	15	15	60								
cSH	380	458	1225	1305								
Volume to Capacity	0.20	0.07	0.01	0.01								
Queue Length 95th (m)	5.8	1.7	0.3	0.2								
Control Delay (s)	16.8	13.4	0.5	0.3								
Lane LOS	C	B	A	A								
Approach Delay (s)	16.8	13.4	0.5	0.3								
Approach LOS	C	B										
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			36.7%		ICU Level of Service					A		
Analysis Period (min)			15									

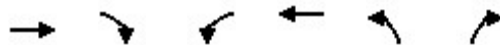
HCM Unsignalized Intersection Capacity Analysis
4: 10th Line Road & Wall Road

PM Peak Period
03-27-2023

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (veh/h)	100	5	20	5	5	5	25	185	5	5	235	80	
Future Volume (Veh/h)	100	5	20	5	5	5	25	185	5	5	235	80	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	100	5	20	5	5	5	25	185	5	5	235	80	
Pedestrians													
Lane Width (m)													
Walking Speed (m/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							None						
Median storage veh													
Upstream signal (m)													
pX, platoon unblocked													
vC, conflicting volume	530	525	275	545	562	188	315					190	
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	530	525	275	545	562	188	315					190	
tC, single (s)	7.1	6.5	6.2	8.1	6.7	6.2	4.1					4.1	
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	4.4	4.2	3.3	2.2					2.2	
p0 queue free %	78	99	97	98	99	99	98					100	
cM capacity (veh/h)	448	450	769	312	402	860	1257					1396	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1									
Volume Total	125	15	215	320									
Volume Left	100	5	25	5									
Volume Right	20	5	5	80									
cSH	480	438	1257	1396									
Volume to Capacity	0.26	0.03	0.02	0.00									
Queue Length 95th (m)	8.3	0.9	0.5	0.1									
Control Delay (s)	15.1	13.5	1.1	0.2									
Lane LOS	C	B	A	A									
Approach Delay (s)	15.1	13.5	1.1	0.2									
Approach LOS	C	B											
Intersection Summary													
Average Delay			3.5										
Intersection Capacity Utilization			47.0%	ICU Level of Service	A								
Analysis Period (min)			15										

HCM Unsignalized Intersection Capacity Analysis
5: West Entrance & Sweet Valley Drive

















PM Peak Period
03-27-2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←		
Traffic Volume (veh/h)	20	5	50	30	0	0
Future Volume (Veh/h)	20	5	50	30	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	0.33	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	20	15	50	30	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			35		158	28
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			35		158	28
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		100	100
cM capacity (veh/h)			1589		812	1054
Direction, Lane #	EB 1	WB 1				
Volume Total	35	80				
Volume Left	0	50				
Volume Right	15	0				
cSH	1700	1589				
Volume to Capacity	0.02	0.03				
Queue Length 95th (m)	0.0	0.8				
Control Delay (s)	0.0	4.7				
Lane LOS		A				
Approach Delay (s)	0.0	4.7				
Approach LOS						
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			14.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 6: East Entrance/Exit/Pewee PI & Sweet Valley Drive

PM Peak Period
 03-27-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	20	0	0	75	0	5	0	50	0	0	0
Future Volume (Veh/h)	0	20	0	0	75	0	5	0	50	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	0.33	0.33	1.00	1.00	0.33	1.00	0.33	1.00	1.00	1.00
Hourly flow rate (vph)	0	20	0	0	75	0	15	0	152	0	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	75			20			95	95	20	247	95	75
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75			20			95	95	20	247	95	75
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	100	86	100	100	100
cM capacity (veh/h)	1537			1609			893	799	1064	609	799	992
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	20	75	167	0								
Volume Left	0	0	15	0								
Volume Right	0	0	152	0								
cSH	1537	1609	1046	1700								
Volume to Capacity	0.00	0.00	0.16	0.03								
Queue Length 95th (m)	0.0	0.0	4.5	0.0								
Control Delay (s)	0.0	0.0	9.1	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	9.1	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			14.4%		ICU Level of Service				A			
Analysis Period (min)			15									

Queuing and Blocking Report
PM Peak Period

03-27-2023

Intersection: 1: 10th Line Road & Promenade Decoeur Drive/Southfield Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (m)	39.1	31.1	13.7	26.1	27.5	22.2	31.1	9.9	18.9	38.3	27.5	17.8
Average Queue (m)	14.4	12.0	3.1	8.2	9.3	9.5	13.5	1.2	7.7	19.1	8.9	5.0
95th Queue (m)	31.7	25.7	10.1	18.1	19.9	20.7	25.7	6.0	16.9	34.6	21.8	14.1
Link Distance (m)		179.0		214.7		349.6	349.6			204.6	204.6	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	60.0		30.0		100.0			75.0	115.0			115.0
Storage Blk Time (%)	0											
Queuing Penalty (veh)	0											

Intersection: 2: 10th Line Road & Sweet Valley Drive/Harvest Valley Avenue

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (m)	22.5	11.4	21.5	31.3	14.2	24.4	27.4	48.0	32.6	29.6
Average Queue (m)	8.6	3.0	7.0	13.6	1.1	12.3	13.0	20.8	14.2	11.8
95th Queue (m)	18.5	9.9	17.1	23.6	6.5	21.7	24.4	36.5	27.2	22.8
Link Distance (m)		181.3		186.6		424.0	424.0		349.6	349.6
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)	40.0		70.0		50.0			80.0		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: 10th Line Road & Sweet Valley Drive/Little Lake Lane

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	25.8	20.2	15.6	16.4
Average Queue (m)	12.4	7.4	1.7	0.9
95th Queue (m)	21.7	17.4	8.8	7.7
Link Distance (m)	119.0	179.2	610.7	83.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 10th Line Road & Wall Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	23.1	21.9	13.6	12.5
Average Queue (m)	11.8	5.4	2.3	0.5
95th Queue (m)	19.1	16.6	10.0	5.2
Link Distance (m)	326.1	488.3	335.6	610.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: West Entrance & Sweet Valley Drive

Movement	WB
Directions Served	LT
Maximum Queue (m)	8.5
Average Queue (m)	0.5
95th Queue (m)	4.1
Link Distance (m)	38.2
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: East Entrance/Exit/Pewee Pl & Sweet Valley Drive

Movement	NB
Directions Served	LTR
Maximum Queue (m)	15.0
Average Queue (m)	7.5
95th Queue (m)	13.9
Link Distance (m)	48.4
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

HCM Signalized Intersection Capacity Analysis
 1: 10th Line Road & Promenade Decoeur Drive/Southfield Way

AM Peak Period
 03-27-2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	30	55	30	55	75	155	660	25	65	370	105
Future Volume (vph)	100	30	55	30	55	75	155	660	25	65	370	105
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.9	6.9		6.9	6.9		5.9	5.9	5.9	5.9	5.9	5.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.90		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1644	1605		1527	1577		1613	3320	1254	1598	3226	1430
Flt Permitted	0.67	1.00		0.70	1.00		0.53	1.00	1.00	0.40	1.00	1.00
Satd. Flow (perm)	1166	1605		1128	1577		903	3320	1254	674	3226	1430
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	100	30	55	30	55	75	155	660	25	65	370	105
RTOR Reduction (vph)	0	47	0	0	64	0	0	0	8	0	0	35
Lane Group Flow (vph)	100	38	0	30	66	0	155	660	17	65	370	70
Heavy Vehicles (%)	4%	0%	2%	12%	6%	3%	6%	3%	22%	7%	6%	7%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	9.9	9.9		9.9	9.9		46.3	46.3	46.3	46.3	46.3	46.3
Effective Green, g (s)	9.9	9.9		9.9	9.9		46.3	46.3	46.3	46.3	46.3	46.3
Actuated g/C Ratio	0.14	0.14		0.14	0.14		0.67	0.67	0.67	0.67	0.67	0.67
Clearance Time (s)	6.9	6.9		6.9	6.9		5.9	5.9	5.9	5.9	5.9	5.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	167	230		161	226		605	2227	841	452	2164	959
v/s Ratio Prot		0.02			0.04			c0.20			0.11	
v/s Ratio Perm	c0.09			0.03			0.17		0.01	0.10		0.05
v/c Ratio	0.60	0.16		0.19	0.29		0.26	0.30	0.02	0.14	0.17	0.07
Uniform Delay, d1	27.7	25.9		26.0	26.4		4.5	4.7	3.8	4.1	4.2	3.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.7	0.3		0.6	0.7		1.0	0.3	0.0	0.7	0.2	0.1
Delay (s)	33.4	26.3		26.6	27.1		5.5	5.0	3.8	4.8	4.4	4.1
Level of Service	C	C		C	C		A	A	A	A	A	A
Approach Delay (s)		30.1			27.0			5.1			4.4	
Approach LOS		C			C			A			A	
Intersection Summary												
HCM 2000 Control Delay			9.6				HCM 2000 Level of Service			A		
HCM 2000 Volume to Capacity ratio			0.35									
Actuated Cycle Length (s)			69.0				Sum of lost time (s)			12.8		
Intersection Capacity Utilization			65.6%				ICU Level of Service			C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

2: 10th Line Road & Sweet Valley Drive/Harvest Valley Avenue

AM Peak Period
03-27-2023



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (vph)	140	15	30	75	10	325	0	360	55	140	280	70
Future Volume (vph)	140	15	30	75	10	325	0	360	55	140	280	70
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.5	6.5		6.5	6.5			6.2		6.2	6.2	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95		1.00	0.95	
Frt	1.00	0.90		1.00	0.85			0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00			1.00		0.95	1.00	
Satd. Flow (prot)	1710	1620		1569	1492			3108		1676	3112	
Flt Permitted	0.56	1.00		0.73	1.00			1.00		0.51	1.00	
Satd. Flow (perm)	1006	1620		1202	1492			3108		898	3112	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	140	15	30	75	10	325	0	360	55	140	280	70
RTOR Reduction (vph)	0	20	0	0	212	0	0	19	0	0	36	0
Lane Group Flow (vph)	140	25	0	75	123	0	0	396	0	140	314	0
Heavy Vehicles (%)	0%	0%	0%	9%	38%	2%	0%	8%	7%	2%	7%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	14.1	14.1		14.1	14.1			13.6		13.6	13.6	
Effective Green, g (s)	14.1	14.1		14.1	14.1			13.6		13.6	13.6	
Actuated g/C Ratio	0.35	0.35		0.35	0.35			0.34		0.34	0.34	
Clearance Time (s)	6.5	6.5		6.5	6.5			6.2		6.2	6.2	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0		3.0	3.0	
Lane Grp Cap (vph)	351	565		419	520			1046		302	1047	
v/s Ratio Prot		0.02			0.08			0.13			0.10	
v/s Ratio Perm	c0.14			0.06						c0.16		
v/c Ratio	0.40	0.05		0.18	0.24			0.38		0.46	0.30	
Uniform Delay, d1	9.9	8.7		9.1	9.3			10.2		10.5	9.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	0.7	0.0		0.2	0.2			0.2		1.1	0.2	
Delay (s)	10.7	8.7		9.3	9.6			10.4		11.7	10.1	
Level of Service	B	A		A	A			B		B	B	
Approach Delay (s)		10.2			9.5			10.4			10.5	
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	0.43		
Actuated Cycle Length (s)	40.4	Sum of lost time (s)	12.7
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

















HCM Unsignalized Intersection Capacity Analysis
 3: 10th Line Road & Sweet Valley Drive/Little Lake Lane

AM Peak Period
 03-27-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	0	25	15	0	15	20	295	15	10	235	105
Future Volume (Veh/h)	90	0	25	15	0	15	20	295	15	10	235	105
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	90	0	25	15	0	15	20	295	15	10	235	105
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	665	658	288	675	702	302	340			310		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	665	658	288	675	702	302	340			310		
tC, single (s)	7.3	6.5	6.2	7.9	6.5	6.2	4.1			4.4		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.3	4.2	4.0	3.3	2.2			2.5		
p0 queue free %	73	100	97	94	100	98	98			99		
cM capacity (veh/h)	338	377	756	266	356	742	1230			1112		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	115	30	330	350								
Volume Left	90	15	20	10								
Volume Right	25	15	15	105								
cSH	384	392	1230	1112								
Volume to Capacity	0.30	0.08	0.02	0.01								
Queue Length 95th (m)	9.9	2.0	0.4	0.2								
Control Delay (s)	18.3	14.9	0.6	0.3								
Lane LOS	C	B	A	A								
Approach Delay (s)	18.3	14.9	0.6	0.3								
Approach LOS	C	B										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			44.2%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
4: 10th Line Road & Wall Road

AM Peak Period
03-27-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	5	25	5	5	10	15	220	5	5	185	100
Future Volume (Veh/h)	105	5	25	5	5	10	15	220	5	5	185	100
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	105	5	25	5	5	10	15	220	5	5	185	100
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	510	500	235	525	548	222	285			225		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	510	500	235	525	548	222	285			225		
tC, single (s)	7.1	6.5	6.2	7.1	6.7	6.2	5.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.2	3.3	3.1			2.2		
p0 queue free %	77	99	97	99	99	99	98			100		
cM capacity (veh/h)	453	466	809	441	411	822	875			1356		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	135	20	240	290								
Volume Left	105	5	15	5								
Volume Right	25	10	5	100								
cSH	494	561	875	1356								
Volume to Capacity	0.27	0.04	0.02	0.00								
Queue Length 95th (m)	8.8	0.9	0.4	0.1								
Control Delay (s)	15.0	11.7	0.7	0.2								
Lane LOS	C	B	A	A								
Approach Delay (s)	15.0	11.7	0.7	0.2								
Approach LOS	C	B										
Intersection Summary												
Average Delay			3.6									
Intersection Capacity Utilization			42.7%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

5: West Entrance & Sweet Valley Drive

















AM Peak Period
03-27-2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←		
Traffic Volume (veh/h)	25	10	100	20	0	0
Future Volume (Veh/h)	25	10	100	20	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	0.33	0.33	1.00	1.00	1.00
Hourly flow rate (vph)	25	30	303	20	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			55	666	40	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			55	666	40	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			81	100	100	
cM capacity (veh/h)			1563	345	1037	
Direction, Lane #	EB 1	WB 1				
Volume Total	55	323				
Volume Left	0	303				
Volume Right	30	0				
cSH	1700	1563				
Volume to Capacity	0.03	0.19				
Queue Length 95th (m)	0.0	5.7				
Control Delay (s)	0.0	7.5				
Lane LOS		A				
Approach Delay (s)	0.0	7.5				
Approach LOS						
Intersection Summary						
Average Delay			6.4			
Intersection Capacity Utilization			17.0%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: East Entrance/Exit/Pewee PI & Sweet Valley Drive

AM Peak Period
03-27-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	25	0	0	110	10	10	0	65	20	0	0
Future Volume (Veh/h)	0	25	0	0	110	10	10	0	65	20	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	0.33	0.33	1.00	1.00	0.33	1.00	0.33	1.00	1.00	1.00
Hourly flow rate (vph)	0	25	0	0	110	10	30	0	197	20	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	120			25			140	145	25	337	140	115
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	120			25			140	145	25	337	140	115
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			96	100	81	96	100	100
cM capacity (veh/h)	1480			1603			835	750	1057	505	755	943
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	25	120	227	20								
Volume Left	0	0	30	20								
Volume Right	0	10	197	0								
cSH	1480	1603	1021	505								
Volume to Capacity	0.00	0.00	0.22	0.04								
Queue Length 95th (m)	0.0	0.0	6.8	1.0								
Control Delay (s)	0.0	0.0	9.5	12.4								
Lane LOS			A	B								
Approach Delay (s)	0.0	0.0	9.5	12.4								
Approach LOS			A	B								
Intersection Summary												
Average Delay			6.2									
Intersection Capacity Utilization			19.3%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection: 1: 10th Line Road & Promenade Decoeur Drive/Southfield Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (m)	34.4	25.2	26.3	40.1	35.7	41.2	42.2	18.9	25.9	36.1	23.6	19.7
Average Queue (m)	15.4	8.1	6.2	16.0	18.0	19.1	23.4	2.7	10.7	17.2	8.5	7.1
95th Queue (m)	28.8	18.2	17.1	31.2	31.5	35.3	38.2	11.2	21.7	31.4	19.6	16.0
Link Distance (m)		179.0		214.7		349.6	349.6			204.6	204.6	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	60.0		30.0		100.0			75.0	115.0			115.0
Storage Blk Time (%)			0	1								
Queuing Penalty (veh)			0	0								

Intersection: 2: 10th Line Road & Sweet Valley Drive/Harvest Valley Avenue

Movement	EB	EB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	T	TR	L	T	TR
Maximum Queue (m)	34.7	15.6	28.1	43.1	32.2	36.1	39.2	38.6	35.3
Average Queue (m)	16.0	5.8	11.1	20.7	16.3	17.6	18.0	16.6	13.3
95th Queue (m)	28.8	13.2	22.9	35.1	27.4	30.8	32.2	29.6	27.0
Link Distance (m)		181.3		186.6	424.0	424.0		349.6	349.6
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (m)	40.0		70.0				80.0		
Storage Blk Time (%)	0								
Queuing Penalty (veh)	0								

Intersection: 3: 10th Line Road & Sweet Valley Drive/Little Lake Lane

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	34.4	22.1	22.5	26.6
Average Queue (m)	14.8	7.8	2.8	1.7
95th Queue (m)	27.0	20.1	13.3	12.1
Link Distance (m)	119.0	179.2	610.7	83.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: 10th Line Road & Wall Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	34.2	18.6	33.0	9.7
Average Queue (m)	13.5	4.8	3.1	0.4
95th Queue (m)	25.1	13.7	16.6	3.8
Link Distance (m)	326.1	488.3	335.6	610.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: West Entrance & Sweet Valley Drive

Movement	WB
Directions Served	LT
Maximum Queue (m)	10.7
Average Queue (m)	1.0
95th Queue (m)	6.0
Link Distance (m)	38.2
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: East Entrance/Exit/Pewee Pl & Sweet Valley Drive

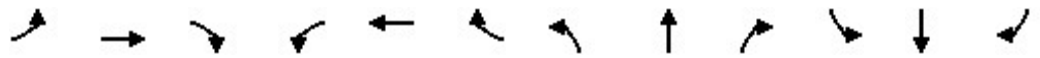
Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (m)	16.4	10.7
Average Queue (m)	8.4	4.2
95th Queue (m)	13.9	11.9
Link Distance (m)	48.4	104.4
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

HCM Signalized Intersection Capacity Analysis
 1: 10th Line Road & Promenade Decoeur Drive/Southfield Way

PM Peak Period
 03-27-2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	35	85	15	25	40	70	445	20	60	535	75
Future Volume (vph)	80	35	85	15	25	40	70	445	20	60	535	75
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.9	6.9		6.9	6.9		5.9	5.9	5.9	5.9	5.9	5.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.89		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1555	1562		1710	1535		1676	3353	1530	1644	3386	1457
Flt Permitted	0.71	1.00		0.68	1.00		0.45	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)	1169	1562		1224	1535		799	3353	1530	856	3386	1457
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	80	35	85	15	25	40	70	445	20	60	535	75
RTOR Reduction (vph)	0	73	0	0	34	0	0	0	6	0	0	23
Lane Group Flow (vph)	80	47	0	15	31	0	70	445	14	60	535	52
Heavy Vehicles (%)	10%	3%	3%	0%	4%	8%	2%	2%	0%	4%	1%	5%
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2		2	6	6
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)	11.7	11.7		11.7	11.7		56.0	56.0	56.0	56.0	56.0	56.0
Effective Green, g (s)	11.7	11.7		11.7	11.7		56.0	56.0	56.0	56.0	56.0	56.0
Actuated g/C Ratio	0.15	0.15		0.15	0.15		0.70	0.70	0.70	0.70	0.70	0.70
Clearance Time (s)	6.9	6.9		6.9	6.9		5.9	5.9	5.9	5.9	5.9	5.9
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	169	227		177	223		555	2332	1064	595	2355	1013
v/s Ratio Prot		0.03			0.02			0.13			c0.16	
v/s Ratio Perm	c0.07			0.01			0.09		0.01	0.07		0.04
v/c Ratio	0.47	0.21		0.08	0.14		0.13	0.19	0.01	0.10	0.23	0.05
Uniform Delay, d1	31.6	30.3		29.8	30.0		4.1	4.3	3.8	4.0	4.4	3.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	0.5		0.2	0.3		0.5	0.2	0.0	0.3	0.2	0.1
Delay (s)	33.7	30.8		30.0	30.3		4.6	4.5	3.8	4.3	4.7	4.0
Level of Service	C	C		C	C		A	A	A	A	A	A
Approach Delay (s)		31.9			30.2			4.5			4.5	
Approach LOS		C			C			A			A	

Intersection Summary		
HCM 2000 Control Delay	9.6	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.27	A
Actuated Cycle Length (s)	80.5	Sum of lost time (s)
Intersection Capacity Utilization	50.9%	12.8
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		A

HCM Signalized Intersection Capacity Analysis
 2: 10th Line Road & Sweet Valley Drive/Harvest Valley Avenue

PM Peak Period
 03-27-2023



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗	↖	↗	
Traffic Volume (vph)	60	5	15	40	10	155	5	320	65	205	325	105
Future Volume (vph)	60	5	15	40	10	155	5	320	65	205	325	105
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.5	6.5		6.5	6.5		6.2	6.2		6.2	6.2	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	0.86		1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1676	1598		1527	1532		1286	3169		1693	3239	
Flt Permitted	0.65	1.00		0.74	1.00		0.50	1.00		0.52	1.00	
Satd. Flow (perm)	1152	1598		1196	1532		679	3169		934	3239	
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	60	5	15	40	10	155	5	320	65	205	325	105
RTOR Reduction (vph)	0	11	0	0	115	0	0	24	0	0	44	0
Lane Group Flow (vph)	60	9	0	40	50	0	5	361	0	205	386	0
Heavy Vehicles (%)	2%	0%	0%	12%	0%	1%	33%	3%	16%	1%	1%	4%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	10.3	10.3		10.3	10.3		16.8	16.8		16.8	16.8	
Effective Green, g (s)	10.3	10.3		10.3	10.3		16.8	16.8		16.8	16.8	
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.42	0.42		0.42	0.42	
Clearance Time (s)	6.5	6.5		6.5	6.5		6.2	6.2		6.2	6.2	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	298	413		309	396		286	1337		394	1367	
v/s Ratio Prot		0.01			0.03			0.11			0.12	
v/s Ratio Perm	c0.05			0.03			0.01			c0.22		
v/c Ratio	0.20	0.02		0.13	0.13		0.02	0.27		0.52	0.28	
Uniform Delay, d1	11.5	11.0		11.3	11.3		6.7	7.5		8.5	7.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.0		0.2	0.1		0.0	0.1		1.2	0.1	
Delay (s)	11.9	11.0		11.5	11.4		6.7	7.6		9.8	7.7	
Level of Service	B	B		B	B		A	A		A	A	
Approach Delay (s)		11.7			11.5			7.6			8.3	
Approach LOS		B			B			A			A	

Intersection Summary

HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	39.8	Sum of lost time (s)	12.7
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

















HCM Unsignalized Intersection Capacity Analysis
 3: 10th Line Road & Sweet Valley Drive/Little Lake Lane

PM Peak Period
 03-27-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	0	15	15	0	15	15	265	15	10	300	65
Future Volume (Veh/h)	60	0	15	15	0	15	15	265	15	10	300	65
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	60	0	15	15	0	15	15	265	15	10	300	65
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	670	662	332	670	688	272	365			280		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	670	662	332	670	688	272	365			280		
tC, single (s)	7.4	6.5	6.2	7.5	6.5	6.4	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.3	3.8	4.0	3.5	2.2			2.2		
p0 queue free %	82	100	98	95	100	98	99			99		
cM capacity (veh/h)	324	377	714	316	365	732	1205			1294		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	75	30	295	375								
Volume Left	60	15	15	10								
Volume Right	15	15	15	65								
cSH	364	442	1205	1294								
Volume to Capacity	0.21	0.07	0.01	0.01								
Queue Length 95th (m)	6.1	1.7	0.3	0.2								
Control Delay (s)	17.4	13.7	0.5	0.3								
Lane LOS	C	B	A	A								
Approach Delay (s)	17.4	13.7	0.5	0.3								
Approach LOS	C	B										
Intersection Summary												
Average Delay			2.6									
Intersection Capacity Utilization			38.0%		ICU Level of Service					A		
Analysis Period (min)			15									

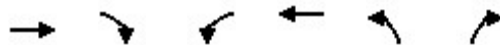
HCM Unsignalized Intersection Capacity Analysis
4: 10th Line Road & Wall Road

PM Peak Period
03-27-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	5	20	5	5	5	25	195	5	5	250	80
Future Volume (Veh/h)	100	5	20	5	5	5	25	195	5	5	250	80
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	100	5	20	5	5	5	25	195	5	5	250	80
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	555	550	290	570	588	198	330			200		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	555	550	290	570	588	198	330			200		
tC, single (s)	7.1	6.5	6.2	8.1	6.7	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	4.4	4.2	3.3	2.2			2.2		
p0 queue free %	77	99	97	98	99	99	98			100		
cM capacity (veh/h)	431	435	754	299	389	849	1241			1384		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	125	15	225	335								
Volume Left	100	5	25	5								
Volume Right	20	5	5	80								
cSH	462	422	1241	1384								
Volume to Capacity	0.27	0.04	0.02	0.00								
Queue Length 95th (m)	8.7	0.9	0.5	0.1								
Control Delay (s)	15.6	13.8	1.0	0.1								
Lane LOS	C	B	A	A								
Approach Delay (s)	15.6	13.8	1.0	0.1								
Approach LOS	C	B										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			47.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
5: West Entrance & Sweet Valley Drive

















PM Peak Period
03-27-2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1		
Traffic Volume (veh/h)	25	5	50	35	0	0
Future Volume (Veh/h)	25	5	50	35	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	1.00	0.33	0.33	1.00	1.00	1.00
Hourly flow rate (vph)	25	15	152	35	0	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			40		372	32
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			40		372	32
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			90		100	100
cM capacity (veh/h)			1583		572	1047
Direction, Lane #	EB 1	WB 1				
Volume Total	40	187				
Volume Left	0	152				
Volume Right	15	0				
cSH	1700	1583				
Volume to Capacity	0.02	0.10				
Queue Length 95th (m)	0.0	2.5				
Control Delay (s)	0.0	6.2				
Lane LOS		A				
Approach Delay (s)	0.0	6.2				
Approach LOS						
Intersection Summary						
Average Delay			5.1			
Intersection Capacity Utilization			14.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
6: East Entrance/Exit/Pewee PI & Sweet Valley Drive

PM Peak Period
03-27-2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	25	0	0	75	0	5	0	50	0	0	0
Future Volume (Veh/h)	0	25	0	0	75	0	5	0	50	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	0.33	0.33	1.00	1.00	0.33	1.00	0.33	1.00	1.00	1.00
Hourly flow rate (vph)	0	25	0	0	75	0	15	0	152	0	0	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None					None						
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	75			25			100	100	25	252	100	75
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	75			25			100	100	25	252	100	75
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	100	86	100	100	100
cM capacity (veh/h)	1537			1603			886	794	1057	604	794	992
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	25	75	167	0								
Volume Left	0	0	15	0								
Volume Right	0	0	152	0								
cSH	1537	1603	1039	1700								
Volume to Capacity	0.00	0.00	0.16	0.04								
Queue Length 95th (m)	0.0	0.0	4.6	0.0								
Control Delay (s)	0.0	0.0	9.1	0.0								
Lane LOS			A	A								
Approach Delay (s)	0.0	0.0	9.1	0.0								
Approach LOS			A	A								
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilization			14.4%	ICU Level of Service	A							
Analysis Period (min)			15									

Intersection: 1: 10th Line Road & Promenade Decoeur Drive/Southfield Way

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (m)	33.4	36.0	15.1	25.6	19.3	33.4	41.7	8.6	22.2	45.0	28.6	16.1
Average Queue (m)	15.5	13.0	3.6	8.6	9.7	12.2	15.9	1.5	7.8	20.0	10.0	4.6
95th Queue (m)	28.8	28.1	10.8	18.1	18.4	26.1	32.6	6.6	17.9	36.1	23.8	12.6
Link Distance (m)		179.0		214.7		349.6	349.6			204.6	204.6	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (m)	60.0		30.0		100.0			75.0	115.0			115.0
Storage Blk Time (%)	0											
Queuing Penalty (veh)	0											

Intersection: 2: 10th Line Road & Sweet Valley Drive/Harvest Valley Avenue

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (m)	21.5	10.4	23.8	34.2	14.5	27.6	30.9	45.2	32.2	33.7
Average Queue (m)	8.6	3.2	7.1	14.1	1.2	12.5	13.7	22.1	15.1	14.5
95th Queue (m)	17.2	10.4	18.6	24.4	8.4	23.2	26.4	36.4	26.6	27.5
Link Distance (m)		181.3		186.6		424.0	424.0		349.6	349.6
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)	40.0		70.0		50.0			80.0		
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 3: 10th Line Road & Sweet Valley Drive/Little Lake Lane

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	31.1	22.4	19.7	11.3
Average Queue (m)	13.7	7.3	2.2	0.7
95th Queue (m)	26.0	18.4	11.1	5.0
Link Distance (m)	119.0	179.2	610.7	83.2
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report
PM Peak Period

03-27-2023

Intersection: 4: 10th Line Road & Wall Road

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (m)	25.8	20.3	19.2	6.6
Average Queue (m)	12.2	4.4	3.0	0.3
95th Queue (m)	20.3	15.5	12.1	3.0
Link Distance (m)	326.1	488.3	335.6	610.7
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: West Entrance & Sweet Valley Drive

Movement	WB
Directions Served	LT
Maximum Queue (m)	7.4
Average Queue (m)	0.4
95th Queue (m)	3.3
Link Distance (m)	38.2
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: East Entrance/Exit/Pewee Pl & Sweet Valley Drive

Movement	NB
Directions Served	LTR
Maximum Queue (m)	13.1
Average Queue (m)	7.7
95th Queue (m)	13.1
Link Distance (m)	48.4
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Appendix C

LOS Descriptions

LEVEL OF SERVICE ANALYSIS AT UNSIGNALIZED INTERSECTIONS⁽¹⁾

The term "level of service" implies a qualitative measure of traffic flow at an intersection. It is dependent upon the vehicle delay and vehicle queue lengths at approaches. The level of service at unsignalized intersections is often related to the delay accumulated by flows on the minor streets, caused by all other conflicting movements. The following table describes the characteristics of each level.

Level of Service	Features
A	Little or no traffic delay occurs. Approaches appear open, turning movements are easily made, and drivers have freedom of operation.
B	Short traffic delays occur. Many drivers begin to feel somewhat restricted in terms of freedom of operation.
C	Average traffic delays occur. Operations are generally stable, but drivers emerging from the minor street may experience difficulty in completing their movement. This may occasionally impact on the stability of flow on the major street.
D	Long traffic delays occur. Motorists emerging from the minor street experience significant restriction and frustration. Drivers on the major street will experience congestion and delay as drivers emerging from the minor street interfere with the major through movements.
E	Very long traffic delays occur. Operations approach the capacity of the intersection.
F	Saturation occurs, with vehicle demand exceeding the available capacity. Very long traffic delays occur.

(1)

Highway Capacity Manual - Special Report No. 209,
Transportation Research Board, 1985.

LEVEL OF SERVICE ANALYSIS AT SIGNALIZED INTERSECTIONS

To assist in clarifying the arithmetic analysis associated with traffic engineering, it is often useful to refer to “Level of Service”. The term Level of Service implies a qualitative measure of traffic flow at an intersection. It is dependent upon vehicle delay and vehicle queue lengths at the approaches. Specifically, Level of Service criteria are stated in terms of the average stopped delay per vehicle for a 15-minute analysis period. The following table describes the characteristics of each level:

<u>Level of Service</u>	<u>Features</u>	<u>Stopped Delay per Vehicle (sec)</u>
A	At this level of service, almost no signal phase is fully utilized by traffic. Very seldom does a vehicle wait longer than one red indication. The approach appears open, turning movements are easily made and drivers have freedom of operation.	≤ 10
B	At this level, an occasional signal phase is fully utilized and many phases approach full use. Many drivers begin to feel somewhat restricted within platoons of vehicles approaching the intersection.	> 10-20
C	At this level, the operation is stable though with more frequent fully utilized signal phases. Drivers feel more restricted and occasionally may have to wait more than one red signal indication, and queues may develop behind turning vehicles. This level is normally employed in urban intersection design.	> 20-35
D	At this level, the motorist experiences increasing restriction and instability of flow. There are substantial delays to approaching vehicles during short peaks within the peak period, but there are enough cycles with lower demand to permit occasional clearance of developing queues and prevent excessive backups.	> 35-55
E	At this level, capacity is reached. There are long queues of vehicles waiting upstream of the intersection and delays to vehicles may extend to several signal cycles.	> 55-80
F	At this level, saturation occurs, with vehicle demand exceeding the available capacity.	> 80

Appendix D

MTO Left-Turn Lane Warrant

Exhibit 9A-10

