

September 7th, 2017

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

Attention: Mr. Wally Dubyk
Project Manager, Infrastructure Approvals

Dear Sir:

Reference: 1026-1054 Hunt Club Road
Transportation Impact Study – Addendum
Our File No.: 117036 (R-2017-158)

A Transportation Impact Study (TIS) was submitted to the City of Ottawa in May 2017, in support of Official Plan Amendment, Zoning By-law Amendment and Site Plan Control applications for 1026-1054 Hunt Club Road. Following the submission, comments were received from the City of Ottawa on July 21, 2017. Since the original submission, the site plan has been revised to show turning movements in and out of the parking garages, and to relocate the loading dock for the hotel to the rear of the property. A copy of the revised site plan is attached in **Appendix A** for reference.

Per City request, the following addendum will assess the transportation impacts of the proposed development at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection. This addendum will review the collision history and intersection operations at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection. Intersection capacity analysis will be completed for the existing, background and total traffic conditions during the weekday AM and PM peak hours, consistent with the original TIS.

1.0 EXISTING CONDITIONS

1.1 Roadways and Intersection

Dazé Street

Dazé Street is a local roadway that travels between Hunt Club Road and Bank Street. Dazé Street has a four-lane divided urban cross-section and a regulatory speed limit of 50km/hr under the *Ontario Highway Traffic Act*.

Bridle Path Drive

Bridle Path Drive is a collector roadway that travels between Hunt Club Road and Albion Road. Bridle Path Drive has a two-lane undivided urban cross section and a posted speed limit of 50km/hr.

Hunt Club Road/Dazé Street/Bridle Path Drive

The lane configurations at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection are described as follows: received

- Northbound: One through/right turn lane (channelized right turn), two left turn lanes and a bus only left turn lane.
- Southbound: one through lane, one right turn lane (channelized right turn) and one left turn lane.
- Eastbound: two through lanes, one through/right turn lane (channelized right turn) and two left turn lanes.
- Westbound: two through lanes, one right turn lane and one left turn lane.

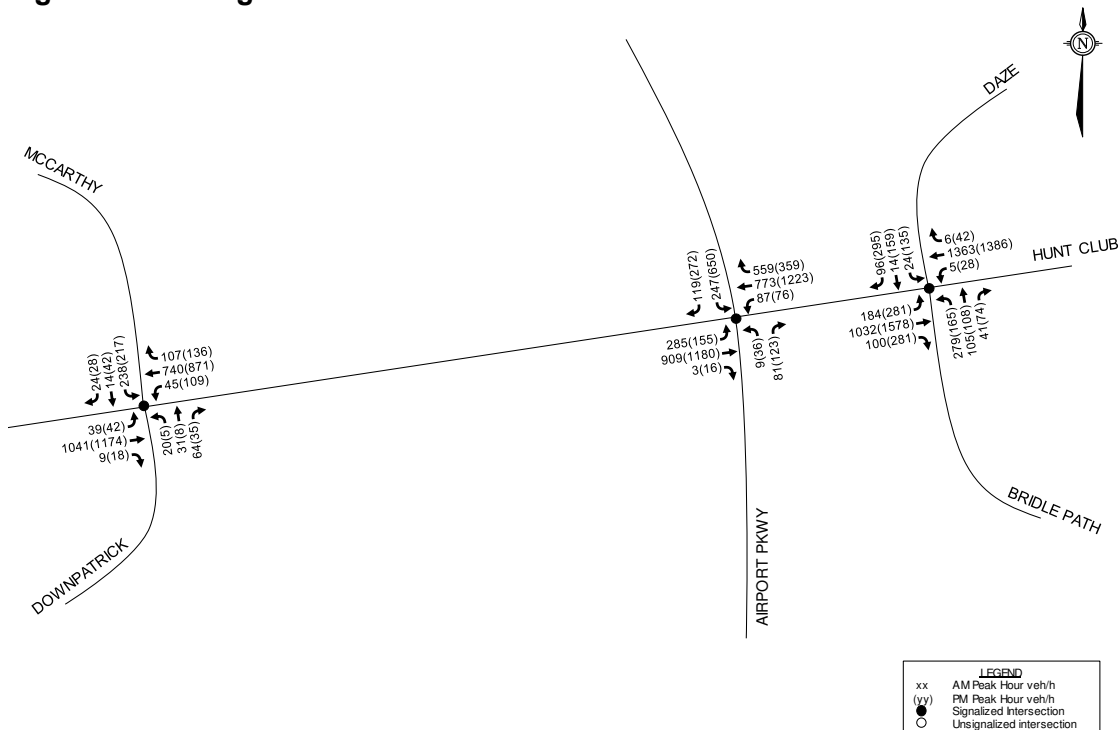
1.2 Pedestrian and Bicycle Facilities

Concrete sidewalks are provided on both sides of Dazé Street and Bridle Path Drive. Both roadways are classified as local routes in the City’s Ultimate Cycling Network. No cycling facilities are provided along both Dazé Street and Bridle Path Drive. A pocket bike lane is provided on the northbound approach to the Hunt Club Road/Dazé Street/Bridle Path Drive intersection.

1.3 Existing Traffic Volumes

A weekday traffic count was completed at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection by the City of Ottawa on June 5, 2015. This traffic count was used to determine the existing pedestrian, cyclist and vehicular traffic volumes at this intersection. Peak hour summary sheets of the above traffic count are included in **Appendix B**. Existing weekday AM and PM peak hour traffic volumes for the entire study area are shown in **Figure 1**.

Figure 1: Existing Traffic Volumes



Note: Left turn volumes include U-turn movements

1.4 Collision Records

Historical collision data from the last three years was obtained from the City's Public Works and Service Department for the Hunt Club Road/Dazé Street/Bridle Path Drive intersection. Copies of the collision summary reports are included in **Appendix C**. The collision data has been evaluated to determine if there are any identifiable collision patterns based on the criteria outlined in the City of Ottawa's 2006 Transportation Impact Assessment guidelines.

A total of 40 collisions occurred at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection within the last three years. Twenty-four of the 40 collisions were rear-end impacts, eight were turning movement impacts, five were sideswipe impacts, two were angle impacts and one was a single vehicle impact. Eleven of the collisions caused personal injuries, but no fatalities occurred.

Eleven of the rear-end impacts occurred on the eastbound approach, ten occurred on the westbound approach, two occurred on the northbound approach and one occurred on the southbound approach. Eighteen of the rear-end impacts occurred under favourable conditions (i.e. clear environment and dry surface conditions). The majority of rear-end impacts occurred during off-peak hours along Hunt Club Road.

Nine of the eleven rear-end impacts that occurred on the eastbound approach involved through travelling vehicles, one involved left turning vehicles and one involved right turning vehicles. All of the rear-end impacts that occurred on the westbound approach involved through travelling vehicles. The eastbound approach to this intersection is on a slight up-grade, while the westbound approach is relatively flat. Both eastbound and westbound approaches to this intersection have clear sight lines. Based on the foregoing, the rear-end impact history at this intersection is likely due to high traffic volumes along Hunt Club Road.

The turning movement impact history at the Hunt Club Road/Dazé Street/Bridle Path Drive involved various turning movements at the intersection. It is noteworthy that three of the turning movement impacts involved northbound left turning vehicles and one involved a westbound vehicle making a U-turn.

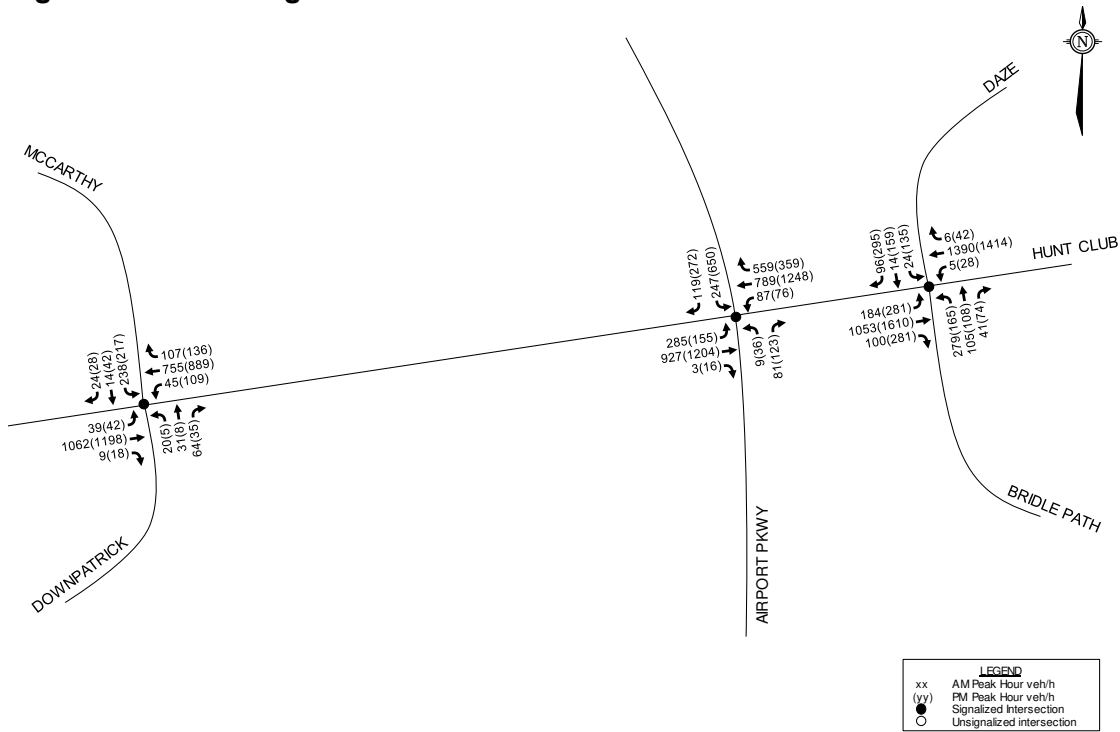
2.0 TRAVEL DEMAND FORECASTING

2.1 General Background Growth

A background growth rate of 0.5% per year has been applied to the through traffic volumes along Hunt Club Road, consistent with the original TIS. A review of the City's TRANS long range regional model suggests Dazé Street will grow at a rate of 0.2% per year and negative growth is anticipated along Bridle Path Drive. For the purposes of this analysis, no growth has been assumed along Dazé Street and Bridle Path Drive.

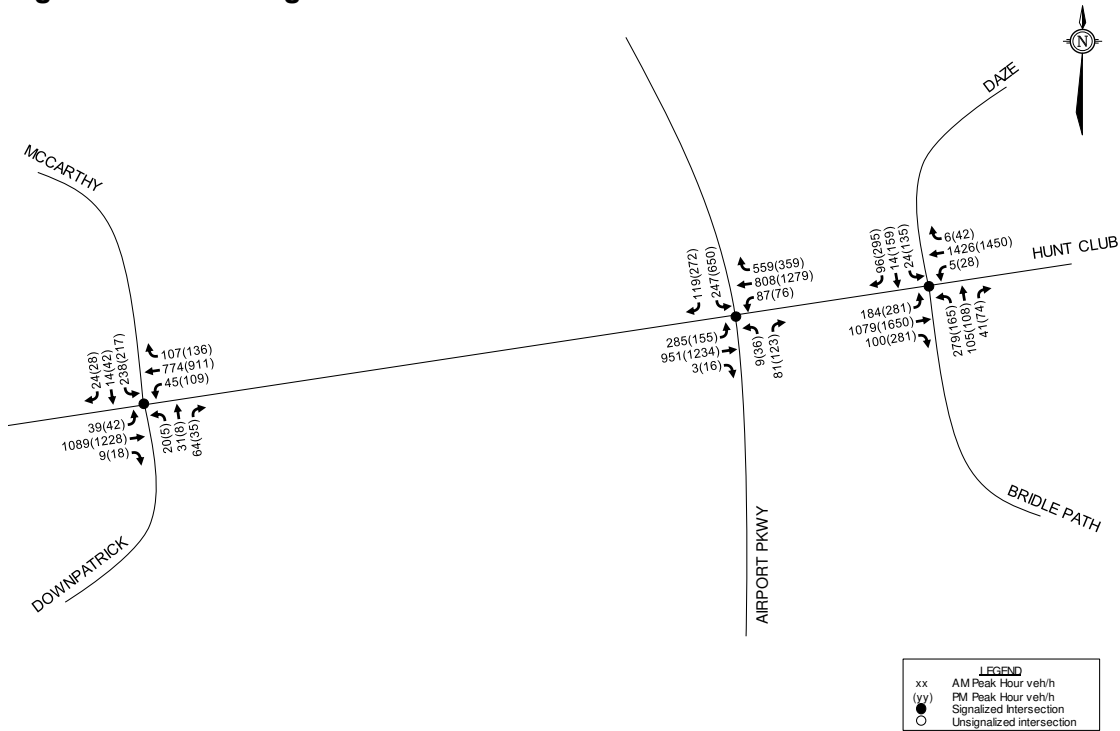
Background traffic volumes for the entire study area under the 2021 build-out and 2026 horizon year are shown in **Figure 2** and **3**.

Figure 2: 2021 Background Traffic Volumes



Note: Left turn volumes include U-turn movements

Figure 3: 2026 Background Traffic



Note: Left turn volumes include U-turn movements

2.2 Trip Generation

Changes to the site plan have not resulted in any changes to the estimated site traffic identified in the original TIS. Trips generated by the proposed development, as identified in the original TIS, are repeated in **Figure 4** for convenience. Total traffic volumes for the 2021 build-out and 2026 horizon years are shown in **Figure 5** and **6**.

Figure 4: Site Generated Traffic Volumes

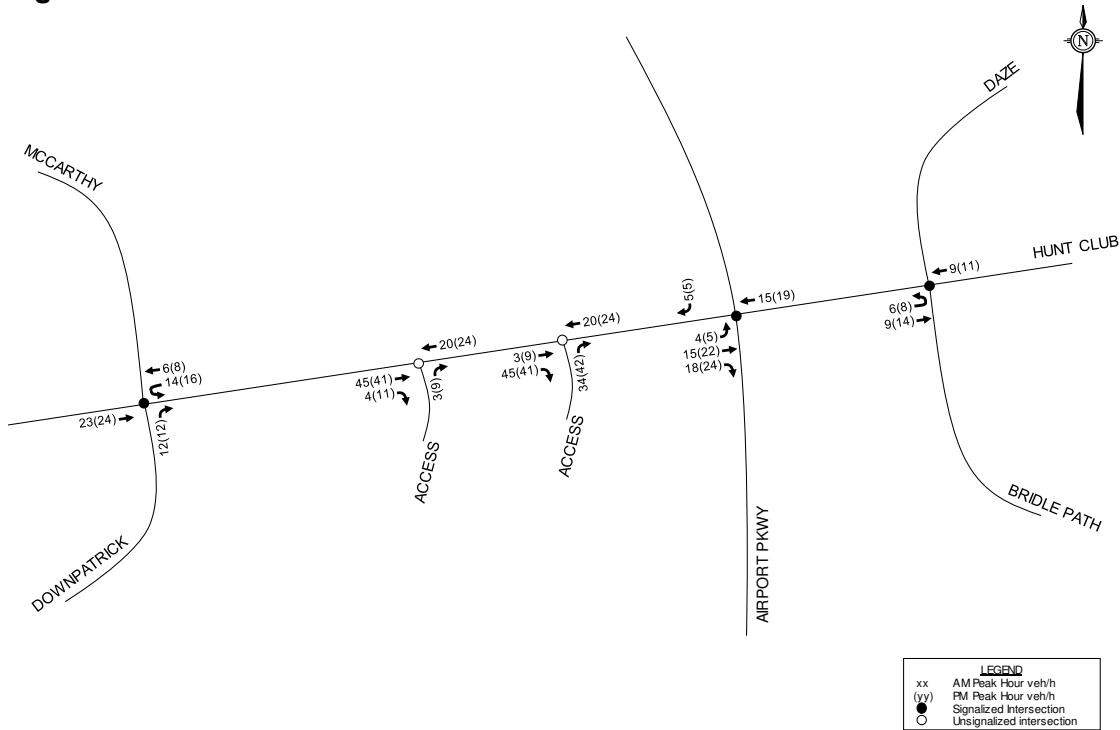
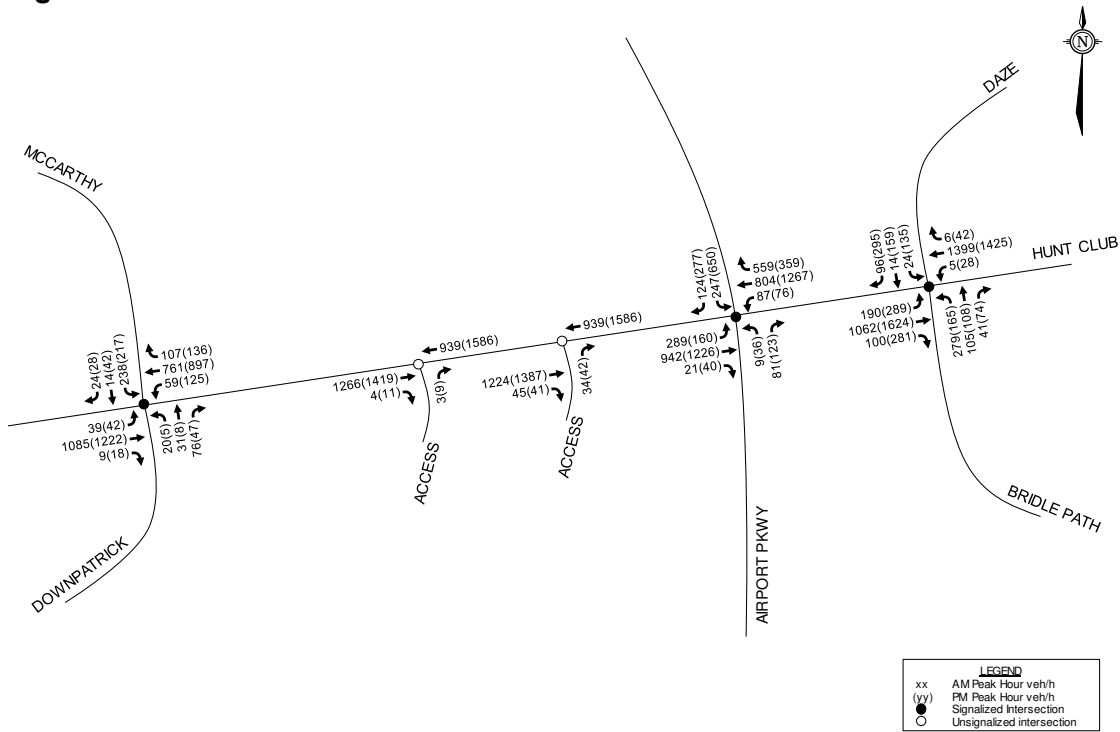
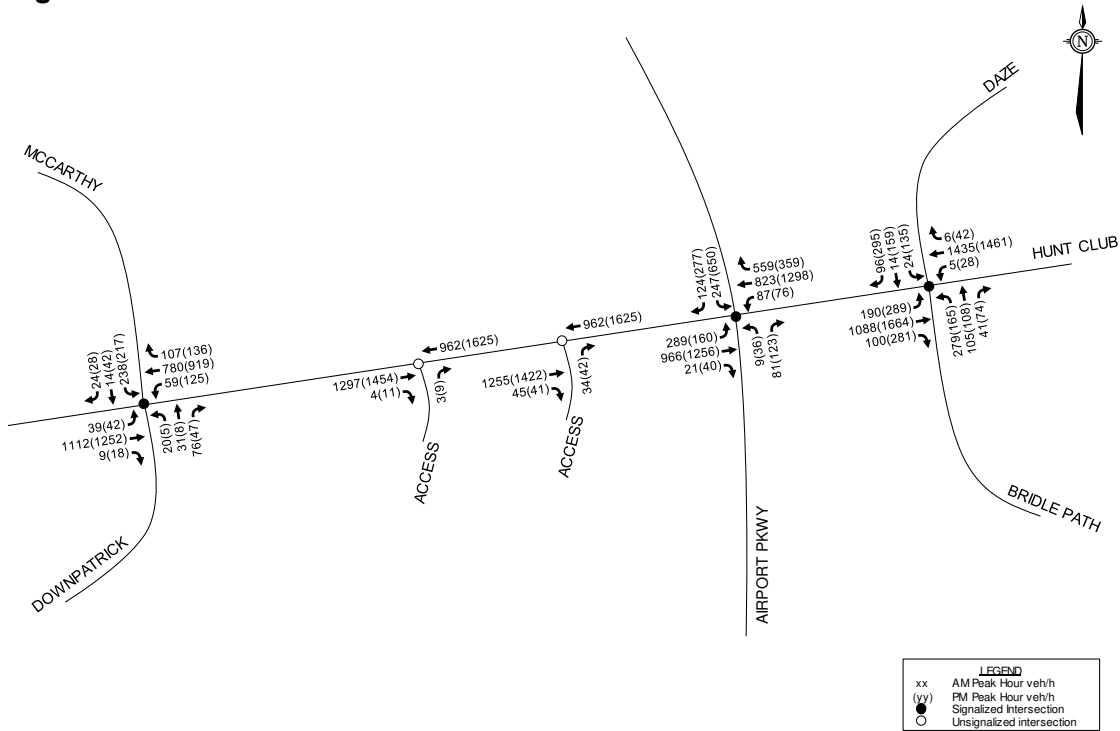


Figure 5: 2021 Total Traffic Volumes



Note: Left turn volumes include U-turn movements

Figure 6: 2026 Total Traffic Volumes



Note: Left turn volumes include U-turn movements

3.0 INTERSECTION ANALYSIS

3.1 Existing Traffic

Intersection capacity analysis has been completed for the existing traffic conditions. The lane configurations at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection are based on the existing geometry as defined above. The signal timing plan for this intersection was obtained from the City of Ottawa and is included in **Appendix B**.

The results of the Synchro analysis are summarized in the following table for the weekday AM and PM peak hours. Detailed reports are included **Appendix D**.

Table 1: Intersection Analysis – Existing Traffic

Intersection	AM Peak			PM Peak		
	Max V/C	LOS	Mvmt	Max V/C	LOS	Mvmt
Hunt Club Road/ Dazé Street/ Bridle Path Drive	1.29	F	WBT	1.24	F	WBT

Critical movements at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection are operating with a LOS F during the weekday AM and PM peak hours. Critical movements at this intersection during the AM peak hour include the westbound through movement (v/c = 1.29) and the eastbound left turn movement (v/c = 0.90). Critical movements at this intersection during the PM peak hour include the westbound through movement (v/c = 1.24), the eastbound through movement (v/c = 1.01), the eastbound left turn movement (v/c = 1.01) and the southbound left turn movement (v/c = 1.07). This intersection is currently built-out with dual left turn lanes on the eastbound and northbound approaches, and right turn smart channels on the eastbound, northbound and southbound approaches.

The 95th percentile queue length associated with the eastbound through movement at this intersection is estimated at approximately 260m during the weekday PM peak hour. The 95th percentile queue length associated with the westbound through movement at this intersection is estimated at approximately 310m during both the weekday AM and PM peak hours. Based on the foregoing, the eastbound and westbound through queuing does not block the upstream intersections.

It is noteworthy that the 95th percentile queue length associated with the southbound left turn movement is estimated at approximately 90m during the weekday PM peak hour. This queueing exceeds the existing storage length of the left turn lane. The southbound left turn lane at this intersection is back-to-back with a northbound left turn lane into the office/commercial development west of Dazé Street.

3.2 2021 Background Traffic

Intersection capacity analysis has been completed for the 2021 background traffic conditions. The results of the Synchro analysis are summarized in the following table for the weekday AM and PM peak hours. Detailed reports are included **Appendix D**.

Table 2: Intersection Analysis – 2021 Background Traffic

Intersection	AM Peak			PM Peak		
	Max V/C	LOS	Mvmt	Max V/C	LOS	Mvmt
Hunt Club Road/ Dazé Street/ Bridle Path Drive	1.32	F	WBT	1.26	F	WBT

Critical movements at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection are anticipated to operate with a LOS F during the weekday AM and PM peak hours. Critical movements at this intersection during the AM peak hour include the westbound through movement (v/c = 1.32) and the eastbound left turn movement (v/c = 0.90). Critical movements at this intersection during the PM peak hour include the westbound through movement (v/c = 1.26), the eastbound through movement (v/c = 1.02), the eastbound left turn movement (v/c = 1.01) and the southbound left turn movement (v/c = 1.07).

Compared to the existing traffic conditions, the 95th percentile queue lengths associated with the eastbound and westbound through movements are anticipated to increase slightly (5-10m) during the weekday AM and PM peak hours. Based on the foregoing, the eastbound through queue may periodically extend through the Hunt Club Road/Airport Parkway intersection during the weekday PM peak hour. The 95th percentile queue length for all other movements are not anticipated to increase significantly during the weekday AM and PM peak hours.

3.3 2026 Background Traffic

Intersection capacity analysis has been completed for the 2026 background traffic conditions. The results of the Synchro analysis are summarized in the following table for the weekday AM and PM peak hours. Detailed reports are included **Appendix D**.

Table 3: Intersection Analysis – 2026 Background Traffic

Intersection	AM Peak			PM Peak		
	Max V/C	LOS	Mvmt	Max V/C	LOS	Mvmt
Hunt Club Road/ Dazé Street/ Bridle Path Drive	1.35	F	WBT	1.29	F	WBT

Critical movements at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection area anticipated to operate with a LOS F during the weekday AM and PM peak hours. Critical movements at this intersection during the AM peak hour include the westbound through movement (v/c = 1.35) and the eastbound left turn movement (v/c = 0.90). Critical movements at this intersection during the PM peak hour include the westbound through movement (v/c = 1.29), the eastbound through movement (v/c = 1.04), the eastbound left turn movement (v/c = 1.01) and the southbound left turn movement (v/c = 1.07).

Compared to the 2021 background traffic conditions, the 95th percentile queue lengths associated with the eastbound and westbound through movements are anticipated to increase slightly (5-10m) during the weekday AM and PM peak hours. Based on the foregoing, the eastbound through queue may periodically extend through the Hunt Club Road/Airport Parkway intersection during the weekday PM peak hour. The 95th percentile queue length for all other movements are not anticipated to increase significantly during the weekday AM and PM peak hours.

3.4 2021 Total Traffic

Intersection capacity analysis has been completed for the 2021 total traffic conditions. The results of the Synchro analysis are summarized in the following table for the weekday AM and PM peak hours. Detailed reports are included **Appendix D**.

Table 4: Intersection Analysis – 2021 Total Traffic

Intersection	AM Peak			PM Peak		
	Max V/C	LOS	Mvmt	Max V/C	LOS	Mvmt
Hunt Club Road/ Dazé Street/ Bridle Path Drive	1.33	F	WBT	1.27	F	WBT

With the addition of site traffic, critical movements at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection are anticipated to continue to operate with a LOS F during the weekday AM and PM peak hours. Critical movements at this intersection during the AM peak hour include the westbound through movement ($v/c = 1.33$) and the eastbound left turn movement ($v/c = 0.93$). Critical movements at this intersection during the PM peak hour include the westbound through movement ($v/c = 1.29$), the eastbound through movement ($v/c = 1.04$), the eastbound left turn movement ($v/c = 1.01$) and the southbound left turn movement ($v/c = 1.07$).

Compared to the 2021 background traffic conditions, the 95th percentile queue lengths associated with the eastbound and westbound through movements are anticipated to increase by 5m during the weekday AM and PM peak hours. The 95th percentile queue length for all other movements are not anticipated to increase significantly during the weekday AM and PM peak hours.

As the proposed access is restricted to right-in right-out, additional U-turns are anticipated at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection. This intersection permits U-turns and the eastbound left turn movement is fully protected. Based on the existing traffic count, approximately six to seven vehicles perform an eastbound U-turn movement at this intersection during the weekday AM and PM peak hours. The proposed development is anticipated to increase the number of eastbound U-turns at this intersection by six during the weekday AM peak hour and eight during the weekday PM peak hour. This equates to one additional U-turn every seven to ten minutes (or three to five cycles) during peak hours.

As identified above, only one collision involved an eastbound left turning vehicle, and none involved eastbound U-turning vehicles at this intersection over the last three years. As the eastbound left turn movement is fully protected, the proposed U-turns only conflict with southbound right turning vehicles. The southbound right turn movement is anticipated to have a v/c ratio of 0.62 (LOS B) with a 95th percentile queue length of approximately 60m during the weekday PM peak hour. The southbound right turn lane is a continuous lane with excess stacking room to accommodate queued vehicles. The additional eastbound U-turns at this intersection are not anticipated to have a significant impact on the southbound right turning vehicles, and are anticipated to be accommodated in a safe and efficient manner.

3.5 2026 Total Traffic

Intersection capacity analysis has been completed for the 2026 total traffic conditions. The results of the Synchro analysis are summarized in the following table for the weekday AM and PM peak hours. Detailed reports are included **Appendix D**.

Table 5: Intersection Analysis – 2026 Total Traffic

Intersection	AM Peak			PM Peak		
	Max V/C	LOS	Mvmt	Max V/C	LOS	Mvmt
Hunt Club Road/ Dazé Street/ Bridle Path Drive	1.36	F	WBT	1.30	F	WBT

With the addition of site traffic, critical movements at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection are anticipated to continue to operate with a LOS F during the weekday AM and PM peak hours. Critical movements at this intersection during the AM peak hour include the westbound through movement ($v/c = 1.36$) and the eastbound left turn movement ($v/c = 0.93$). Critical movements at this intersection during the PM peak hour include the westbound through movement ($v/c = 1.30$), the eastbound through movement ($v/c = 1.05$), the eastbound left turn movement ($v/c = 1.04$) and the southbound left turn movement ($v/c = 1.07$).

Compared to the 2026 background traffic conditions, the 95th percentile queue lengths associated with the eastbound and westbound through movements are anticipated to increase by 5m during the weekday AM and PM peak hours. The 95th percentile queue length for all other movements are not anticipated to increase significantly during the weekday AM and PM peak hours.

4.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the foregoing, the conclusions and recommendations of this addendum can be summarized as follows:

- A total of 40 collisions occurred at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection within the last three years. Twenty-four of the 40 collisions were rear-end impacts, eight were turning movement impacts, five were sideswipe impacts, two were angle impacts and one was a single vehicle impact. Eleven of the collisions caused personal injuries, but no fatalities occurred.
- Critical movements at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection are currently operating with a LOS F during the weekday AM and PM peak hours. This intersection is currently built-out with dual left turn lanes on the eastbound and northbound approaches, and right turn smart channels on the eastbound, northbound and southbound approaches. The eastbound and westbound through queuing does not block the upstream intersections.
- The queue length associated with the southbound left turn movement at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection currently exceeds the existing storage length of the left turn lane. The southbound left turn lane at this intersection is back-to-back with a northbound left turn lane into the office/commercial development west of Dazé Street.

- Under the 2021 and 2026 background traffic conditions, critical movements at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection are anticipated to operate with a LOS F during the weekday AM and PM peak hours. The 95th percentile queue lengths associated with the eastbound and westbound through movements are anticipated to increase slightly during the weekday AM and PM peak hours. The eastbound through queue may periodically extend through the Hunt Club Road/Airport Parkway intersection during the weekday PM peak hour.
- With the addition of site traffic, critical movements at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection are anticipated to continue to operate with a LOS F during the weekday AM and PM peak hours. The 95th percentile queue lengths associated with the eastbound and westbound through movements are anticipated to increase slightly during the weekday AM and PM peak hours.
- As the proposed access is restricted to right-in right-out, additional U-turns are anticipated at the Hunt Club Road/Dazé Street/Bridle Path Drive intersection. This intersection permits U-turns and the eastbound left turn movement is fully protected. The proposed development is anticipated to increase the number of eastbound U-turns at this intersection by six during the weekday AM peak hour and eight during the weekday PM peak hour. This equates to one additional U-turn every seven to ten minutes (or three to five cycles) during peak hours.
- The additional eastbound U-turns at this intersection are not anticipated to have a significant impact on the southbound right turning vehicles, and are anticipated to be accommodated in a safe and efficient manner.

Yours truly,

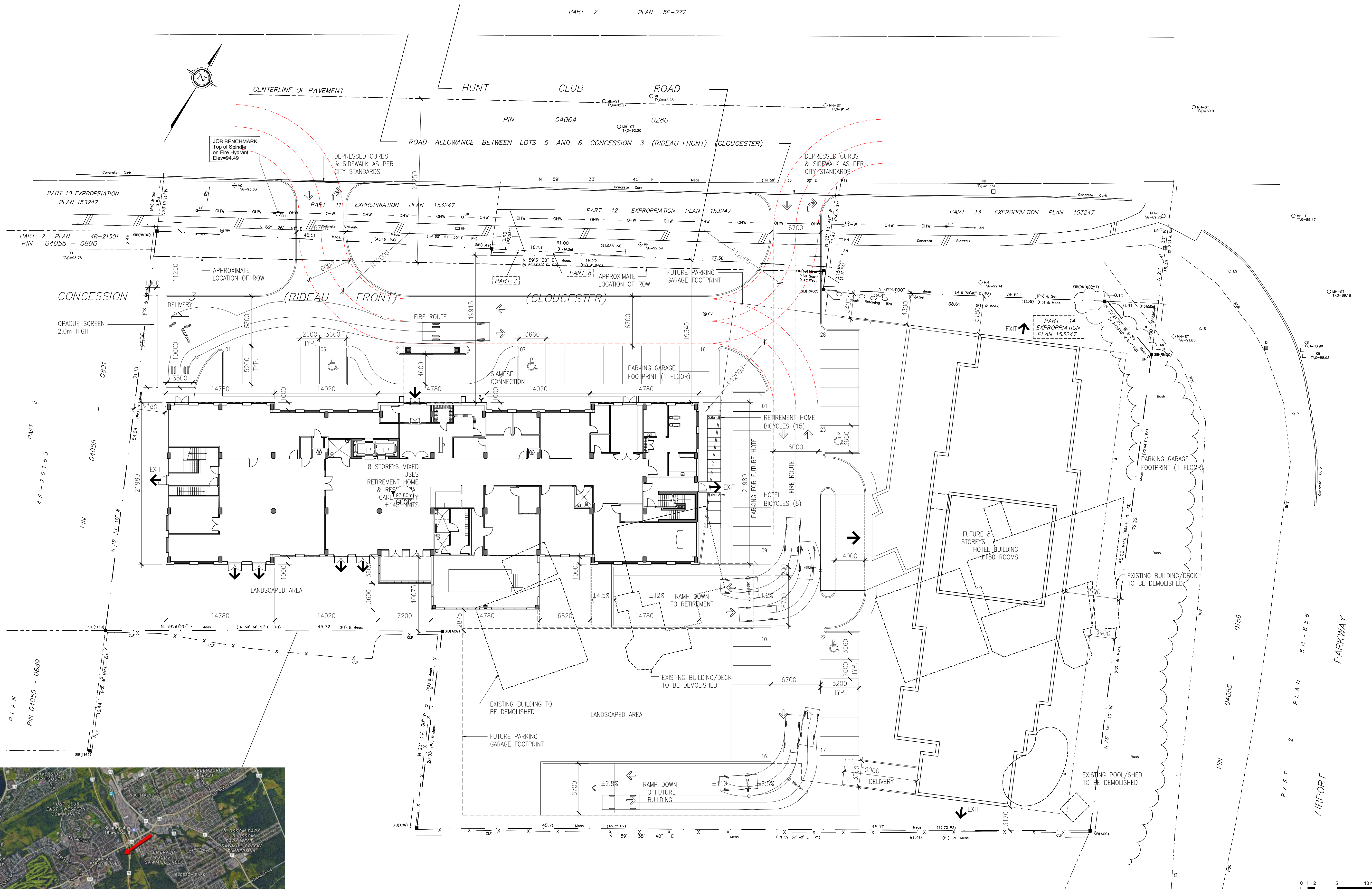
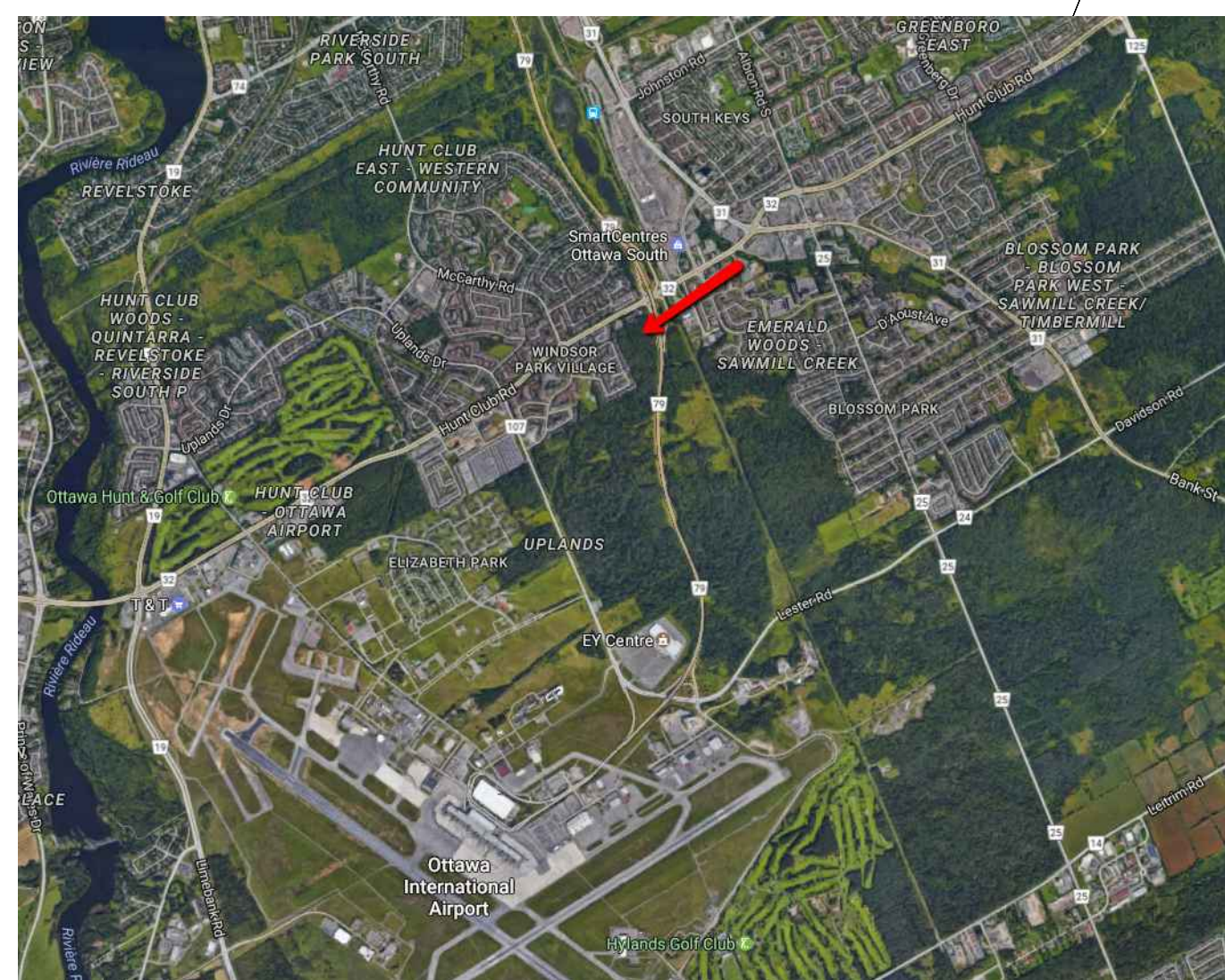
NOVATECH



Brad Byvelds, P. Eng.
Project Coordinator | Transportation/Traffic

APPENDIX A

Revised Site Plan



Composite Passenger Vehicle	
Width	: 1929
Track	: 1929
Lock to Lock Time	: 6.0
Steering Angle	: 26.4

AREA OF SITE:	±4847 sq.m.*
GROSS FLOOR AREA PROPOSED :	±7571 sq.m.
GROUND FLOOR / G.F.A.:	±0 sq.m.
ASSISTED LIVING G.F.A. (2nd - 3rd FL.)	±1619 sq.m.
DWELLING UNITS G.F.A. (4th - 8th FL.)	±5952 sq.m.
PRIVATE AMENITY AREA (G.F.A.)	±161 sq.m.
COMMUNAL AMENITY AREA (G.F.A.)	±1000 sq.m.
NEED HEALTH OR PERS. SERV. (G.F.A.)	±110 sq.m.
SITE COVERAGE:	34%
GROUND PARKING AREA:	30%
LANDSCAPED AREA (EXCL. PARKING):	38%
PARKING STALLS:	22 INTERIOR
PROVIDED BICYCLE STALLS:	16 EXTERIOR
NUMBER OF FLOORS & BUILDING HEIGHT:	21 INTERIOR
DWELLING UNITS:	15 EXTERIOR
	8 FLOORS + MECH. ±20,000 m
	145

ZONING BY-LAW PARKING REQUIREMENT FOR RETIREMENT HOME	
REQUIREMENT	PROPOSED
0.25 per unit	0.25 x 145 = 36
1 per 100 m² of G.F.A. used for residential or personal services	110 m² = 1
	22 interior + 15 exterior
	1 exterior

ZONING BY-LAW BICYCLES PARKING REQUIREMENT FOR RETIREMENT HOME	
REQUIREMENT	PROPOSED
0.25 per unit	0.25 x 145 = 36
	21 int. + 15 ext.

NOTES GÉNÉRALES General Notes

1. Ces documents d'architecture sont la propriété exclusive de NEUF architect(e)s et ne doivent être utilisés, reproduits ou copiés sans autorisation écrite au préalable. / These architectural documents are the exclusive property of NEUF architect(e)s and cannot be used, copied or reproduced without written pre-authorization.
2. Les dimensions apparaissant aux documents doivent être vérifiées par l'entrepreneur avant le début des travaux. / All dimensions which appear on the documents must be verified by the contractor before starting the work.
3. Veuillez aviser l'architecte de toute dimension erreur et/ou divergences entre ses documents et ceux des autres professionnels. / The architect must be notified of all errors, omissions and discrepancies between these documents and those of other professionals.
4. Les dimensions sur ces documents doivent être lues et non mesurées. / The dimensions on these documents must be read and not measured.

ARCHITECTURE DE PAYSAGE Landscape architect
James B. Lennox & Associates
 361, Hinton Avenue South, Ottawa ON K1Y 1A6
 T 613 722 5188 jbla.ca

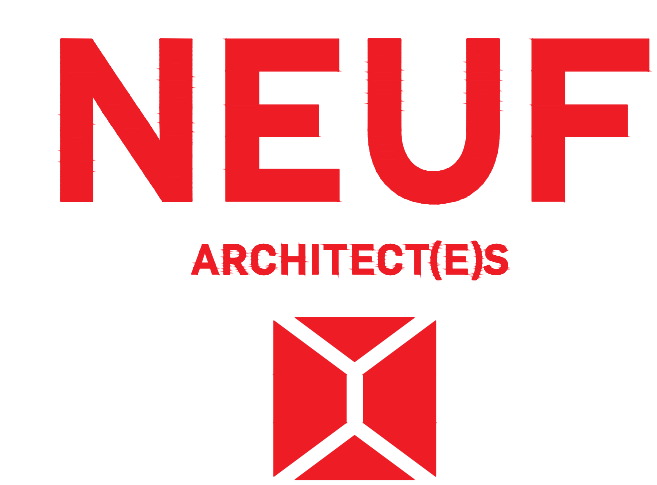
ARPENTEUR Surveyor
Annis O'Sullivan Vollebek Ltd.
 14, Concourse Gate, Suite 100, Nepean ON K2E 7S6
 T 613 592 9600 annisovltd.com

GÉOTECHNIQUE Geotechnical
Golder Associates
 1931, Robertson Road, Ottawa ON K2H 5B7
 T 613 592 9600 golder.ca

CIVIL Civil
Novatech Eng. Consultants Ltd.
 240, Michael Cowpland Drive, Suite 200, Ottawa ON K2M 1P6
 T 613 234 9643 novatech-eng.com

ARCHITECTES Architect
NEUF architect(e)s SENIOR
 610, rue Notre-Dame O. 3e étage, Montréal QC H3B 1S6
 T 514 847 1117 NEUFarchitectes.com

SCEAU Seal



OUVRAGE Project
Hunt Club Development

EMPLACEMENT Location
 Ottawa, ON

NO PROJET No.
 11459

NO	REVISION	DATE (aa.mm.jj)
A	COORDINATION	2017.02.20
B	COORDINATION	2017.03.28
1	SITE PLAN APPLICATION	2017.05.18
2	RE-ISSUED SITE PLAN APPLICATION	2017.08.07
3	DELIVERY ACCESS REVISION	2017.08.24
4	PARKING REVISION	2017.08.25

DESSIN PAR Drawn by
 PV

VÉRIFIÉ PAR Checked by
 LH

DATE (aa.mm.jj)
 17.01.16

ECHELLE Scale
 1:250

TITRE DU DESSIN Drawing Title
Site Plan at Ground Floor Level

APPENDIX B

Traffic Count and Signal Timing Information



Transportation Services - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

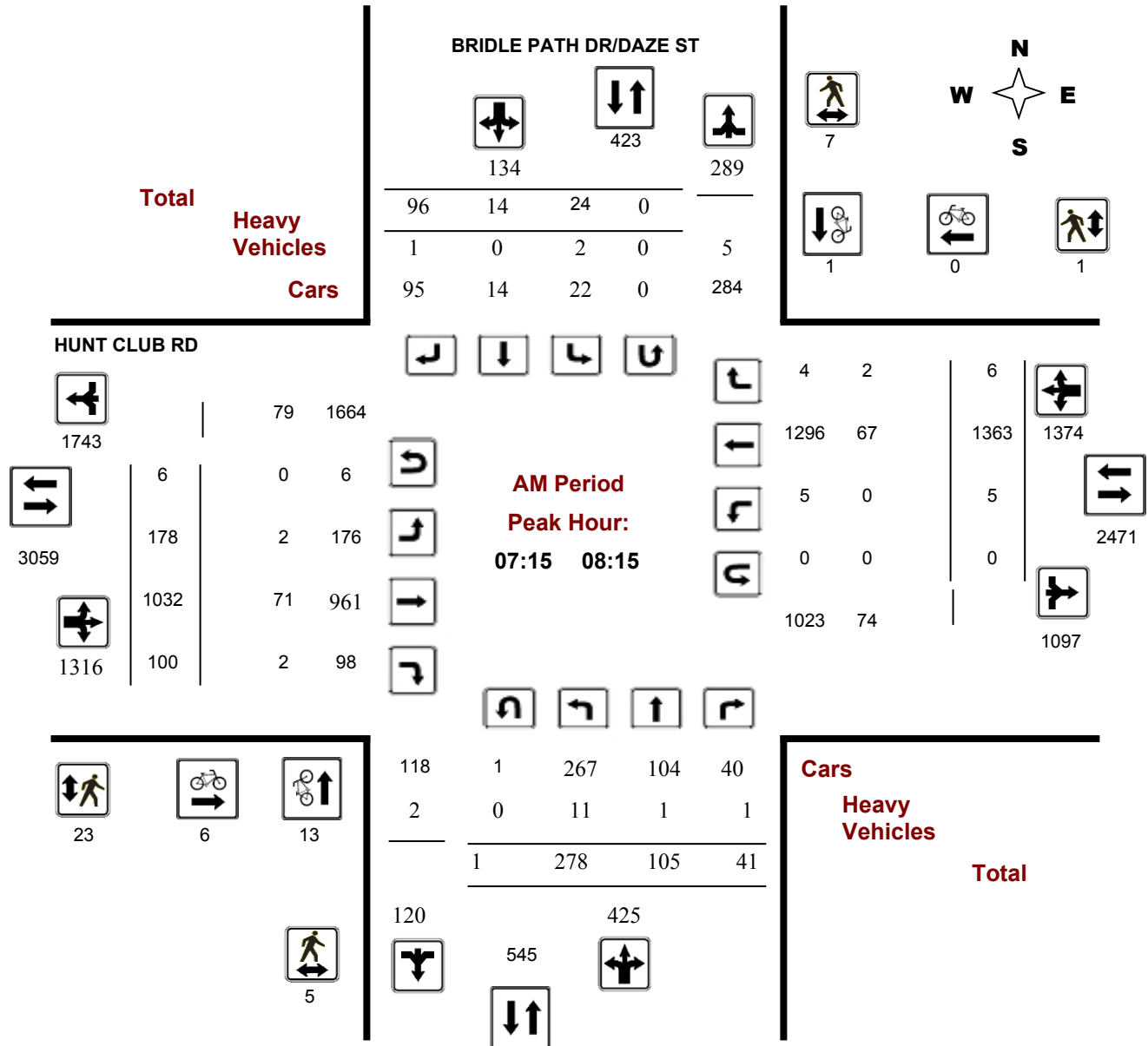
HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST

Survey Date: Friday, June 05, 2015

Start Time: 07:00

WO No: 34525

Device: Jamar Technologies, Inc





Transportation Services - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

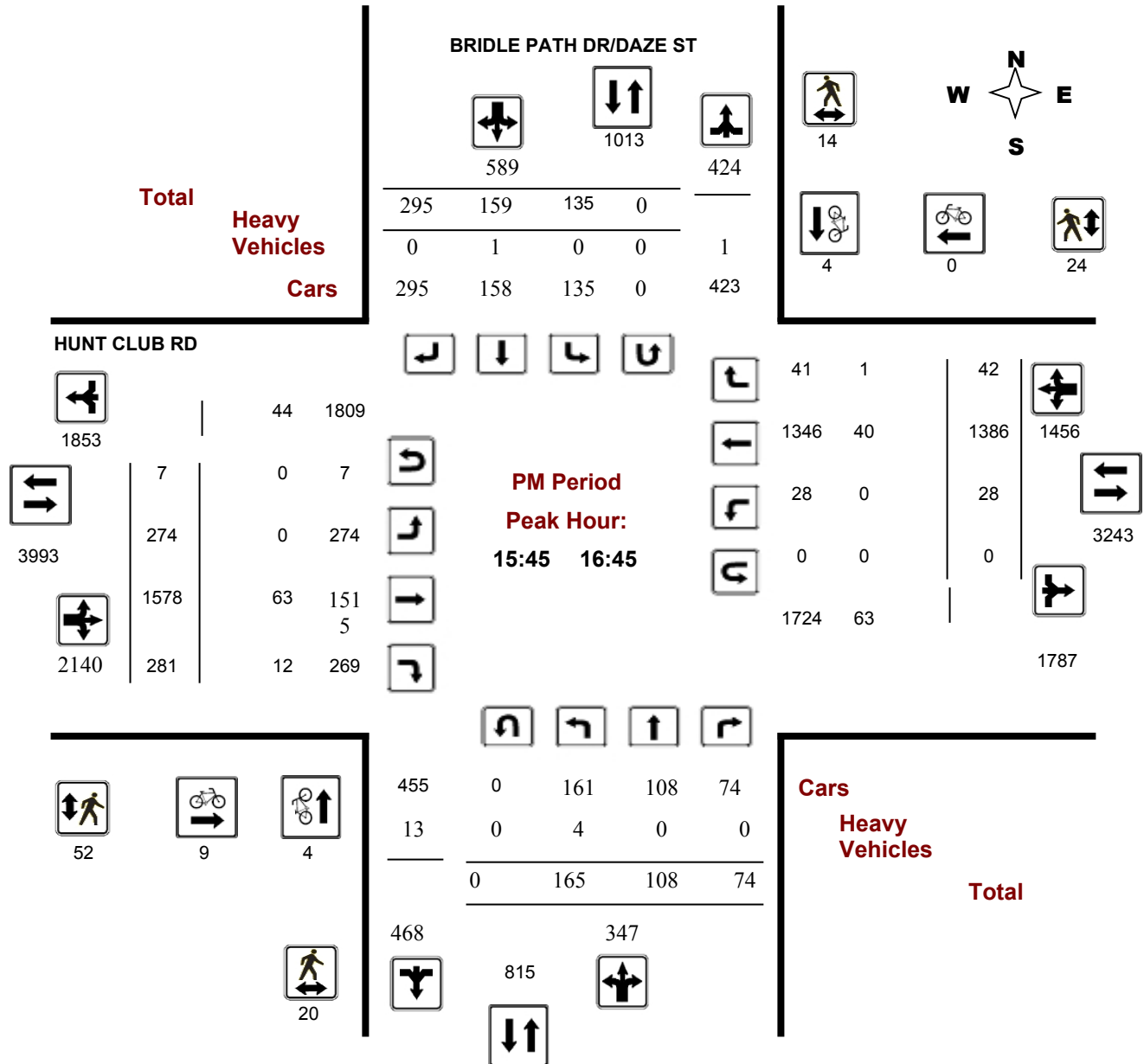
HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST

Survey Date: Friday, June 05, 2015

Start Time: 07:00

WO No: 34525

Device: Jamar Technologies, Inc



Traffic Signal Timing

City of Ottawa, Transportation Services Department

Traffic Operations Unit

Intersection:	Main: Hunt Club	Side: Bridle Path / Daze
Controller:	MS-3200	TSD: 5860
Author:	Matthew Anderson	Date: 19-Aug-2017

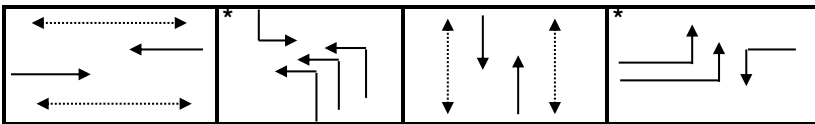
Existing Timing Plans†

	Plan							Ped Minimum Time		
	AM Peak 1	Off Peak 2	PM Peak 3	Night 4	Weekend 5	Evening 12	PM Relief 43	Walk	DW	A+R
Cycle	130	130	130	115	130	130	130			
Offset	1	1	1	X	1	1	1			
EB Thru	52	55	54	45	56	56	59	7	18	3.7+2.5
WB Thru	52	55	54	45	56	56	59	7	18	3.7+2.5
NB Left (fp)	22	14	17	14	13	13	15	-	-	3.3+3.2
SB Left (fp)	22	14	17	14	13	13	15	-	-	3.3+3.2
NB Thru	41	41	41	41	41	41	41	7	27	3.3+3.2
SB Thru	41	41	41	41	41	41	41	7	27	3.3+3.2
EB Left (fp)	15	20	18	15	20	20	15	-	-	3.7+2.5
WB Left (fp)	15	20	18	15	20	20	15	-	-	3.7+2.5

- Notes:**
- 1) For all plans, if the North-South pedestrian phases are not actuated, the NB and SB Thru movements will be forced off 15 seconds early.
 - 2) The EB and WB lefts have a maximum green time of 25 seconds.

Phasing Sequence‡

Plan: All



Schedule

Weekday		Saturday		Sunday	
Time	Plan	Time	Plan	Time	Plan
0:15	4	0:15	4	0:15	4
6:30	1	8:00	5	8:30	2
9:30	2	21:00	4	11:00	5
15:00	3			21:00	4
16:00	43				
17:45	3				
18:30	12				
22:30	4				

Notes

- †: Time for each direction includes amber and all red intervals
‡: Start of first phase should be used as reference point for offset
Asterisk (*) Indicates actuated phase
(fp): Fully Protected Left Turn
◄.....► Pedestrian signal

Cost is \$56.50 (\$50 + HST)

APPENDIX C

Collision Records

Collision Main Detail Summary

OnTRAC Reporting System

FROM: 2013-01-01 TO: 2014-01-01

BRIDLE PATH DR & HUNT CLUB RD

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 19

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
1	2013-02-07	Thu	07:08	Clear	Dawn	Rear end	Non-fatal	V1 N V2 N	Dry Dry	Turning left Turning left	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
2	2013-02-26	Tue	17:25	Clear	Dusk	Rear end	P.D. only	V1 E V2 E	Wet Wet	Going ahead Stopped	Automobile, station Pick-up truck	Other motor vehicle Other motor vehicle	0
3	2013-03-01	Fri	20:18	Clear	Dark	Rear end	Non-fatal	V1 N V2 N	Dry Dry	Turning right Turning right	Passenger van Automobile, station	Other motor vehicle Other motor vehicle	0
4	2013-03-11	Mo	08:30	Clear	Daylight	Rear end	P.D. only	V1 E V2 E	Dry Dry	Going ahead Stopped	Delivery van Municipal transit bus	Other motor vehicle Other motor vehicle	0
5	2013-03-12	Tue	20:58	Clear	Dark	Rear end	P.D. only	V1 E V2 E	Dry Dry	Turning right Turning right	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
6	2013-05-14	Tue	11:00	Clear	Daylight	Turning	P.D. only	V1 S V2 S	Dry Dry	Turning left Going ahead	Passenger van Automobile, station	Other motor vehicle Other motor vehicle	0
7	2013-06-01	Sat	21:53	Clear	Dark	Turning	Non-fatal	V1 N V2 S V3 E	Dry Dry Dry	Turning left Going ahead Stopped	Automobile, station Automobile, station Pick-up truck	Other motor vehicle Other motor vehicle Other motor vehicle	0
8	2013-06-03	Mo	12:45	Clear	Daylight	Turning	Non-fatal	V1 N V2 S	Dry Dry	Turning left Going ahead	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0
9	2013-07-14	Sun	15:00	Clear	Daylight	Rear end	P.D. only	V1 E V2 E	Dry Dry	Going ahead Stopped	Automobile, station Pick-up truck	Other motor vehicle Other motor vehicle	0
10	2013-08-21	We	15:50	Clear	Daylight	Rear end	Non-fatal	V1 W V2 W	Dry Dry	Going ahead Stopped	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0
11	2013-08-29	Thu	15:35	Clear	Daylight	Rear end	P.D. only	V1 W V2 W V3 W	Dry Dry Dry	Going ahead Slowing or Stopped	Truck - tractor Automobile, station Automobile, station	Other motor vehicle Other motor vehicle Other motor vehicle	0

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

Wednesday, May 31, 2017

Collision Main Detail Summary

OnTRAC Reporting System

FROM: 2013-01-01 TO: 2014-01-01

12	2013-09-03	Tue	20:38	Clear	Dark	Turning	P.D. only	V1 W V2 W	Dry Dry	Turning right Stopped	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
13	2013-10-13	Sun	18:35	Clear	Dusk	Sideswipe	Non-fatal	V1 E V2 E	Dry Dry	Changing lanes Stopped	Pick-up truck Pick-up truck	Other motor vehicle Other motor vehicle	0
14	2013-10-19	Sat	16:00	Clear	Daylight	Rear end	P.D. only	V1 E V2 E	Dry Dry	Going ahead Stopped	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0
15	2013-10-22	Tue	15:21	Clear	Daylight	Rear end	P.D. only	V1 W V2 W V3 W	Dry Dry Dry	Going ahead Stopped Stopped	Automobile, station Automobile, station Truck and trailer	Other motor vehicle Other motor vehicle Other motor vehicle	0
16	2013-10-25	Fri	06:54	Clear	Dawn	Angle	P.D. only	V1 S V2 W	Dry Dry	Turning right Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
17	2013-10-26	Sat	16:36	Clear	Daylight	Rear end	P.D. only	V1 W V2 W	Wet Wet	Going ahead Stopped	Automobile, station Pick-up truck	Skidding/Sliding Other motor vehicle	0
18	2013-12-15	Sun	10:10	Snow	Daylight	Rear end	Non-fatal	V1 E V2 E	Loose snow Loose snow	Turning left Turning left	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0
19	2013-12-19	Thu	12:30	Snow	Daylight	Rear end	P.D. only	V1 E V2 E	Slush Slush	Going ahead Going ahead	Automobile, station Automobile, station	Skidding/Sliding Other motor vehicle	0

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

Wednesday, May 31, 2017

Page 2 of 2



City Operations - Transportation Services

Collision Details Report - Public Version

From: January 1, 2014 **To:** December 31, 2015

Location: HUNT CLUB RD @ BRIDLE PATH DR/DAZE ST

Traffic Control: Traffic signal

Total Collisions: 21

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2014-Mar-01, Sat,00:54	Clear	Turning movement	P.D. only	Slush	East	Turning left	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Apr-26, Sat,15:30	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2014-May-29, Thu,15:29	Clear	Other	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Curb	
					West	Stopped	Pick-up truck	Other motor vehicle	
					West	Stopped	Pick-up truck	Other motor vehicle	
2014-Jun-06, Fri,13:10	Clear	Rear end	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	
					East	Stopped	Pick-up truck	Other motor vehicle	
2014-Jun-12, Thu,15:00	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Unknown	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	

2014-Jul-31, Thu,19:24	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Pick-up truck	Other motor vehicle
					East	Going ahead	Pick-up truck	Other motor vehicle
2014-Sep-25, Thu,20:00	Clear	Turning movement	P.D. only	Dry	West	Making "U" turn	Automobile, station wagon	Other motor vehicle
					East	Going ahead	Automobile, station wagon	Other motor vehicle
2014-Oct-21, Tue,08:30	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Pick-up truck	Other motor vehicle
					West	Stopped	Passenger van	Other motor vehicle
2015-Jan-06, Tue,17:08	Snow	Turning movement	P.D. only	Loose snow	East	Turning right	Automobile, station wagon	Other motor vehicle
					East	Going ahead	Automobile, station wagon	Other motor vehicle
2015-Jan-20, Tue,18:20	Clear	Sideswipe	P.D. only	Wet	East	Changing lanes	Automobile, station wagon	Other motor vehicle
					East	Turning right	Pick-up truck	Other motor vehicle
2015-Mar-14, Sat,13:50	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle
					North	Going ahead	Automobile, station wagon	Other motor vehicle
2015-Mar-17, Tue,15:20	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Pick-up truck	Other motor vehicle
					West	Stopped	Passenger van	Other motor vehicle
2015-Mar-20, Fri,08:22	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Pick-up truck	Other motor vehicle

					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle
2015-Apr-27, Mon,13:06	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Other motor vehicle
2015-May-25, Mon,16:00	Rain	Angle	P.D. only	Wet	South	Turning right	Pick-up truck	Other motor vehicle
					West	Going ahead	Municipal transit bus	Other motor vehicle
2015-Jul-30, Thu,17:57	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle
					South	Turning right	Automobile, station wagon	Other motor vehicle
2015-Sep-01, Tue,16:34	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Pick-up truck	Other motor vehicle
					West	Stopped	Passenger van	Other motor vehicle
					West	Stopped	Automobile, station wagon	Other motor vehicle
2015-Sep-22, Tue,15:30	Clear	Rear end	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle
					West	Stopped	Pick-up truck	Other motor vehicle
2015-Nov-08, Sun,12:29	Clear	Rear end	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle
					East	Stopped	Pick-up truck	Other motor vehicle
2015-Dec-04, Fri,18:36	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle

					West	Stopped	Automobile, station wagon	Other motor vehicle
2015-Dec-28, Mon, 13:40	Clear	Rear end	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle
					East	Stopped	Pick-up truck	Other motor vehicle

APPENDIX D

Synchro Analysis Reports

5: Bridle Path Drive/Daze Street & Hunt Club Road
AM Peak

Existing Traffic
1026-1054 Hunt Club Road (Addendum)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	1032	100	5	1363	6	279	105	41	24	14	96
Future Volume (vph)	184	1032	100	5	1363	6	279	105	41	24	14	96
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	65.0		0.0	75.0		0.0	90.0		0.0	50.0		0.0
Storage Lanes	2		0	1		1	2		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00		0.98	0.96	0.99		1.00		0.96
Fr t		0.987				0.850		0.958				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3285	4536	0	1710	3257	1391	3190	1691	0	1583	1800	1515
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3277	4536	0	1706	3257	1359	3052	1691	0	1582	1800	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				136		15				133
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		303.9			271.7			186.7			172.4	
Travel Time (s)		18.2			16.3			13.4			12.4	
Confl. Peds. (#/hr)	7		5	5		7	23		1	1		23
Confl. Bikes (#/hr)			6						13			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	7%	2%	0%	5%	10%	4%	1%	2%	8%	0%	1%
Adj. Flow (vph)	200	1122	109	5	1482	7	303	114	45	26	15	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	1231	0	5	1482	7	303	159	0	26	15	104
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.2			7.2			7.2			7.2	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	11.2	31.2		11.2	31.2	31.2	11.5	40.5		11.5	40.5	40.5
Total Split (s)	15.0	52.0		15.0	52.0	52.0	22.0	41.0		22.0	41.0	41.0
Total Split (%)	11.5%	40.0%		11.5%	40.0%	40.0%	16.9%	31.5%		16.9%	31.5%	31.5%
Maximum Green (s)	8.8	45.8		8.8	45.8	45.8	15.5	34.5		15.5	34.5	34.5
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.3

5: Bridle Path Drive/Daze Street & Hunt Club Road
AM Peak

Existing Traffic
1026-1054 Hunt Club Road (Addendum)

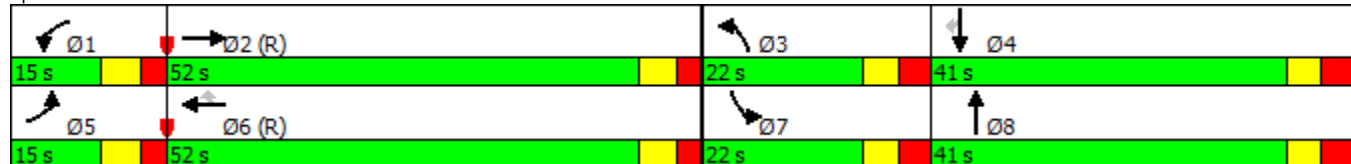


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	3.2	3.2		3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2		6.2	6.2	6.2	6.5	6.5		6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		27.0			27.0	27.0
Pedestrian Calls (#/hr)		5			5	5		5			5	5
Act Effct Green (s)	8.8	58.2		6.0	45.8	45.8	15.1	47.3		7.7	34.9	34.9
Actuated g/C Ratio	0.07	0.45		0.05	0.35	0.35	0.12	0.36		0.06	0.27	0.27
v/c Ratio	0.90	0.60		0.06	1.29	0.01	0.82	0.25		0.28	0.03	0.21
Control Delay	102.2	24.8		60.6	173.7	0.0	74.5	29.5		65.3	35.8	3.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	102.2	24.8		60.6	173.7	0.0	74.5	29.5		65.3	35.8	3.8
LOS	F	C		E	F	A	E	C		E	D	A
Approach Delay		35.6			172.5			59.0				18.1
Approach LOS		D			F			E				B
Queue Length 50th (m)	25.4	94.5		1.3	~267.7	0.0	41.6	28.6		6.9	3.0	0.0
Queue Length 95th (m)	#53.3	69.0		5.8	#312.6	0.0	#63.1	49.1		16.6	9.0	8.2
Internal Link Dist (m)		279.9			247.7			162.7			148.4	
Turn Bay Length (m)	65.0			75.0			90.0			50.0		
Base Capacity (vph)	222	2037		115	1147	566	380	624		188	483	488
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.90	0.60		0.04	1.29	0.01	0.80	0.25		0.14	0.03	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 95.9
 Intersection LOS: F
 Intersection Capacity Utilization 92.5%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Bridle Path Drive/Daze Street & Hunt Club Road



5: Bridle Path Drive/Daze Street & Hunt Club Road
PM Peak

Existing Traffic
1026-1054 Hunt Club Road (Addendum)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	281	1578	281	28	1386	42	165	108	74	135	159	295
Future Volume (vph)	281	1578	281	28	1386	42	165	108	74	135	159	295
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	65.0		0.0	75.0		0.0	90.0		0.0	50.0		0.0
Storage Lanes	2		0	1		1	2		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00		0.97	0.92	0.98		0.98		0.93
Fr t		0.977				0.850		0.939				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3317	4561	0	1710	3320	1500	3252	1661	0	1710	1782	1530
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3303	4561	0	1705	3320	1450	2998	1661	0	1674	1782	1418
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31				136		26				194
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		305.4			264.6			186.1			169.3	
Travel Time (s)		18.3			15.9			13.4			12.2	
Confl. Peds. (#/hr)	14		20	20		14	52		24	24		52
Confl. Bikes (#/hr)			9						4			4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	0%	3%	2%	2%	0%	0%	0%	1%	0%
Adj. Flow (vph)	305	1715	305	30	1507	46	179	117	80	147	173	321
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	2020	0	30	1507	46	179	197	0	147	173	321
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.2			7.2			7.2			7.2	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	2		1	2	1	1	2		1	2	1
Detector Template	Left			Left		Right	Left			Left		Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	0.6		2.0	0.6	2.0	2.0	0.6		2.0	0.6	2.0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(m)		9.4			9.4			9.4			9.4	
Detector 2 Size(m)		0.6			0.6			0.6			0.6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	12.2	33.2		12.2	33.2	33.2	12.2	40.5		12.2	40.5	40.5
Total Split (s)	18.0	54.0		18.0	54.0	54.0	17.0	41.0		17.0	41.0	41.0
Total Split (%)	13.8%	41.5%		13.8%	41.5%	41.5%	13.1%	31.5%		13.1%	31.5%	31.5%
Maximum Green (s)	11.8	47.8		11.8	47.8	47.8	10.5	34.5		10.5	34.5	34.5
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.3

5: Bridle Path Drive/Daze Street & Hunt Club Road
PM Peak

Existing Traffic
1026-1054 Hunt Club Road (Addendum)

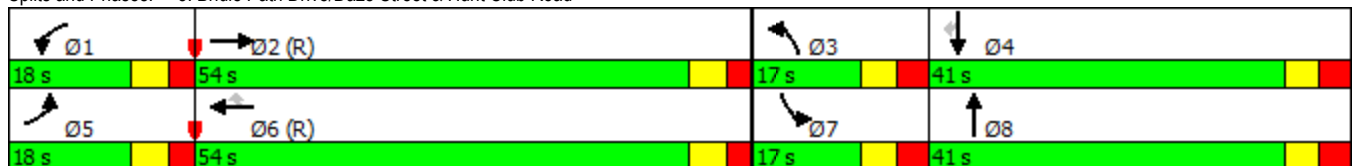


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	3.2	3.2		3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2		6.2	6.2	6.2	6.5	6.5		6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		27.0			27.0	27.0
Pedestrian Calls (#/hr)		5			5	5		5			5	5
Act Effct Green (s)	11.8	56.7		7.8	47.8	47.8	10.2	34.5		10.5	34.8	34.8
Actuated g/C Ratio	0.09	0.44		0.06	0.37	0.37	0.08	0.27		0.08	0.27	0.27
v/c Ratio	1.01	1.01		0.29	1.24	0.07	0.70	0.43		1.07	0.36	0.62
Control Delay	103.7	53.8		65.1	149.3	0.2	73.7	37.5		150.9	41.4	21.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	103.7	53.8		65.1	149.3	0.2	73.7	37.5		150.9	41.4	21.7
LOS	F	D		E	F	A	E	D		F	D	C
Approach Delay		60.3			143.4			54.7				56.6
Approach LOS		E			F			D				E
Queue Length 50th (m)	~45.8	~221.2		7.9	~264.3	0.0	24.6	38.2		~43.7	38.1	29.4
Queue Length 95th (m)	m#70.7	#262.8		18.1	#309.2	0.0	#38.1	62.4		#88.5	60.0	62.9
Internal Link Dist (m)		281.4			240.6			162.1			145.3	
Turn Bay Length (m)	65.0			75.0			90.0			50.0		
Base Capacity (vph)	301	2006		155	1220	619	262	459		138	476	521
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.01	1.01		0.19	1.24	0.07	0.68	0.43		1.07	0.36	0.62

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.24
 Intersection Signal Delay: 86.1
 Intersection LOS: F
 Intersection Capacity Utilization 106.3%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Bridle Path Drive/Daze Street & Hunt Club Road



5: Bridle Path Drive/Daze Street & Hunt Club Road
AM Peak

2021 Background Traffic
1026-1054 Hunt Club Road (Addendum)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	1053	100	5	1390	6	279	105	41	24	14	96
Future Volume (vph)	184	1053	100	5	1390	6	279	105	41	24	14	96
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	65.0		0.0	75.0		0.0	90.0		0.0	50.0		0.0
Storage Lanes	2		0	1		1	2		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00		0.98	0.96	0.99		1.00		0.96
Fr t		0.987				0.850		0.958				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3285	4536	0	1710	3257	1391	3190	1691	0	1583	1800	1515
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3277	4536	0	1706	3257	1359	3052	1691	0	1582	1800	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				136		15				133
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		303.9			271.7			186.7			172.4	
Travel Time (s)		18.2			16.3			13.4			12.4	
Confl. Peds. (#/hr)	7		5	5		7	23		1	1		23
Confl. Bikes (#/hr)			6						13			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	7%	2%	0%	5%	10%	4%	1%	2%	8%	0%	1%
Adj. Flow (vph)	200	1145	109	5	1511	7	303	114	45	26	15	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	1254	0	5	1511	7	303	159	0	26	15	104
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.2			7.2			7.2			7.2	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left			Left		Right	Left			Left		Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	11.2	31.2		11.2	31.2	31.2	11.5	40.5		11.5	40.5	40.5
Total Split (s)	15.0	52.0		15.0	52.0	52.0	22.0	41.0		22.0	41.0	41.0
Total Split (%)	11.5%	40.0%		11.5%	40.0%	40.0%	16.9%	31.5%		16.9%	31.5%	31.5%
Maximum Green (s)	8.8	45.8		8.8	45.8	45.8	15.5	34.5		15.5	34.5	34.5
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	3.2	3.2		3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2		6.2	6.2	6.2	6.5	6.5		6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes

5: Bridle Path Drive/Daze Street & Hunt Club Road
AM Peak

2021 Background Traffic
1026-1054 Hunt Club Road (Addendum)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		27.0			27.0	27.0
Pedestrian Calls (#/hr)		5			5	5		5			5	5
Act Effct Green (s)	8.8	58.2		6.0	45.8	45.8	15.1	47.3		7.7	34.9	34.9
Actuated g/C Ratio	0.07	0.45		0.05	0.35	0.35	0.12	0.36		0.06	0.27	0.27
v/c Ratio	0.90	0.62		0.06	1.32	0.01	0.82	0.25		0.28	0.03	0.21
Control Delay	102.4	25.1		60.6	184.3	0.0	74.5	29.5		65.3	35.8	3.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	102.4	25.1		60.6	184.3	0.0	74.5	29.5		65.3	35.8	3.8
LOS	F	C		E	F	A	E	C		E	D	A
Approach Delay		35.7			183.0			59.0				18.1
Approach LOS		D			F			E				B
Queue Length 50th (m)	25.5	95.8		1.3	~276.3	0.0	41.6	28.6		6.9	3.0	0.0
Queue Length 95th (m)	#53.3	74.6		5.8	#320.8	0.0	#63.1	49.1		16.6	9.0	8.2
Internal Link Dist (m)		279.9			247.7			162.7			148.4	
Turn Bay Length (m)	65.0			75.0			90.0			50.0		
Base Capacity (vph)	222	2037		115	1147	566	380	624		188	483	488
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.90	0.62		0.04	1.32	0.01	0.80	0.25		0.14	0.03	0.21

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.32

Intersection Signal Delay: 100.6

Intersection LOS: F

Intersection Capacity Utilization 93.3%

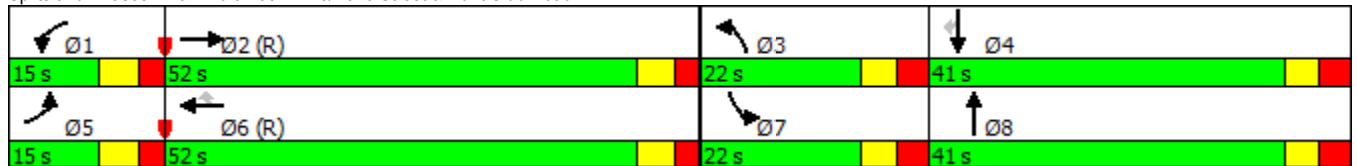
ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Splits and Phases: 5: Bridle Path Drive/Daze Street & Hunt Club Road



5: Bridle Path Drive/Daze Street & Hunt Club Road
PM Peak

2021 Background Traffic
1026-1054 Hunt Club Road (Addendum)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	281	1610	281	28	1414	42	165	108	74	135	159	295
Future Volume (vph)	281	1610	281	28	1414	42	165	108	74	135	159	295
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	65.0		0.0	75.0		0.0	90.0		0.0	50.0		0.0
Storage Lanes	2		0	1		1	2		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00		0.97	0.92	0.98		0.98		0.93
Fr t		0.978				0.850		0.939				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3317	4566	0	1710	3320	1500	3252	1661	0	1710	1782	1530
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3303	4566	0	1705	3320	1450	2998	1661	0	1674	1782	1418
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30				136		26				194
Link Speed (k/h)		60			60			50				50
Link Distance (m)		305.4			264.6			186.1				169.3
Travel Time (s)		18.3			15.9			13.4				12.2
Confl. Peds. (#/hr)	14		20	20		14	52		24	24		52
Confl. Bikes (#/hr)			9						4			4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	0%	3%	2%	2%	0%	0%	0%	1%	0%
Adj. Flow (vph)	305	1750	305	30	1537	46	179	117	80	147	173	321
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	2055	0	30	1537	46	179	197	0	147	173	321
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.2			7.2			7.2				7.2
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left			Left		Right	Left			Left		Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	12.2	33.2		12.2	33.2	33.2	12.2	40.5		12.2	40.5	40.5
Total Split (s)	18.0	54.0		18.0	54.0	54.0	17.0	41.0		17.0	41.0	41.0
Total Split (%)	13.8%	41.5%		13.8%	41.5%	41.5%	13.1%	31.5%		13.1%	31.5%	31.5%
Maximum Green (s)	11.8	47.8		11.8	47.8	47.8	10.5	34.5		10.5	34.5	34.5
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	3.2	3.2		3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2		6.2	6.2	6.2	6.5	6.5		6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes

5: Bridle Path Drive/Daze Street & Hunt Club Road
PM Peak

2021 Background Traffic
1026-1054 Hunt Club Road (Addendum)

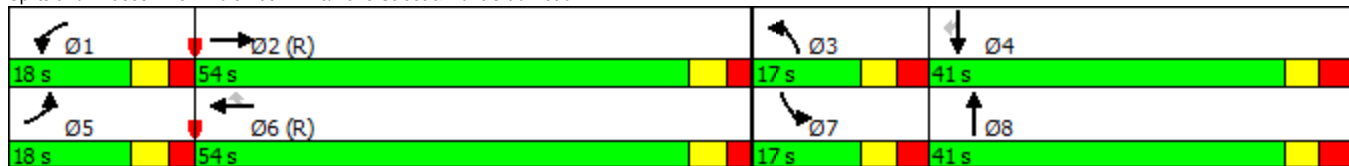


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		27.0			27.0	27.0
Pedestrian Calls (#/hr)		5			5	5		5			5	5
Act Effct Green (s)	11.8	56.7		7.8	47.8	47.8	10.2	34.5		10.5	34.8	34.8
Actuated g/C Ratio	0.09	0.44		0.06	0.37	0.37	0.08	0.27		0.08	0.27	0.27
v/c Ratio	1.01	1.02		0.29	1.26	0.07	0.70	0.43		1.07	0.36	0.62
Control Delay	103.5	58.1		65.1	159.4	0.2	73.7	37.5		150.9	41.4	21.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	103.5	58.1		65.1	159.4	0.2	73.7	37.5		150.9	41.4	21.7
LOS	F	E		E	F	A	E	D		F	D	C
Approach Delay		64.0			153.1			54.7				56.6
Approach LOS		E			F			D				E
Queue Length 50th (m)	~45.6	~228.7		7.9	~273.2	0.0	24.6	38.2		~43.7	38.1	29.4
Queue Length 95th (m)	m#69.0	#269.7		18.1	#317.7	0.0	#38.1	62.4		#88.5	60.0	62.9
Internal Link Dist (m)		281.4			240.6			162.1			145.3	
Turn Bay Length (m)	65.0			75.0			90.0			50.0		
Base Capacity (vph)	301	2008		155	1220	619	262	459		138	476	521
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.01	1.02		0.19	1.26	0.07	0.68	0.43		1.07	0.36	0.62

Intersection Summary
























Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 91.2
 Intersection LOS: F
 Intersection Capacity Utilization 107.1%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Bridle Path Drive/Daze Street & Hunt Club Road



5: Bridle Path Drive/Daze Street & Hunt Club Road
AM Peak

2026 Background Traffic
1026-1054 Hunt Club Road (Addendum)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	1079	100	5	1426	6	279	105	41	24	14	96
Future Volume (vph)	184	1079	100	5	1426	6	279	105	41	24	14	96
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	65.0		0.0	75.0		0.0	90.0		0.0	50.0		0.0
Storage Lanes	2		0	1		1	2		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00		0.98	0.96	0.99		1.00		0.96
Frt		0.987				0.850		0.958				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3285	4536	0	1710	3257	1391	3190	1691	0	1583	1800	1515
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3278	4536	0	1706	3257	1359	3052	1691	0	1582	1800	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				136		15				133
Link Speed (k/h)		60			60			50			50	
Link Distance (m)		303.9			271.7			186.7			172.4	
Travel Time (s)		18.2			16.3			13.4			12.4	
Confl. Peds. (#/hr)	7		5	5		7	23		1	1		23
Confl. Bikes (#/hr)			6						13			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	7%	2%	0%	5%	10%	4%	1%	2%	8%	0%	1%
Adj. Flow (vph)	200	1173	109	5	1550	7	303	114	45	26	15	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	1282	0	5	1550	7	303	159	0	26	15	104
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.2			7.2			7.2			7.2	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left			Left		Right	Left			Left		Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	11.2	31.2		11.2	31.2	31.2	11.5	40.5		11.5	40.5	40.5
Total Split (s)	15.0	52.0		15.0	52.0	52.0	22.0	41.0		22.0	41.0	41.0
Total Split (%)	11.5%	40.0%		11.5%	40.0%	40.0%	16.9%	31.5%		16.9%	31.5%	31.5%
Maximum Green (s)	8.8	45.8		8.8	45.8	45.8	15.5	34.5		15.5	34.5	34.5
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	3.2	3.2		3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2		6.2	6.2	6.2	6.5	6.5		6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes

5: Bridle Path Drive/Daze Street & Hunt Club Road
AM Peak

2026 Background Traffic
1026-1054 Hunt Club Road (Addendum)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		27.0			27.0	27.0
Pedestrian Calls (#/hr)		5			5	5		5			5	5
Act Effct Green (s)	8.8	58.2		6.0	45.8	45.8	15.1	47.3		7.7	34.9	34.9
Actuated g/C Ratio	0.07	0.45		0.05	0.35	0.35	0.12	0.36		0.06	0.27	0.27
v/c Ratio	0.90	0.63		0.06	1.35	0.01	0.82	0.25		0.28	0.03	0.21
Control Delay	102.4	25.4		60.6	198.5	0.0	74.5	29.5		65.3	35.8	3.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	102.4	25.4		60.6	198.5	0.0	74.5	29.5		65.3	35.8	3.8
LOS	F	C		E	F	A	E	C		E	D	A
Approach Delay		35.8			197.2			59.0				18.1
Approach LOS		D			F			E				B
Queue Length 50th (m)	25.6	97.9		1.3	~287.8	0.0	41.6	28.6		6.9	3.0	0.0
Queue Length 95th (m)	#52.8	81.2		5.8	#332.6	0.0	#63.1	49.1		16.6	9.0	8.2
Internal Link Dist (m)		279.9			247.7			162.7			148.4	
Turn Bay Length (m)	65.0			75.0			90.0			50.0		
Base Capacity (vph)	222	2037		115	1147	566	380	624		188	483	488
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.90	0.63		0.04	1.35	0.01	0.80	0.25		0.14	0.03	0.21

Intersection Summary

Area Type: Other

Cycle Length: 130

Actuated Cycle Length: 130

Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.35

Intersection Signal Delay: 107.1

Intersection LOS: F

Intersection Capacity Utilization 94.3%

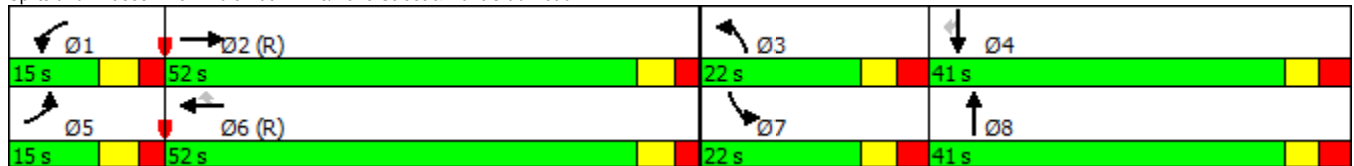
ICU Level of Service F

Analysis Period (min) 15

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.























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

Splits and Phases: 5: Bridle Path Drive/Daze Street & Hunt Club Road



5: Bridle Path Drive/Daze Street & Hunt Club Road
PM Peak

2026 Background Traffic
1026-1054 Hunt Club Road (Addendum)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	281	1650	281	28	1450	42	165	108	74	135	159	295
Future Volume (vph)	281	1650	281	28	1450	42	165	108	74	135	159	295
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	65.0		0.0	75.0		0.0	90.0		0.0	50.0		0.0
Storage Lanes	2		0	1		1	2		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00		0.97	0.92	0.98		0.98		0.93
Fr t		0.978				0.850		0.939				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3317	4568	0	1710	3320	1500	3252	1661	0	1710	1782	1530
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3304	4568	0	1705	3320	1450	2998	1661	0	1674	1782	1418
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				136		26				194
Link Speed (k/h)		60			60			50				50
Link Distance (m)		305.4			264.6			186.1				169.3
Travel Time (s)		18.3			15.9			13.4				12.2
Confl. Peds. (#/hr)	14		20	20		14	52		24	24		52
Confl. Bikes (#/hr)			9						4			4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	0%	3%	2%	2%	0%	0%	0%	1%	0%
Adj. Flow (vph)	305	1793	305	30	1576	46	179	117	80	147	173	321
Shared Lane Traffic (%)												
Lane Group Flow (vph)	305	2098	0	30	1576	46	179	197	0	147	173	321
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.2			7.2			7.2				7.2
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left			Left		Right	Left			Left		Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	12.2	33.2		12.2	33.2	33.2	12.2	40.5		12.2	40.5	40.5
Total Split (s)	18.0	54.0		18.0	54.0	54.0	17.0	41.0		17.0	41.0	41.0
Total Split (%)	13.8%	41.5%		13.8%	41.5%	41.5%	13.1%	31.5%		13.1%	31.5%	31.5%
Maximum Green (s)	11.8	47.8		11.8	47.8	47.8	10.5	34.5		10.5	34.5	34.5
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	3.2	3.2		3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2		6.2	6.2	6.2	6.5	6.5		6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes

5: Bridle Path Drive/Daze Street & Hunt Club Road
PM Peak

2026 Background Traffic
1026-1054 Hunt Club Road (Addendum)

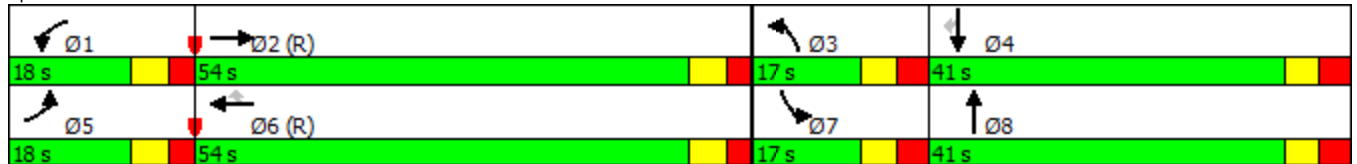


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		27.0			27.0	27.0
Pedestrian Calls (#/hr)		5			5	5		5			5	5
Act Effct Green (s)	11.8	56.7		7.8	47.8	47.8	10.2	34.5		10.5	34.8	34.8
Actuated g/C Ratio	0.09	0.44		0.06	0.37	0.37	0.08	0.27		0.08	0.27	0.27
v/c Ratio	1.01	1.04		0.29	1.29	0.07	0.70	0.43		1.07	0.36	0.62
Control Delay	103.2	64.7		65.1	172.6	0.2	73.7	37.5		150.9	41.4	21.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	103.2	64.7		65.1	172.6	0.2	73.7	37.5		150.9	41.4	21.7
LOS	F	E		E	F	A	E	D		F	D	C
Approach Delay		69.6			165.9			54.7				56.6
Approach LOS		E			F			D				E
Queue Length 50th (m)	~45.8	~237.6		7.9	~284.7	0.0	24.6	38.2		~43.7	38.1	29.4
Queue Length 95th (m)	m#67.9	#278.9		18.1	#329.5	0.0	#38.1	62.4		#88.5	60.0	62.9
Internal Link Dist (m)		281.4			240.6			162.1			145.3	
Turn Bay Length (m)	65.0			75.0			90.0			50.0		
Base Capacity (vph)	301	2008		155	1220	619	262	459		138	476	521
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.01	1.04		0.19	1.29	0.07	0.68	0.43		1.07	0.36	0.62

Intersection Summary
























Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.29
 Intersection Signal Delay: 98.2
 Intersection LOS: F
 Intersection Capacity Utilization 108.2%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Bridle Path Drive/Daze Street & Hunt Club Road



5: Bridle Path Drive/Daze Street & Hunt Club Road
AM Peak

2021 Total Traffic
1026-1054 Hunt Club Road (Addendum)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1062	100	5	1399	6	279	105	41	24	14	96
Future Volume (vph)	190	1062	100	5	1399	6	279	105	41	24	14	96
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	65.0		0.0	75.0		0.0	90.0		0.0	50.0		0.0
Storage Lanes	2		0	1		1	2		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00		0.98	0.96	0.99		1.00		0.96
Fr		0.987				0.850		0.958				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3285	4536	0	1710	3257	1391	3190	1691	0	1583	1800	1515
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3277	4536	0	1706	3257	1359	3052	1691	0	1582	1800	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				136		15				133
Link Speed (k/h)		60			60			50				50
Link Distance (m)		307.9			290.7			177.4				161.5
Travel Time (s)		18.5			17.4			12.8				11.6
Confl. Peds. (#/hr)	7		5	5		7	23		1	1		23
Confl. Bikes (#/hr)			6						13			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	7%	2%	0%	5%	10%	4%	1%	2%	8%	0%	1%
Adj. Flow (vph)	207	1154	109	5	1521	7	303	114	45	26	15	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	1263	0	5	1521	7	303	159	0	26	15	104
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.2			7.2			7.2				7.2
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left			Left		Right	Left			Left		Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	12.2	33.2		12.2	33.2	33.2	12.2	40.5		12.2	40.5	40.5
Total Split (s)	15.0	52.0		15.0	52.0	52.0	22.0	41.0		22.0	41.0	41.0
Total Split (%)	11.5%	40.0%		11.5%	40.0%	40.0%	16.9%	31.5%		16.9%	31.5%	31.5%
Maximum Green (s)	8.8	45.8		8.8	45.8	45.8	15.5	34.5		15.5	34.5	34.5
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	3.2	3.2		3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2		6.2	6.2	6.2	6.5	6.5		6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes

5: Bridle Path Drive/Daze Street & Hunt Club Road
AM Peak

2021 Total Traffic
1026-1054 Hunt Club Road (Addendum)

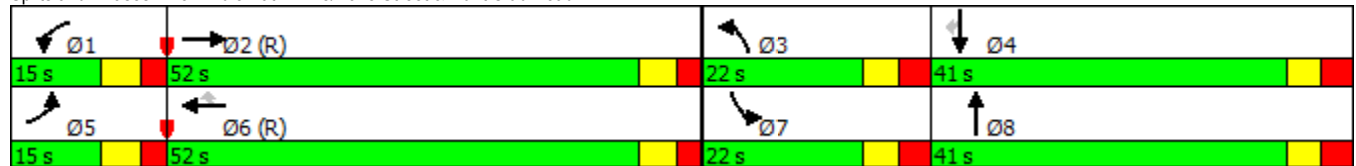


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		27.0			27.0	27.0
Pedestrian Calls (#/hr)		5			5	5		5			5	5
Act Effct Green (s)	8.8	58.2		6.0	45.8	45.8	15.1	47.3		7.7	34.9	34.9
Actuated g/C Ratio	0.07	0.45		0.05	0.35	0.35	0.12	0.36		0.06	0.27	0.27
v/c Ratio	0.93	0.62		0.06	1.33	0.01	0.82	0.25		0.28	0.03	0.21
Control Delay	108.2	25.4		60.6	187.9	0.0	74.5	29.5		65.3	35.8	3.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	108.2	25.4		60.6	187.9	0.0	74.5	29.5		65.3	35.8	3.8
LOS	F	C		E	F	A	E	C		E	D	A
Approach Delay		37.0			186.6			59.0			18.1	
Approach LOS		D			F			E			B	
Queue Length 50th (m)	26.7	92.1		1.3	~279.3	0.0	41.6	28.6		6.9	3.0	0.0
Queue Length 95th (m)	#55.7	80.8		5.8	#324.1	0.0	#63.1	49.1		16.6	9.0	8.2
Internal Link Dist (m)		283.9			266.7			153.4			137.5	
Turn Bay Length (m)	65.0			75.0			90.0			50.0		
Base Capacity (vph)	222	2037		115	1147	566	380	624		188	483	488
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.93	0.62		0.04	1.33	0.01	0.80	0.25		0.14	0.03	0.21

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.33
 Intersection Signal Delay: 102.6
 Intersection LOS: F
 Intersection Capacity Utilization 93.6%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Bridle Path Drive/Daze Street & Hunt Club Road



5: Bridle Path Drive/Daze Street & Hunt Club Road
PM Peak

2021 Total Traffic
1026-1054 Hunt Club Road (Addendum)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	289	1624	281	28	1425	42	165	108	74	135	159	295
Future Volume (vph)	289	1624	281	28	1425	42	165	108	74	135	159	295
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	65.0		0.0	75.0		0.0	90.0		0.0	50.0		0.0
Storage Lanes	2		0	1		1	2		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00		0.97	0.92	0.98		0.98		0.93
Fr t		0.978				0.850		0.939				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3317	4567	0	1710	3320	1500	3252	1661	0	1710	1782	1530
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3303	4567	0	1705	3320	1450	2998	1661	0	1674	1782	1418
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29				136		26				194
Link Speed (k/h)		60			60			50				50
Link Distance (m)		307.5			254.7			177.6				167.9
Travel Time (s)		18.5			15.3			12.8				12.1
Confl. Peds. (#/hr)	14		20	20		14	52		24	24		52
Confl. Bikes (#/hr)			9						4			4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	0%	3%	2%	2%	0%	0%	0%	1%	0%
Adj. Flow (vph)	314	1765	305	30	1549	46	179	117	80	147	173	321
Shared Lane Traffic (%)												
Lane Group Flow (vph)	314	2070	0	30	1549	46	179	197	0	147	173	321
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.2			7.2			7.2				7.2
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	11.2	31.2		11.2	31.2	31.2	11.5	40.5		11.5	40.5	40.5
Total Split (s)	18.0	54.0		18.0	54.0	54.0	17.0	41.0		17.0	41.0	41.0
Total Split (%)	13.8%	41.5%		13.8%	41.5%	41.5%	13.1%	31.5%		13.1%	31.5%	31.5%
Maximum Green (s)	11.8	47.8		11.8	47.8	47.8	10.5	34.5		10.5	34.5	34.5
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	3.2	3.2		3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2		6.2	6.2	6.2	6.5	6.5		6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes

5: Bridle Path Drive/Daze Street & Hunt Club Road
PM Peak

2021 Total Traffic
1026-1054 Hunt Club Road (Addendum)

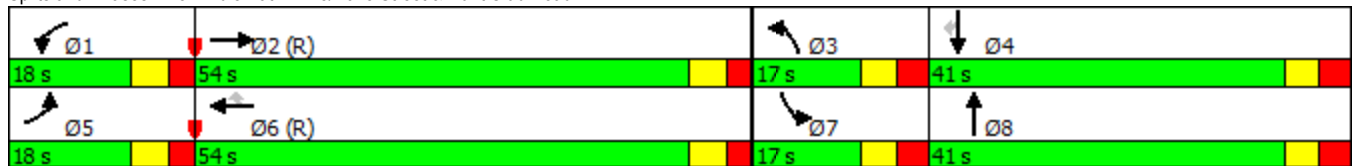


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		27.0			27.0	27.0
Pedestrian Calls (#/hr)		5			5	5		5			5	5
Act Effct Green (s)	11.8	56.7		7.8	47.8	47.8	10.2	34.5		10.5	34.8	34.8
Actuated g/C Ratio	0.09	0.44		0.06	0.37	0.37	0.08	0.27		0.08	0.27	0.27
v/c Ratio	1.04	1.03		0.29	1.27	0.07	0.70	0.43		1.07	0.36	0.62
Control Delay	110.6	61.3		65.1	163.5	0.2	73.7	37.5		150.9	41.4	21.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	110.6	61.3		65.1	163.5	0.2	73.7	37.5		150.9	41.4	21.7
LOS	F	E		E	F	A	E	D		F	D	C
Approach Delay		67.8			157.0			54.7				56.6
Approach LOS		E			F			D				E
Queue Length 50th (m)	~48.6	~231.8		7.9	~276.7	0.0	24.6	38.2		~43.7	38.1	29.4
Queue Length 95th (m)	m#73.1	#273.6		18.1	#321.5	0.0	#38.1	62.4		#88.5	60.0	62.9
Internal Link Dist (m)		283.5			230.7			153.6			143.9	
Turn Bay Length (m)	65.0			75.0			90.0			50.0		
Base Capacity (vph)	301	2008		155	1220	619	262	459		138	476	521
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.04	1.03		0.19	1.27	0.07	0.68	0.43		1.07	0.36	0.62

Intersection Summary























Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.27
 Intersection Signal Delay: 94.2
 Intersection LOS: F
 Intersection Capacity Utilization 107.7%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Bridle Path Drive/Daze Street & Hunt Club Road



5: Bridle Path Drive/Daze Street & Hunt Club Road
AM Peak

2026 Total Traffic
1026-1054 Hunt Club Road (Addendum)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1088	100	5	1435	6	279	105	41	24	14	96
Future Volume (vph)	190	1088	100	5	1435	6	279	105	41	24	14	96
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	65.0		0.0	75.0		0.0	90.0		0.0	50.0		0.0
Storage Lanes	2		0	1		1	2		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	1.00		1.00		0.98	0.96	0.99		1.00		0.96
Fr t		0.987				0.850		0.958				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3285	4536	0	1710	3257	1391	3190	1691	0	1583	1800	1515
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3278	4536	0	1706	3257	1359	3052	1691	0	1582	1800	1456
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				136		15				133
Link Speed (k/h)		60			60			50				50
Link Distance (m)		307.9			290.7			177.4				161.5
Travel Time (s)		18.5			17.4			12.8				11.6
Confl. Peds. (#/hr)	7		5	5		7	23		1	1		23
Confl. Bikes (#/hr)			6						13			1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	1%	7%	2%	0%	5%	10%	4%	1%	2%	8%	0%	1%
Adj. Flow (vph)	207	1183	109	5	1560	7	303	114	45	26	15	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	1292	0	5	1560	7	303	159	0	26	15	104
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.2			7.2			7.2				7.2
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left			Left		Right	Left			Left		Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	12.2	33.2		12.2	33.2	33.2	12.2	40.5		12.2	40.5	40.5
Total Split (s)	15.0	52.0		15.0	52.0	52.0	22.0	41.0		22.0	41.0	41.0
Total Split (%)	11.5%	40.0%		11.5%	40.0%	40.0%	16.9%	31.5%		16.9%	31.5%	31.5%
Maximum Green (s)	8.8	45.8		8.8	45.8	45.8	15.5	34.5		15.5	34.5	34.5
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	3.2	3.2		3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2		6.2	6.2	6.2	6.5	6.5		6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes

5: Bridle Path Drive/Daze Street & Hunt Club Road
AM Peak

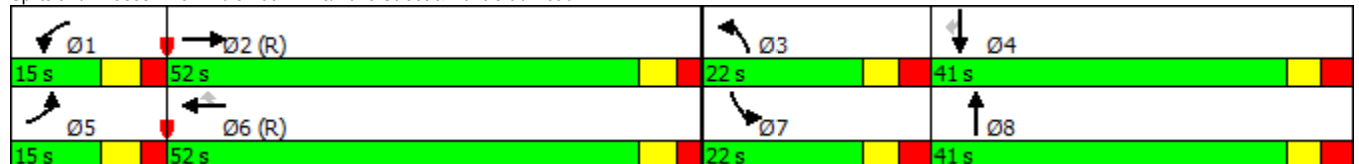
2026 Total Traffic
1026-1054 Hunt Club Road (Addendum)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		27.0			27.0	27.0
Pedestrian Calls (#/hr)		5			5	5		5			5	5
Act Effct Green (s)	8.8	58.2		6.0	45.8	45.8	15.1	47.3		7.7	34.9	34.9
Actuated g/C Ratio	0.07	0.45		0.05	0.35	0.35	0.12	0.36		0.06	0.27	0.27
v/c Ratio	0.93	0.63		0.06	1.36	0.01	0.82	0.25		0.28	0.03	0.21
Control Delay	108.3	25.4		60.6	202.2	0.0	74.5	29.5		65.3	35.8	3.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	108.3	25.4		60.6	202.2	0.0	74.5	29.5		65.3	35.8	3.8
LOS	F	C		E	F	A	E	C		E	D	A
Approach Delay		36.9			200.8			59.0				18.1
Approach LOS		D			F			E				B
Queue Length 50th (m)	26.8	93.9		1.3	~290.7	0.0	41.6	28.6		6.9	3.0	0.0
Queue Length 95th (m)	#55.9	83.5		5.8	#335.6	0.0	#63.1	49.1		16.6	9.0	8.2
Internal Link Dist (m)		283.9			266.7			153.4				137.5
Turn Bay Length (m)	65.0			75.0			90.0			50.0		
Base Capacity (vph)	222	2037		115	1147	566	380	624		188	483	488
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.93	0.63		0.04	1.36	0.01	0.80	0.25		0.14	0.03	0.21

Intersection Summary
























Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.36
 Intersection Signal Delay: 109.0
 Intersection LOS: F
 Intersection Capacity Utilization 94.6%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 5: Bridle Path Drive/Daze Street & Hunt Club Road



5: Bridle Path Drive/Daze Street & Hunt Club Road
PM Peak

2026 Total Traffic
1026-1054 Hunt Club Road (Addendum)

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	289	1664	281	28	1461	42	165	108	74	135	159	295
Future Volume (vph)	289	1664	281	28	1461	42	165	108	74	135	159	295
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (m)	65.0		0.0	75.0		0.0	90.0		0.0	50.0		0.0
Storage Lanes	2		0	1		1	2		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Lane Util. Factor	0.97	0.91	0.91	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		1.00		0.97	0.92	0.98		0.98		0.93
Fr t		0.978				0.850		0.939				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3317	4568	0	1710	3320	1500	3252	1661	0	1710	1782	1530
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3304	4568	0	1705	3320	1450	2998	1661	0	1674	1782	1418
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				136		26				194
Link Speed (k/h)		60			60			50				50
Link Distance (m)		307.5			254.7			177.6				167.9
Travel Time (s)		18.5			15.3			12.8				12.1
Confl. Peds. (#/hr)	14		20	20		14	52		24	24		52
Confl. Bikes (#/hr)			9						4			4
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	4%	4%	0%	3%	2%	2%	0%	0%	0%	1%	0%
Adj. Flow (vph)	314	1809	305	30	1588	46	179	117	80	147	173	321
Shared Lane Traffic (%)												
Lane Group Flow (vph)	314	2114	0	30	1588	46	179	197	0	147	173	321
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		7.2			7.2			7.2				7.2
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Trailing Detector (m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Position(m)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Size(m)	2.0	10.0		2.0	10.0	2.0	2.0	10.0		2.0	10.0	2.0
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						4
Detector Phase	5	2		1	6	6	3	8		7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0		5.0	10.0	10.0
Minimum Split (s)	11.2	31.2		11.2	31.2	31.2	11.5	40.5		11.5	40.5	40.5
Total Split (s)	18.0	54.0		18.0	54.0	54.0	17.0	41.0		17.0	41.0	41.0
Total Split (%)	13.8%	41.5%		13.8%	41.5%	41.5%	13.1%	31.5%		13.1%	31.5%	31.5%
Maximum Green (s)	11.8	47.8		11.8	47.8	47.8	10.5	34.5		10.5	34.5	34.5
Yellow Time (s)	3.7	3.7		3.7	3.7	3.7	3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.5	2.5		2.5	2.5	2.5	3.2	3.2		3.2	3.2	3.2
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2		6.2	6.2	6.2	6.5	6.5		6.5	6.5	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes

5: Bridle Path Drive/Daze Street & Hunt Club Road
PM Peak

2026 Total Traffic
1026-1054 Hunt Club Road (Addendum)



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max		None	C-Max	C-Max	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		18.0			18.0	18.0		27.0			27.0	27.0
Pedestrian Calls (#/hr)		5			5	5		5			5	5
Act Effct Green (s)	11.8	56.7		7.8	47.8	47.8	10.2	34.5		10.5	34.8	34.8
Actuated g/C Ratio	0.09	0.44		0.06	0.37	0.37	0.08	0.27		0.08	0.27	0.27
v/c Ratio	1.04	1.05		0.29	1.30	0.07	0.70	0.43		1.07	0.36	0.62
Control Delay	110.3	68.4		65.1	176.8	0.2	73.7	37.5		150.9	41.4	21.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	110.3	68.4		65.1	176.8	0.2	73.7	37.5		150.9	41.4	21.7
LOS	F	E		E	F	A	E	D		F	D	C
Approach Delay		73.8			169.9			54.7				56.6
Approach LOS		E			F			D				E
Queue Length 50th (m)	~48.4	~241.3		7.9	~288.2	0.0	24.6	38.2		~43.7	38.1	29.4
Queue Length 95th (m)	m#71.4	#282.7		18.1	#333.1	0.0	#38.1	62.4		#88.5	60.0	62.9
Internal Link Dist (m)		283.5			230.7			153.6			143.9	
Turn Bay Length (m)	65.0			75.0			90.0			50.0		
Base Capacity (vph)	301	2008		155	1220	619	262	459		138	476	521
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	1.04	1.05		0.19	1.30	0.07	0.68	0.43		1.07	0.36	0.62

Intersection Summary

Area Type: Other
 Cycle Length: 130
 Actuated Cycle Length: 130
 Offset: 1 (1%), Referenced to phase 2:EBT and 6:WBT, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.30
 Intersection Signal Delay: 101.5
 Intersection LOS: F
 Intersection Capacity Utilization 108.7%
 ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Bridle Path Drive/Daze Street & Hunt Club Road

