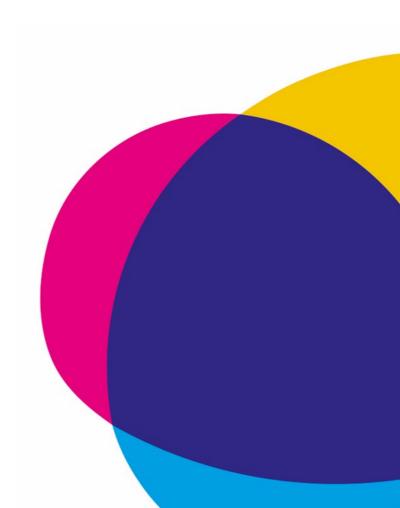


# LANSDOWNE 2.0 EVENT CENTRE (PHASE 1)

Transportation Impact Assessment Report Step 4 – Strategy Report

07/08/2024



## **DOCUMENT CONTROL ISSUE SHEET**

## **Project & Document Details**

Project Name Lansdowne 2.0 Event Centre TIA (Phase 1)		
Project Number	C000218	
Document Title	Lansdowne 2.0 Phase 1 Event Centre Transportation Impact Assessment	

### **Document History**

Issue	Status	Reason for Issue	Issued to
0.1	Initial Submission	Site Plan Control Application Submission	City of Ottawa

#### **Issue Control**

leave	Data	Author	Cantributana	Authorization		
Issue	Date	Author	uthor Contributors Name		Signature	
0.1	07/08/2024	AA, AD, HM	CA, AD, KL	Hassan M.	the Make	

# **TABLE OF CONTENTS**

1.	Scr	reening	1
	1.2 1.3 1.4	Summary of Development Trip Generation Trigger Location Triggers Safety Triggers Summary	1 2 2 3 3
2.	Sco	pping	4
	2.1	Existing and Planned Conditions	4
		Proposed Development Existing Conditions Planned Conditions	4 12 40
	2.2	Study Area and Time Periods	42
		Study Area Time Periods Horizon Years	42 42 42
	2.3	Exemptions Review	43
3.	For	recasting	44
	3.1	Development Generated Travel Demand	44
		Existing Trip Generation Future Trip Generation and Mode Shares Trip Distribution Trip Assignment	44 44 50 51
	3.2	Background Network Travel Demand	56
		Transportation Network Plans Background Growth Other Developments	56 56 56
	3.3	Demand Rationalization	56
		2028 Total Future Traffic Volumes 2033 Total Future Traffic Volumes	57 66
4.	Stra	ategy Report	72
	4.1	Development Design	72
		Design for Sustainable Modes Circulation and Access New Street Networks	72 73 73
	4.2	Parking	77
		Parking Supply Spillover Parking	77 77
	4.3	Boundary Street Design	78

		Design Concept	78
	4.4	Access Intersection Design	83
		Access Location	83
		Intersection Control	83
	4.5	Transportation Demand Management	83
		TDM Program	84
	4.6	Neighbourhood Traffic Management	84
		Transit	84
		Route Capacity	84
	4.8	Intersection Design	86
		Intersection Control	86
		Intersection Design	86
5.	Sur	nmary and Conclusions	126
		,	
Tab	les		
Table	1.1:	Summary of Development	1
Table	1.2:	Trip Generation Trigger	2
Table	1.3:	Trip Generation Triggers	2
Table	1.4:	Safety Triggers	3
Table	1.5:	Summary	3
		Collision Summary	
		City of Ottawa Transportation Master Plan Projects	
		Background Developments	
		Exemptions Review	
		Lansdowne 2.0 Land Uses and Trip Generation Rates	
		Internal Capture Trips	
		Lansdowne 2.0 Person Trips Generated by Land Use	
		Assumed Mode Share by Land Use	
		Lansdowne 2.0 Future Trip Generation by Travel Mode	
		Site Trip Directional Distribution	
		Refined Directional Trip Distribution Assumptions	
		Trip Assignment for Newly Generated Trips	
		MMLOS Targets and Results (Segments)	
		Existing Weekday AM and PM Peak Hour Conditions (Study Area Intersections)	
		Existing Weekend Saturday Peak Hour Conditions (Study Area Intersections)	•
		Existing Weekend Saturday Peak Hour Conditions (Study Area Intersections)	
		Existing Weekend Sunday Peak Hour Conditions (Study Area Intersections)	
		Existing Weekend Saturday Peak Hour Conditions (Internal Lansdowne Intersections)	
		Existing Minor Event (Arena at TD Place) Peak Hour Conditions	
		Existing Minor Event (Arena at TD Place) Internal Lansdowne Intersections	
		D: Existing Major Event (Stadium at TD Place) Peak Hour Conditions	
		1: 2028 Future Weekday AM and PM Peak Hour	
		2: 2028 Future Weekday AM and PM Peak (Internal Lansdowne Intersections)	
		3: 2028 Future Weekend Saturday Peak Hour (Study Area Intersections)	
		4: 2028 Future Weekend Saturday Peak Hour (Internal Lansdowne Intersections)	

Table 4.15: 2028 Future Weekend Sunday Peak Hour (Study Area Intersections)	108
Table 4.16: 2028 Future Weekend Sunday Peak Hour (Internal Lansdowne Intersections)	
Table 4.17: 2028 Future Minor Event Peak Hour (Study Area Intersections)	
Table 4.18: 2028 Future Minor Event Peak Hour (Internal Lansdowne Intersections)	
Table 4.19: 2033 Future Weekday AM and PM Peak Hour	
Table 4.20: 2033 Future Weekend Saturday Peak Hour (Study Area Intersections)	
Table 4.21: 2033 Future Weekend Sunday Peak Hour (Internal Lansdowne Intersections)	
Table 4.22: 2033 Future Minor Event Peak Hour (Study Area Intersections)	
Table 4.23: 2033 Future Major Event Peak Hour (Study Area Intersections)	
Figures	
Figure 2.1: Site Location	5
Figure 2.2: Lansdowne 2.0 Event Centre Site Plan	
Figure 2.3: Lansdowne 2.0 Redevelopment Concept	
Figure 2.4: Existing Site Zoning	
Figure 2.5: Existing Lane Configuration and Traffic Control	
Figure 2.6: Existing Pedestrian and Cycling Network	
Figure 2.7: Study Area Transit Route and Stops	
Figure 2.8: Carleton U Park & Shuttle Route (Ottawa 67's and PWHL Ottawa)	
Figure 2.9: Enhanced Transit and Shuttle Service to TD Place	
Figure 2.10: Existing Internal Site Circulation	
Figure 2.11: Existing Internal Site Circulation (Minor Events)	
Figure 2.12: Existing Internal Site Circulation (Major Events)	
Figure 2.13: Existing Weekday AM and PM Traffic Volumes	
Figure 2.14: Existing Weekday AM and PM On-site Traffic Volumes	
Figure 2.15: Existing Weekday/Weekend Pedestrian Volumes	
Figure 2.16: Existing Weekday/Weekend Bicycle Volumes	
Figure 2.17: Existing Saturday PM Traffic Volumes	
Figure 2.18: Existing Saturday PM On-site Traffic Volumes	
Figure 2.19: Existing Sunday PM Traffic Volumes	
Figure 2.20: Existing Sunday PM On-site Traffic Volumes	
Figure 2.21: Existing Minor Event Traffic Volumes	
Figure 2.22: Existing Minor event Ingress/Egress On-site Traffic Volumes	
Figure 2.23: Existing Minor Event Pedestrian Volumes	
Figure 2.24: Existing Minor Event Bicycle Volumes	
Figure 2.25: Existing Major Event Traffic Volumes	
Figure 2.26: Existing Major Event Pedestrian Volumes	
Figure 2.27: Existing Major Event Bicycle Volumes	
Figure 2.28: Background Developments Key Plan	
Figure 3.1: Lansdowne 2.0 Site Traffic Assignment Assumptions	
Figure 3.2: Lansdowne 2.0 Site Volumes (Weekday AM/PM Peak)	
Figure 3.3: Lansdowne 2.0 Site Volumes (Saturday Peak)	
Figure 3.4: Lansdowne 2.0 Site Volumes (Sunday Peak)	
Figure 3.5: 2028 Total Future Traffic Volumes (Weekday AM / PM)	
Figure 3.6: 2028 Total Future Traffic Volumes On-site (Weekday AM / PM)	
Figure 3.7: 2028 Total Future Traffic Volumes (Saturday PM)	
Figure 3.8: 2028 Total Future Traffic Volumes on-site (Saturday PM)	
Figure 3.9: 2028 Total Future Traffic Volumes (Sunday PM)	62

Figure 3.10: 2028 Total Future Traffic Volumes on-site (Sunday PM)	. 63
Figure 3.11: 2028 Total Future Traffic Volumes Minor Event	. 64
Figure 3.12:2028 Total Future Traffic Volumes on-site Minor Event	. 65
Figure 3.13: 2033 Total Future Traffic Volumes (Weekday AM / PM)	. 67
Figure 3.14: 2033 Total Future Traffic Volumes (Saturday PM)	. 68
Figure 3.15: 2033 Total Future Traffic Volumes (Sunday PM)	. 69
Figure 3.16: 2033 Total Future Traffic Volumes Minor Event (Ingress and Egress)	. 70
Figure 3.17: 2033 Total Future Traffic Volumes Major Event (Ingress and Egress)	. 71
Figure 4.1: Lansdowne 2.0 Internal Site Circulation Plan (Regular Operations)	. 74
Figure 4.2: Lansdowne 2.0 Internal Site Circulation Plan (Minor Events)	. 75
Figure 4.3: Lansdowne 2.0 Internal Site Circulation Plan (Major Events)	. 76
Figure 4.4: Study Area MMLOS Segments	. 79

## **Appendices**

**Appendix A - Turning Movement Count Data** 

Appendix B - Intersection Collision Data

Appendix C - TDM CheckList

Appendix D - Synchro Summary Sheets

## 1. SCREENING

## 1.1 Summary of Development

Table 1.1: Summary of Development

Municipal Address	1015 Bank Street, Ottawa, K1S 3W7		
Description of Location	TD Place at Lansdowne, situated at the southeast quadrant of the intersection of Bank Street and Holmwood Avenue.		
Land Use Classification	Mixed-Use Sports & Entertainment District (High-rise residential, retail, office, outdoor stadium, indoor arena and event centre)		
Development Size (m²) [sq-ft] {unites}	Phase 1:  Indoor Multi-Purpose Event Centre: 5,500 seats (6,500 spectators)  Phase 2:  New North Stadium Stands: 11,200 seats (12,100 spectators)  Phase 3:  Office: 2,323 m² [25,000 sq-ft] (net increase of 1324 m² or 14,240 sq-ft)  Retail: 4,611 m² [49,635 sq-ft] (net increase of 802 m² or 8,635 sq-ft)  Residential: 770 new dwelling units		
Number of Accesses and Locations	Four existing site access locations:  1. Bank Street / Exhibition Way 2. Bank Street / Marché Way 3. Queen Elizabeth Driveway / Princess Patricia Way 4. Holmwood Parking Garage Ramp (Private, Residents Only Access)  Phase 1 - Event Center (2028) Existing Land Use		
Phase of Development	Phase 1 - Event Center (2026) Existing Land Use  Phase 2 - North Stadium Stands + Retail Podium (2029/2030) Existing Land Use  Phase 3 - Residential Towers (2031)		
Buildout Year	2032 to 2036		

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

## 1.2 Trip Generation Trigger

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

Table 1.2: Trip Generation Trigger

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

<sup>\*</sup> If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. If the proposed development size is greater than the sizes identified above, the Trip Generation Trigger is satisfied.

## 1.3 Location Triggers

Table 1.3: Trip Generation Triggers

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

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

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

## 1.4 Safety Triggers

Table 1.4: Safety Triggers

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

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

## 1.5 Summary

Table 1.5: Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?	<b>√</b>	
Does the development satisfy the Location Trigger?	✓	
Does the development satisfy the Safety Trigger?		×

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

## 2. SCOPING

## 2.1 Existing and Planned Conditions

#### PROPOSED DEVELOPMENT

The City of Ottawa is proceeding with a Site Plan Control application for a new multi-purpose event centre at Lansdowne Park.

Lansdowne Park is located within the Glebe neighbourhood of Ottawa, Ontario and is bounded by Bank Street to the west, Holmwood Avenue to the north, and Queen Elizabeth Driveway along the Rideau Canal to the east and south.

The new event centre replaces the existing TD Place Arena (previously known as the Ottawa Civic Centre) with a multi-purpose venue with a seated capacity of 5,500 seats (total spectator capacity of 6,500 including standing-only).

This Site Plan Application for the new event centre represents the first phase of development for the Lansdowne 2.0 project, which seeks to demolish the existing functionally obsolete north stadium stands and arena complex at Lansdowne Park and build a new world-class event centre.

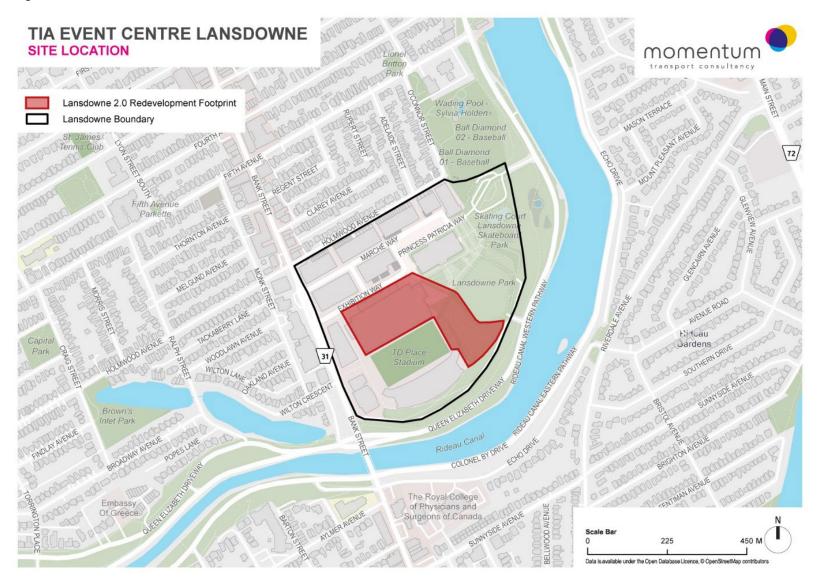
The Lansdown 2.0 redevelopment plan features a new multi-purpose event centre, new north stadium stands, as well as additional residential housing, destination retail, and office space.

Lansdowne Park currently consists of:

- TD Place Stadium: a 24,000-seat outdoor stadium that is home to the Canadian Football League's (CFL) Ottawa RedBlacks and Canadian Premier League's (CPL) Ottawa Atlético;
- TD Place Arena: a 9,800-seat indoor multipurpose venue and arena (formerly known as the Ottawa Civic Centre) home to the Ontario Hockey League's (OHL) Ottawa 67's, the Canadian Elite Basketball League's (CEBL) Ottawa BlackJacks, and the Professional Women's Hockey League's (PWHL) Ottawa team;
- 280 residential units within two condominium towers and townhomes;
- Approximately 360,000 ft<sup>2</sup> of destination-based commercial retail and office space;
   and
- An 18-acre urban park that includes the historic Aberdeen Pavilion exhibition hall and Horticulture Building.
- 1,380 space underground parking garage for public and residential use.

Figure 2.1 illustrates the site location and Lansdowne 2.0 redevelopment footprint.

Figure 2.1: Site Location



This Transportation Impact Assessment (TIA) is submitted in support of the Site Plan Application for Phase 1 of the Lansdowne 2.0 redevelopment plan.

The proposed improvements include the construction of a new 5,550 seat (6,500 attendee) multi-purpose event centre and associated public realm improvements at the Great Lawn south of the Aberdeen Pavilion. Other improvements include the provision of a dedicated layby for media and broadcast trucks south of the new event centre.

Spectator access to the new event centre will be provided at the North Main Entrance facing the Aberdeen Pavilion and Exhibition Way.

Additional gateway entrances are provided at the South Entrance (Patio) and East Entrance (Terrace) which will be used for evacuation egress, and when required for events with expanded capacity inclusive of additional floor seating and standing-only tickets (i.e. 6,500 attendees).

All event centre entrance locations connect to multi-use pathways within Lansdowne with connections to existing external pathways located on Queen Elizabeth Driveway and sidewalks on Bank Street and Holmwood Drive.

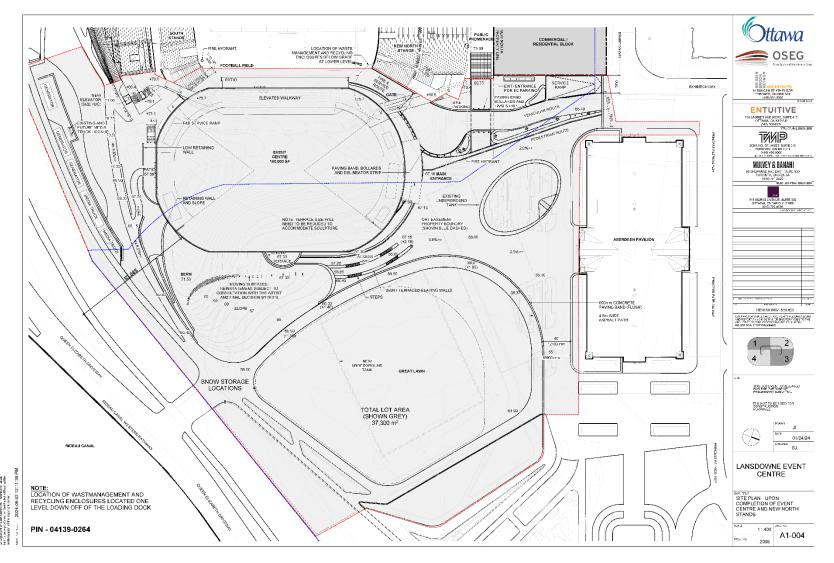
Similar to the current vehicle access and circulation arrangements at Lansdowne, vehicular access is restricted to Bank Street at Exhibition Way and Marche Way, as well as Queen Elizabeth Driveway at Princess Patricia Way.

Limited special use access is also provided at Queen Elizabeth Driveway and the Great Lawn to facilitate emergency vehicle access and limited special use by shuttle buses when permitted.

Truck deliveries and the load-in / load-out of shows and concerts at the new event centre will be facilitated at the existing service ramp located on Exhibition Way. The new event centre will feature a 15.4m wide entrance at Exhibition Way to provide access to the new event centre and Great Lawn, including a limited use vehicle route to allow for AODA pick-up and drop-off by ParaTranspo for patrons with mobility needs.

Figure 2.2 illustrates the proposed Site Plan for the new event centre at Lansdowne.

Figure 2.2: Lansdowne 2.0 Event Centre Site Plan



The Lansdowne 2.0 redevelopment plan is anticipated to occur over three phases:

#### Phase 1:

*Phase 1* consists of building a new 5,500 seat (up to 6,500 spectators) multipurpose event centre that will be home to the OHL's Ottawa 67's, the CEBL's Ottawa BlackJacks, the PWHL Ottawa, and other indoor events such as shows and concerts.

Other improvements include landscaping and public realm improvements at the Great Lawn located south of the Aberdeen Pavilion to accommodate the new event centre and allow for additional programming opportunities at Lansdowne Park.

As this phase of Lansdowne 2.0 replaces the programming provided at the existing 9,800 seat TD Place Arena, it is not expected to generate additional transportation demands to Lansdowne.

Phase 1 is anticipated to be completed in 2028.

#### Phase 2:

Phase 2 consists of replacing the existing functionally obsolete north stadium stands and arena complex at TD Place Stadium with a new 11,200 seat (12,100 spectator) north stand structure. This new facility replaces the existing north stadium stands, which currently has a capacity of 14,028 spectators, and would result in a reduction of approximately 2,000 spectator capacity at TD Place Stadium. This venue will continue to be the home of the CFL's Ottawa RedBlacks and the CPL's Ottawa Atlético.

This phase of Lansdowne 2.0 replaces existing programming currently provided at TD Place Stadium. As a result, it is not expected to generate additional transportation demands to Lansdowne.

Phase 2 is anticipated to be completed between 2030 and 2031.

#### Phase 3:

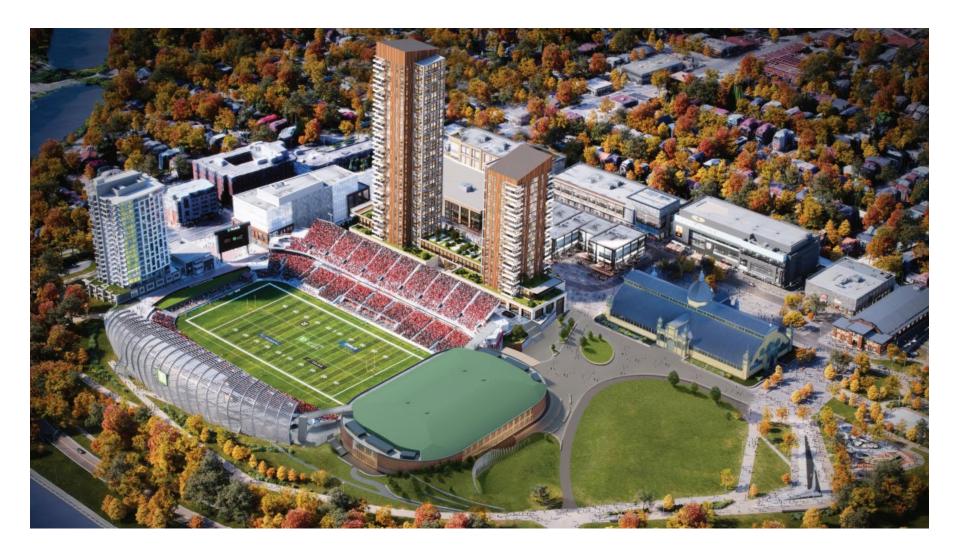
*Phase 3* consists of replacing the existing 41,000 ft<sup>2</sup> of commercial retail and box office annex to the Stadium on Exhibition Way with 49,635 ft<sup>2</sup> of new podium-level commercial retail space. This represents a net increase of 8,635 ft<sup>2</sup> of commercial retail space from what is currently provided today.

In addition, this phase includes the construction of two new residential towers with a total of 770 new dwelling units. Additional underground parking space will be constructed by extending the existing facility to accommodate an additional 386 parking spaces to service the new residential units and additional retail space, resulting in a total of 1,766 underground parking spaces at Lansdowne. Underground parking will continue be accessed at existing access ramps located on Exhibition Way, and Princess Patricia Way near Queen Elizabeth Driveway.

Phase is anticipated to be completed between 2032 and 2036.

Figure 2.3 illustrates a rendering of the Lansdowne 2.0 redevelopment concept.

Figure 2.3: Lansdowne 2.0 Redevelopment Concept



The site currently carries three different zoning designations. The western portion of the proposed site is zoned L2C S258-A S258-B and as outlined in the City of Ottawa's Zoning By-Law, the purpose of the L2 – Major Leisure Facility Zone is to:

- Accommodate major, urban City-wide sports, recreational and cultural facilities addressed under the Major Urban Facilities policies of the Official Plan.
- · Permit a broad range and intensity of leisure, recreational, cultural and related uses; and
- Allow a moderate density and scale of development.

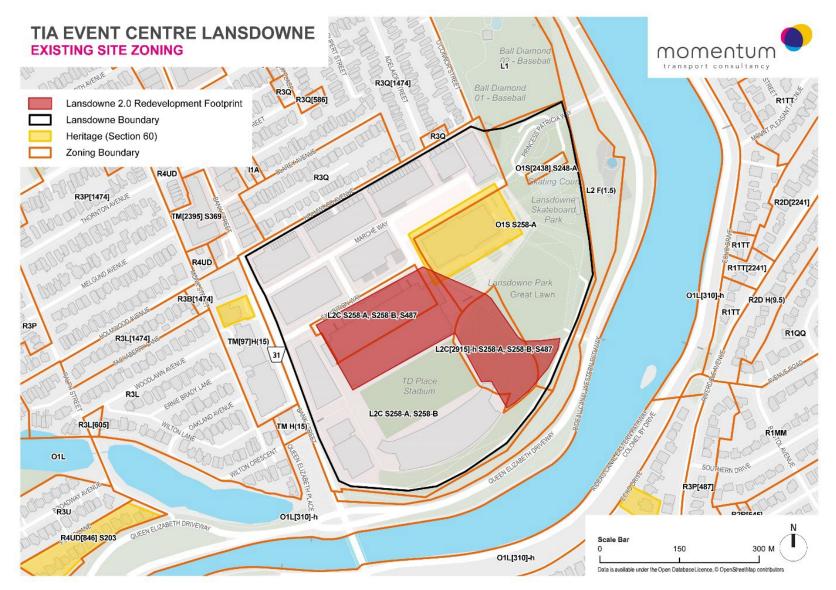
The eastern portion of the proposed site is zoned O1S S258-A and as outlined in the City of Ottawa's Zoning By-Law, the purpose of the O1- Parks and Open Space Zone is to:

- Permit parks, open space and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and
- Ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.

Following the Lansdowne 2.0 Zoning By-Law Amendment (ZBA) application and subsequent changes made in November 2023, the parcel east of TD Place Stadium was zoned as L2C[2915]-h S258-A, S258-B, S487 to permit a broad range and intensity of leisure, recreational, cultural and related uses including sports arenas.

Figure 2.4 illustrates the existing site zoning at Lansdowne.

Figure 2.4: Existing Site Zoning



#### **EXISTING CONDITIONS**

#### 2.1.1 Roads and Traffic Control

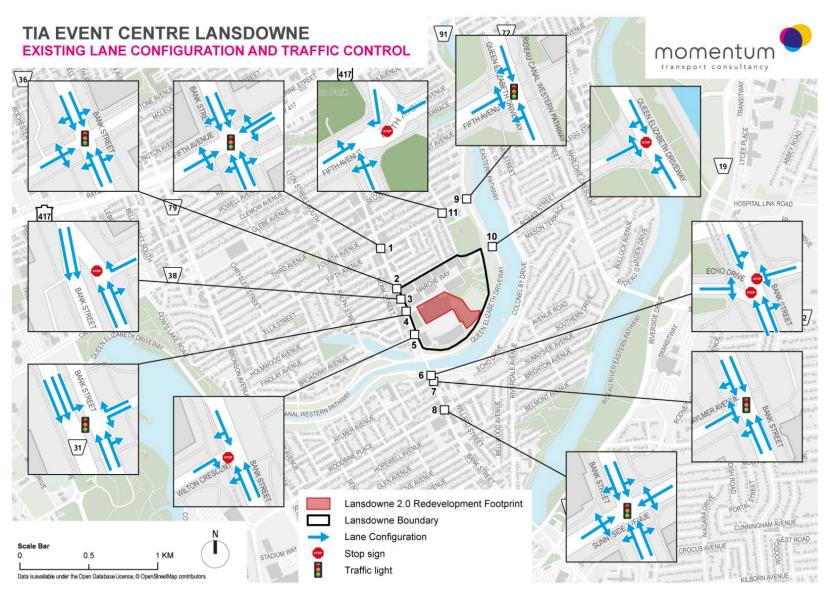
The roadways and intersections under consideration in the study area are described below:

- Bank Street: Bank Street is a four-lane arterial roadway with a posted speed limit of 40 km/h. The street is under the jurisdiction of the City of Ottawa. Sidewalks are provided on both sides of Bank Street. The roadway is designated as a Local Cycling Route as per the City of Ottawa's Bike Plan and is also designated as a truck route. Bank Street currently provides two access connections to Lansdowne with a signalized, full access movement at Exhibition Way, and an unsignalized right-in/right-out only access at Marché Way. On-Street parking is permitted north of Holmwood Avenue. On-street parking on Bank Street across the frontage of the subject site is prohibited at all times. As part of the Bank Street Canal Bridge Rehabilitation Project, 1.5m cycle tracks have been implemented on both sides of the Bank Street Bridge between Exhibition Way and Aylmer Avenue in conjunction with a 3-lane cross-section (2 northbound lanes, 1 southbound lane). Other than the newly installed cycling lanes on the Bank Street Bridge, there is a northbound bike lane on Bank Street across the frontage of the site.
- Queen Elizabeth Driveway: Queen Elizabeth Driveway is a two-lane scenic parkway that runs along the Rideau Canal and has a posted speed limit of 40 km/h. The parkway is a federal roadway under the jurisdiction of the National Capital Commission (NCC). In the vicinity of Lansdowne, the parkway features multi-use pathways on both sides. Queen Elizabeth Driveway is designated as a Major Pathway as per the City of Ottawa Bike Plan. The parkway currently provides two access connections to Lansdowne with an unsignalized, full-movements intersection at Princess Patricia Way, as well as a restricted special-use access located on the south side at the Great Lawn. On-street parking on Queen Elizabeth Driveway is prohibited at all times.
- **Fifth Avenue:** Fifth Avenue is a two-lane collector roadway with a posted speed limit of 40 km/h east of Bank Street, and a posted speed limit of 30km/h west of the Bank Street. There are existing sidewalks along both sides of the roadway. The south side of Fifth Avenue features an on-street cycling lane. The roadway is designated as a Local Route per the City of Ottawa Bike Plan. On-street parking on Fifth Avenue in the vicinity of the subject site is permitted on the northside of the roadway.
- Holmwood Avenue: Holmwood Avenue is a two-lane local road with a default speed limit of 30 km/h. East of the intersection with Bank Street, Holmwood Avenue is a one-way street providing access in the eastbound direction. The road features a cycling lane on the northside. West of the Bank Street intersection, Holmwood Avenue is a two-way street. On-street parking on Holmwood Avenue in the vicinity of the subject site is permitted on the southside of the roadway. Holmwood Avenue also includes access to the underground parking garage at Lansdowne what is restricted for residential uses only, and occasionally provides limited exit from the site during major events at Lansdowne.
- Exhibition Way: Exhibition Way is a two-way private roadway that functions as the primary access point to Lansdowne and TD Place. The intersection with Bank Street is signalized with an auxiliary left turn lane in the southbound direction. There are existing sidewalks along both sides of the roadway. There are auxiliary left and right turn lanes in the west bound direction. Designated on-street parking spaces are provided with varying time limits.

- Marché Way: Marché Way is a two-way private roadway that functions as the secondary access point to Lansdowne and TD Place. The intersection with Bank Street is unsignalized and functions as a right-in/right-out only access connection. There are existing sidewalks along both sides of the roadway. Designated on-street parking spaces are provided with varying time limits.
- Wilton Crescent: Wilton Crescent is a two-lane local roadway with a posted speed limit of 30 km/h. Left turn movements from Wilton Crescent to Bank Street are prohibited at all times. The intersection with Bank Street is stop controlled along Wilton Crescent. There are existing sidewalks along both sides of the roadway. Across the frontage of the subject site, Wilton Crescent is designated as a local route as per the City of Ottawa Bike Plan. On-street parking is permitted on the northside of the roadway at specific times.
- **Echo Drive:** Echo Drive is a one-lane local roadway with a default speed limit of 40 km/h. Through and left turns off Echo Drive are prohibited. Echo Drive is a one-way road stop controlled along Echo Drive. The roadway has a sidewalk on the northside. Echo Drive is designated as a local route as per the City of Ottawa's ultimate Cycling Plan.
- **Aylmer Avenue:** Aylmer Avenue is a two-lane local roadway with a posted speed limit of 30 km/h. Sidewalks are provided along both sides of Aylmer Avenue. On-street parking is permitted on the northside of the roadway.
- Sunnyside Avenue: Sunnyside Avenue is a two-lane collector roadway with a posted speed limit of 30 km/h. The roadway west of the intersection with Bank Street is designated as local route as per the City of Ottawa Bike Plan. On-street parking is permitted on the southside of the roadway west of the intersection with Bank Street.
- O'Connor Street: O'Connor Street is a two-lane local roadway with a posted speed limit of 30 km/h. The roadway is designated as a local route as per the City of Ottawa Bike Plan. South of Fifth Avenue, O'Connor Street is a one-way local road with a dedicated bike lane on the northside, and on-street parking permitted on the southside of the roadway. North of Fifth Avenue, O'Connor Street is a two-way local road with on-street parking permitted on the eastside.

Figure 2.5 illustrates the existing lane configuration and traffic control

Figure 2.5: Existing Lane Configuration and Traffic Control



#### 2.1.2 Walking and Cycling

The study area is adequately connected to pedestrian facilities with sidewalks along all study area roadways.

All study area corridors are currently designated as Suggested Cycling routes as per the City of Ottawa Bike Plan. Queen Elizabeth Driveway, which is under the jurisdiction of the NCC, features off-street multi-use pathways.

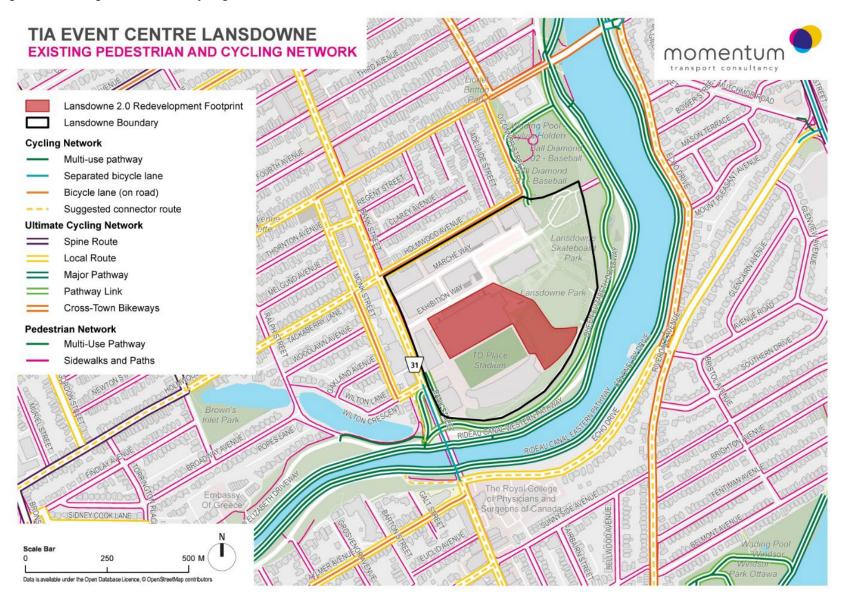
There are currently dedicated bike lanes on Fifth Avenue (east of Bank Street), Aylmer Avenue, and Holmwood Avenue (east of the Bank Street) which forms a connection to the O'Connor Street bike lanes and cycle tracks.

The Flora Footbridge connection, which was opened in June 2019, provides a cycling and walking connection on both sides of the Rideau Canal at Fifth Avenue / Clegg Street. 1.5m cycle tracks have been implemented on both sides of the Bank Street Bridge between Exhibition Way and Aylmer Avenue.

Under the Ultimate Cycling Network, all study area roadways are envisioned as Local Cycling Routes that form connections to nearby Spine Routes including O'Conner Street and Glebe Avenue, as well as multi-use pathways along Queen Elizabeth Driveway.

Figure 2.6 illustrates existing and planned pedestrian and cycling facilities within the vicinity of Lansdowne.

Figure 2.6: Existing Pedestrian and Cycling Network



#### 2.1.3 Transit

OC Transpo transit service is currently provided at Lansdowne through OC Transpo bus routes 6 and 7.

Route 6 is a Frequent Route that runs 7 days per week in all time periods between Greenboro and Rockcliffe. It runs with 15-minute headways or less during the weekday peak periods and 15-minute or less headways during the weekend peak periods.

Route 7 is a Frequent Route that runs 7 days per week in all time periods between Carleton University and St. Laurent. It runs with 15-minute headways or less during both peak periods during weekdays and 15-minutes or less headways during the weekend peak.

Bus stops are provided at the intersection of Bank Street and Exhibition Way.

Figure 2.7 illustrates transit routes in the vicinity of Lansdowne.

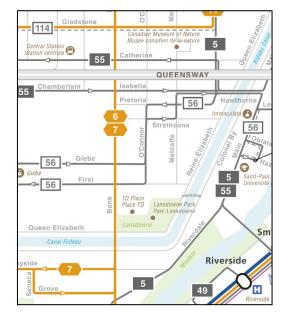


Figure 2.7: Study Area Transit Route and Stops

Enhanced transit services are provided to support special events at Lansdowne and TD Place. This includes the provision of free transit to ticketholders for all events held at Lansdowne through an innovative program that is the first of its kind for large venues. The cost of transit service is free of charge for event goers and is bourn by the Ottawa Sports and Entertainment Group (OSEG) for any service enhancements provided for events with 5,000 or more attendees. Transit service for special events includes providing supplemental trips on OC Transpo routes 6 and 7 for minor events with attendance levels of 10,000 or less.

For Ottawa 67's and PHWL Ottawa games, park & shuttle service is provided to ticket holders from Carleton University. Ticket holders can park at Carleton University starting 90 minutes before the start of Ottawa 67's and PHWL Ottawa games with services provided until 60 minutes post-games. The cost of parking and shuttle service is free to ticket holders and is bourn by OSEG. Shuttle bus service is provided from Carleton University's P18 Parkade with service provided to Lansdowne provided through Sunnyside Avenue and Bank Street.

Figure 2.8 illustrates the Carleton U shuttle route for Ottawa 67's and PWHL Ottawa games.

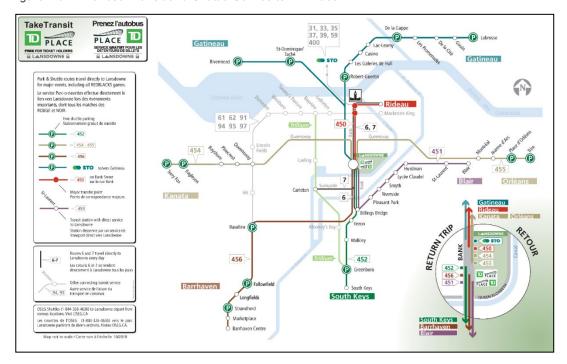


Figure 2.8: Carleton U Park & Shuttle Route (Ottawa 67's and PWHL Ottawa)

For major events, which include events with 10,000 or more attendees, dedicated Park & Shuttle services is provided with event day services provided from OC Transpo Park & Ride locations, as well as privately run shuttles operated by OSEG. Major event transit service typically starts two hours prior to the start of a ticketed evet for ingress service, and two hours after the end of a ticketed event for egress service.

Figure 2.9 illustrates special event transit and shuttle services to TD Place.

Figure 2.9: Enhanced Transit and Shuttle Service to TD Place



#### 2.1.4 Traffic Management Measures

Traffic management measures are deployed at Lansdowne to manage traffic flow for day-to-day operations as well as during special events. Under regular day-to-day operations, vehicle access to the site is permitted on both Bank Street and Queen Elizabeth Driveway. Internal vehicle circulation is permitted through the site on Exhibition Way, Marche Way, and Princess Patricia Way, with the exception of a portion of Princess Patricia Way near the Aberdeen Pavilion that is a pedestrian-only zone. Other internal circulation pathways including Frank Clare Lane and the Great Lawn which are restricted use-only for emergency vehicles, deliveries, and accessible transit service (i.e. ParaTranspo) when required.

For minor events, such as events at TD Place Arena, vehicle access is permitted on both Bank Street and Queen Elizabeth Driveway. Depending on programming activities at TD Place and Lansdowne Park, traffic management measures to reduce vehicular through traffic on Exhibition Way are deployed to re-route internal traffic circulation to Marche Way, where pedestrian activity is lower.

For major events, traffic management measures include the deployment of traffic control devices and police point duty along Bank Street and Queen Elizabeth Driveway to help manage traffic flow and accommodate safe pedestrian crossings. Vehicle access to the site is restricted during major events at the stadium, such as football games, to minimize pedestrian and vehicle conflicts. Vehicle access from Bank Street is restricted at both Exhibition Way and Marche Way. Vehicle access is only permitted at the Queen Elizabeth Driveway access for underground parking garage and pick-ups / drop-offs at the shuttle loop. Vehicle circulation through the site is restricted. While access to Lansdowne is restricted during major events, existing retail patrons and residents continue to access the underground parking facility at Lansdowne from Queen Elizabeth Driveway, which will remain an important arterial road in the city's transportation network. In addition, residents are able to access underground parking through a residents-only underground garage ramp on Holmwood Avenue. In addition, onstreet parking on Bank Street is temporarily prohibited during large events in order to support special event enhanced transit and shuttle service operations to TD Place.

Lansdowne is designated as a pedestrian-priority zone and features many pedestrian-only pathways and connections. This includes pathway connections from Queen Elizabeth Driveway, a stairway gate entrance on Bank Street by TD Place Gate 1, and several laneways connecting to Holmwood Avenue at the northern side of the district.

Existing site access and internal circulation areas during normal operations, minor events, and major events are illustrated in Figure 2.10 through Figure 2.12.

Figure 2.10: Existing Internal Site Circulation

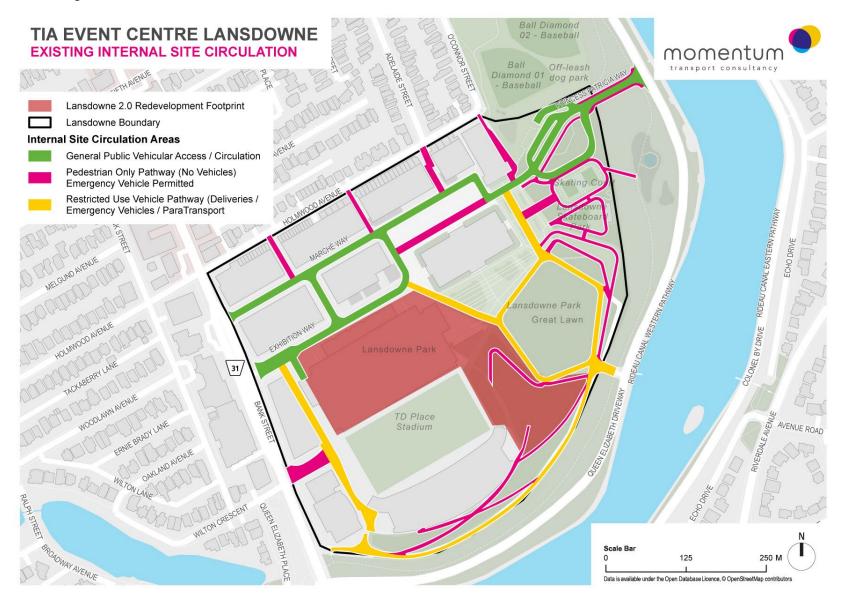


Figure 2.11: Existing Internal Site Circulation (Minor Events)

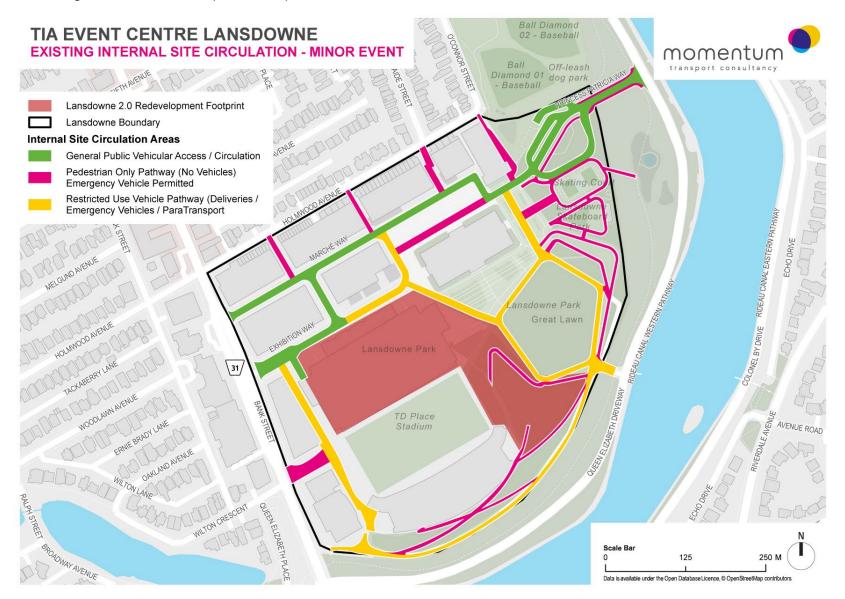
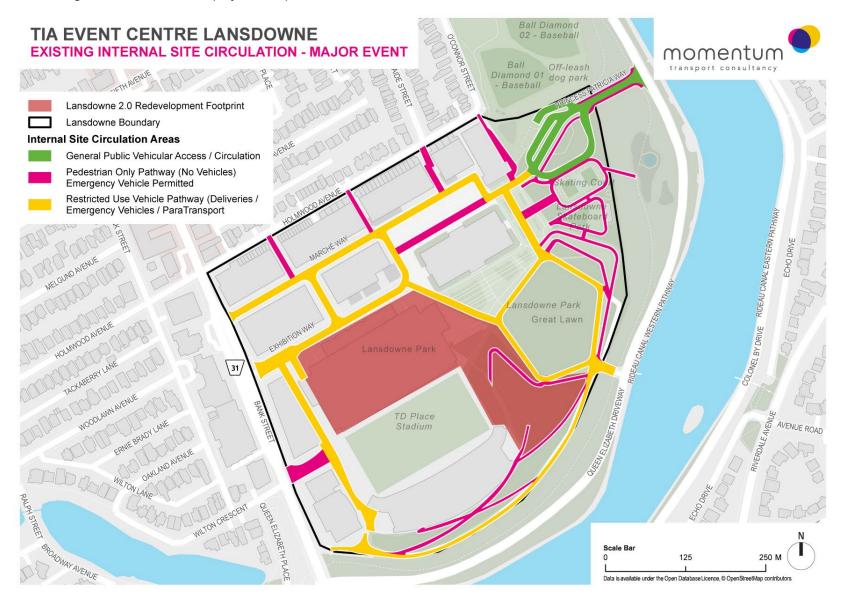


Figure 2.12: Existing Internal Site Circulation (Major Events)



#### 2.1.5 Traffic Volumes

Recently collected intersection traffic data were obtained from the City of Ottawa. This included traffic data captured for regular weekdays (AM and PM peak periods), a weekday minor event at TD Place Arena, a weekday major event at TD Place Stadium, as well as the Saturday and Sunday weekend mid-day peaks with concurrent programming and events at TD Place and Lansdowne Park. Traffic data was obtained for the following periods:

#### Typical Weekday Period (AM/PM Peak):

Tuesday, May 3<sup>rd</sup>, 2022 / Wednesday, May 11<sup>th</sup>, 2022 (Weekday AM and PM).

#### Weekend Saturday Peak Period (Mid-Day Peak):

 Saturday, May 7<sup>th</sup>, 2022 (Saturday Mid-Day), representative of multi-event activity at Lansdowne including an Atlético Ottawa soccer match at TD Place Stadium (6:00 pm kick-off) with an attendance of 3,555 spectators.

#### Weekend Sunday Peak Period:

 Sunday, June 9<sup>th</sup>, 2024 (Sunday Mid-Day), representative of multi-event activity at Lansdowne inclusive of the weekly Ottawa Farmer's Market, retail activity, and three back-to-back events at TD Place Arena for the Volleyball Nations League (VNL) featuring tournament games throughout the day (11:00 am, 2:30 pm, and 6:00 pm matches).

#### **Minor Arena Event:**

 Monday, May 9<sup>th</sup>, 2022 (Special Event Concert at the Arena at TD Place. Start time of 7:30 pm, End time of 10:30 pm.

#### **Major Stadium Event:**

• Friday, October 14th, 2022 (REDBLACKS Football Game at TD Place. Start time of 7:30pm, End time of approximately 10:30pm.

Intersection turning movement count summary data for the various time periods collected are Illustrated in Figure 2.13 through Figure 2.27.

Turning movement count data is documented in **Appendix A**.

Figure 2.13: Existing Weekday AM and PM Traffic Volumes

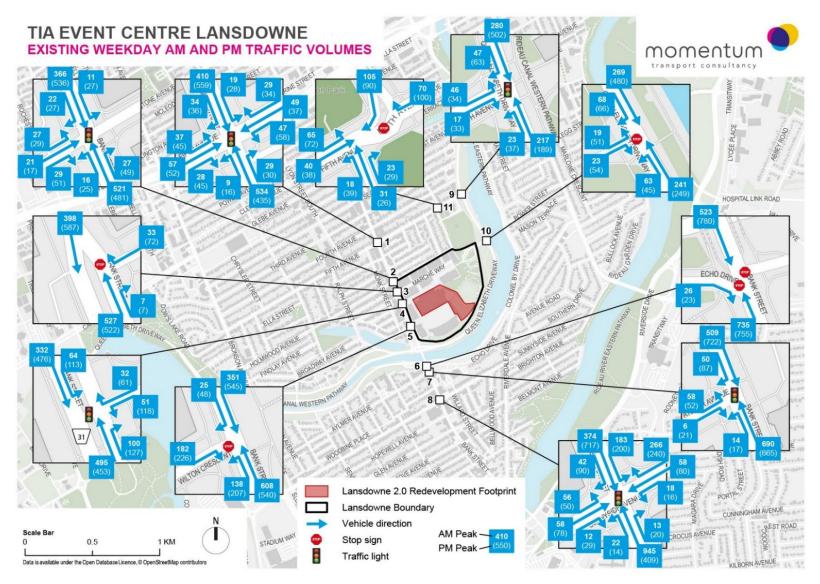


Figure 2.14: Existing Weekday AM and PM On-site Traffic Volumes

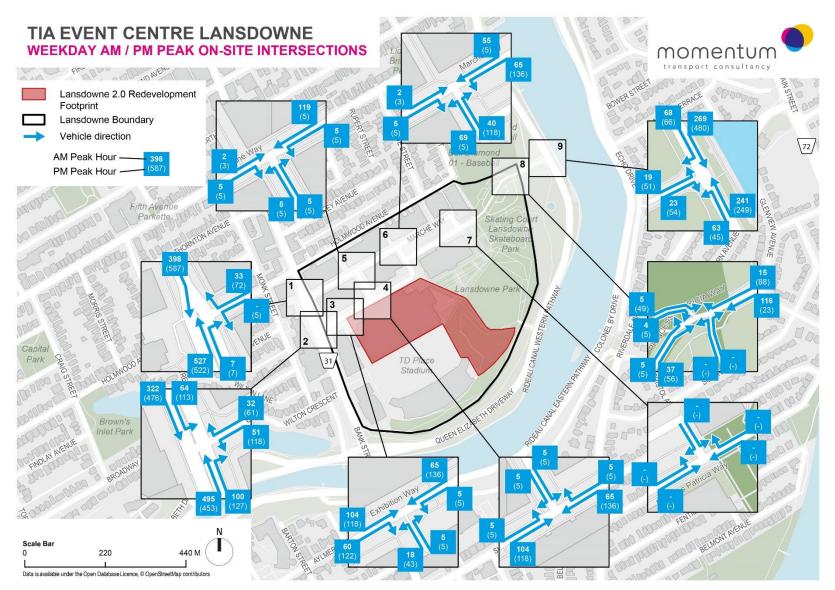


Figure 2.15: Existing Weekday/Weekend Pedestrian Volumes

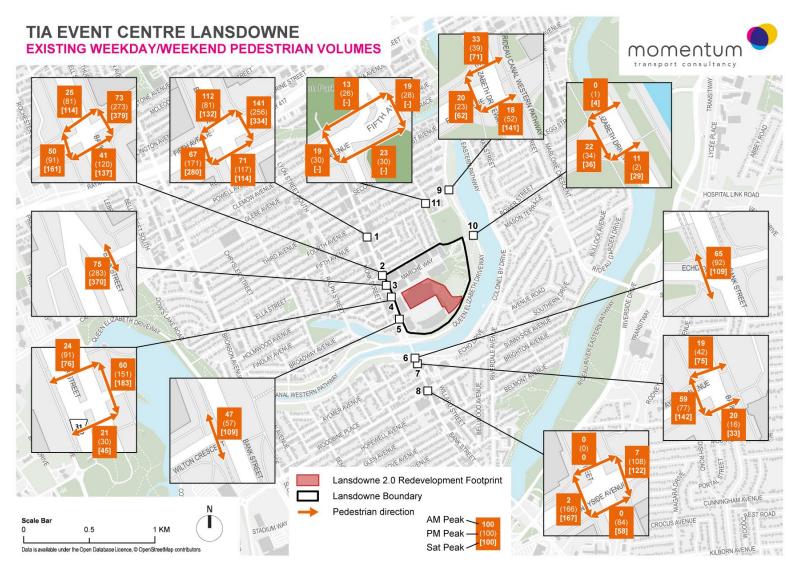


Figure 2.16: Existing Weekday/Weekend Bicycle Volumes

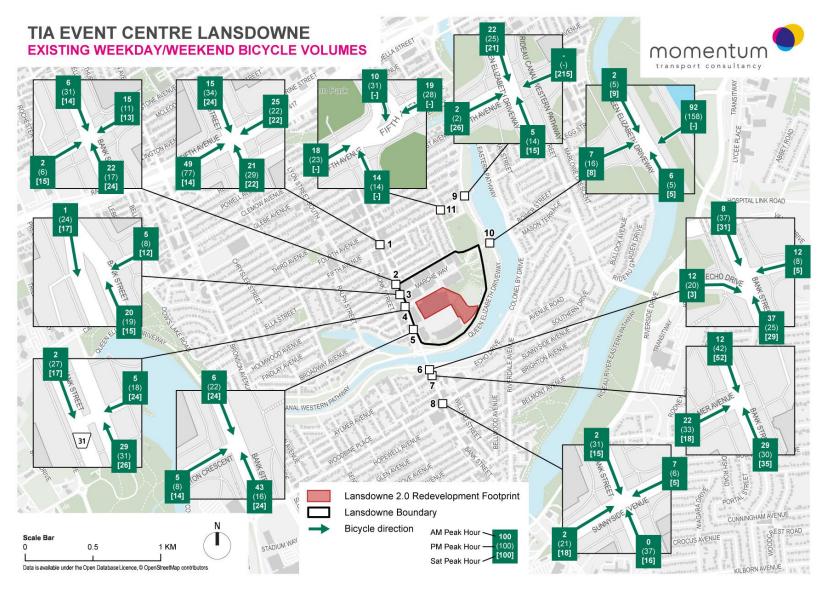


Figure 2.17: Existing Saturday PM Traffic Volumes

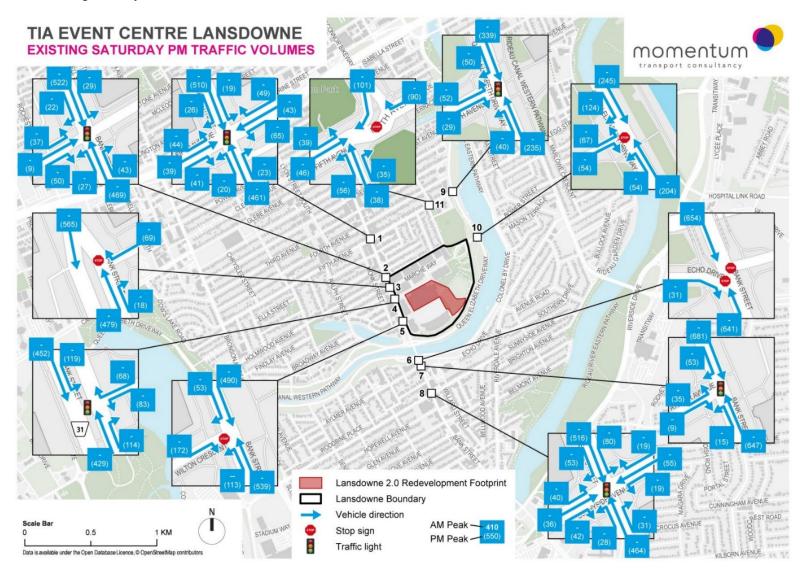


Figure 2.18: Existing Saturday PM On-site Traffic Volumes

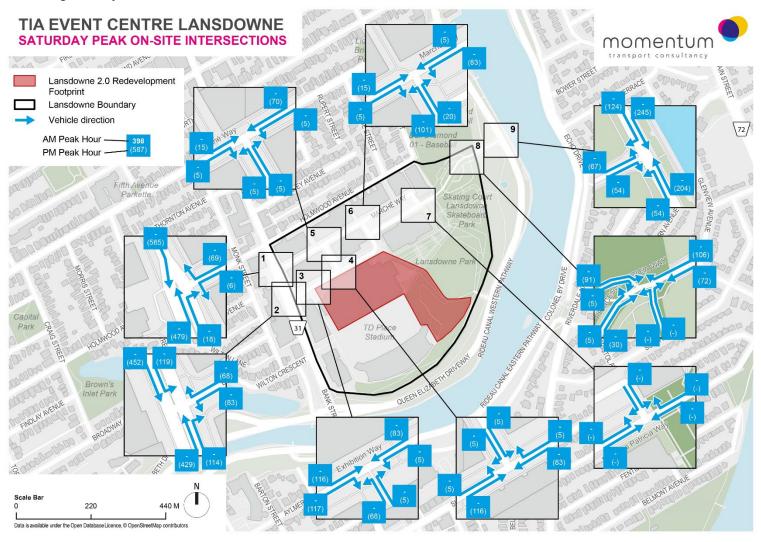


Figure 2.19: Existing Sunday PM Traffic Volumes

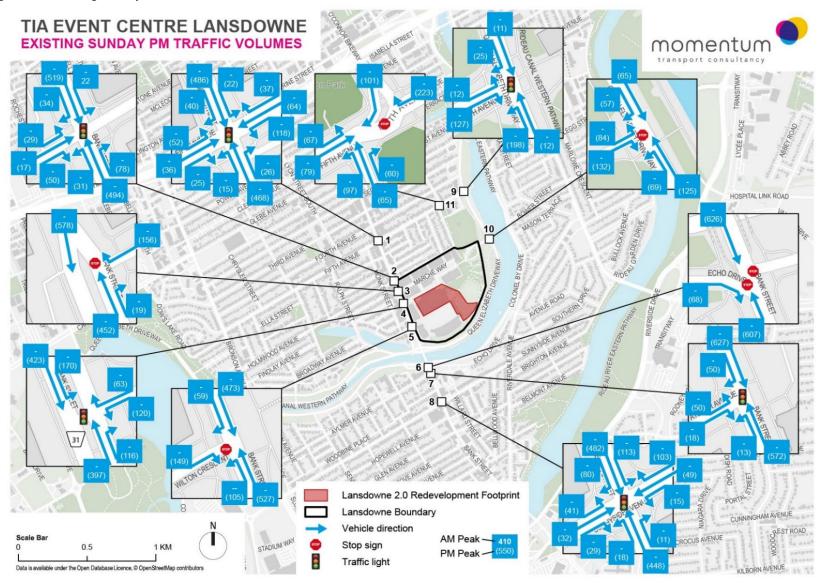


Figure 2.20: Existing Sunday PM On-site Traffic Volumes

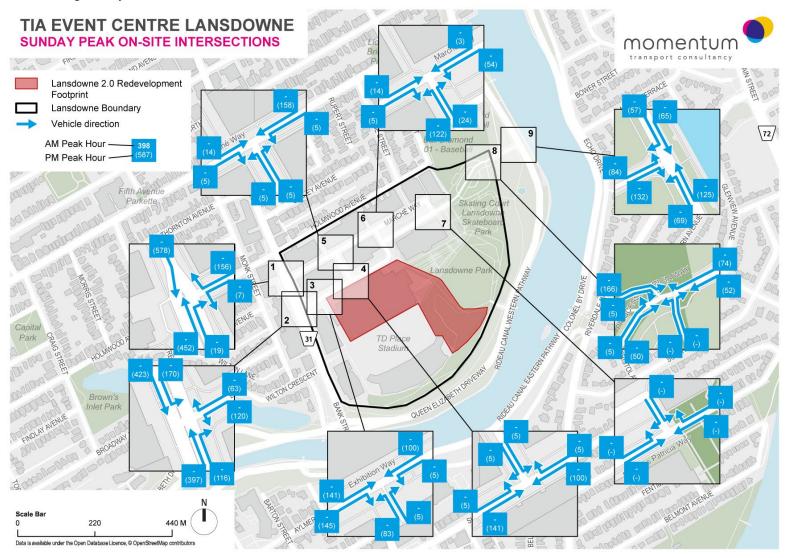
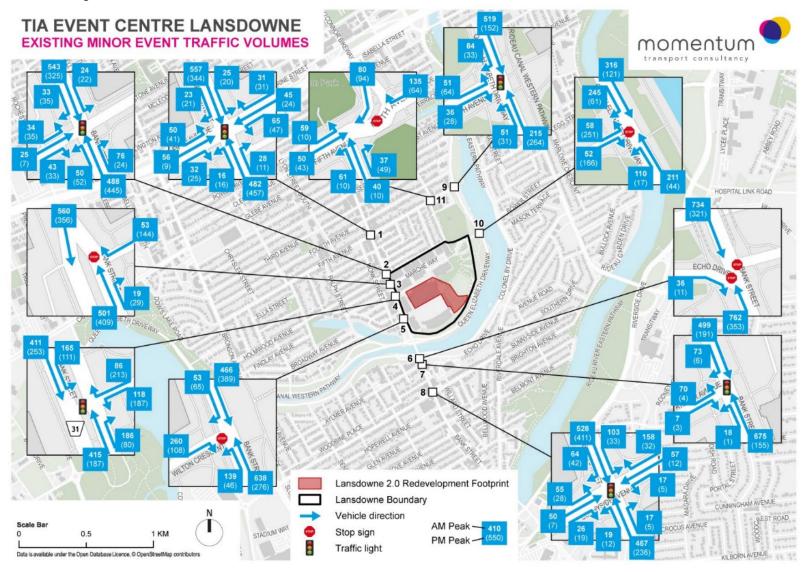


Figure 2.21: Existing Minor Event Traffic Volumes



TIA EVENT CENTRE LANSDOWNE **MINOR EVENT INGRESS / EGRESS ON-SITE** momentum **INTERSECTIONS** Lansdowne 2.0 Redevelopment Footprint Lansdowne Boundary Vehicle direction Ingress 01 - Baseb Egress Skating C Lansdov Skateboa Park Brown's QUEENELIZA Inlet Park

Figure 2.22: Existing Minor event Ingress/Egress On-site Traffic Volumes

Scale Bar

220

Data is available under the Open Database Licence, © OpenStreetMap contributors

440 M

Figure 2.23: Existing Minor Event Pedestrian Volumes

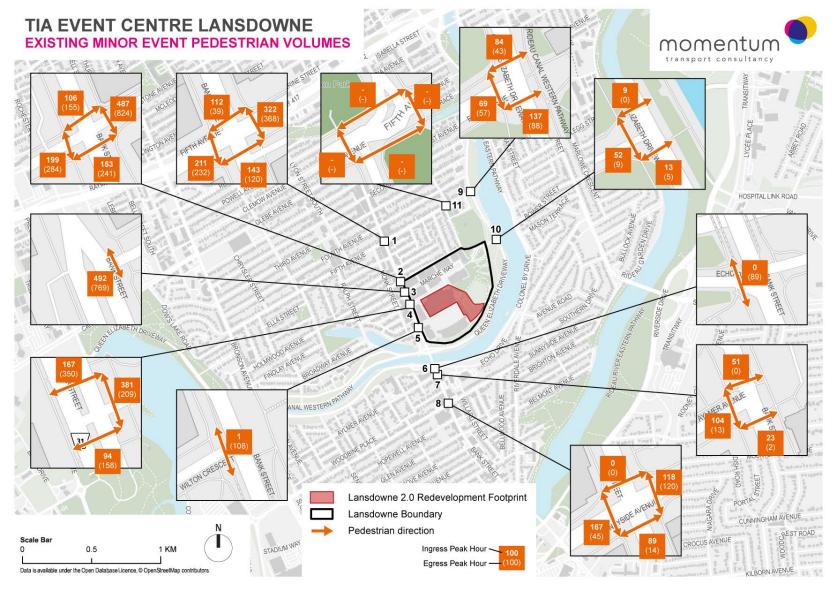


Figure 2.24: Existing Minor Event Bicycle Volumes

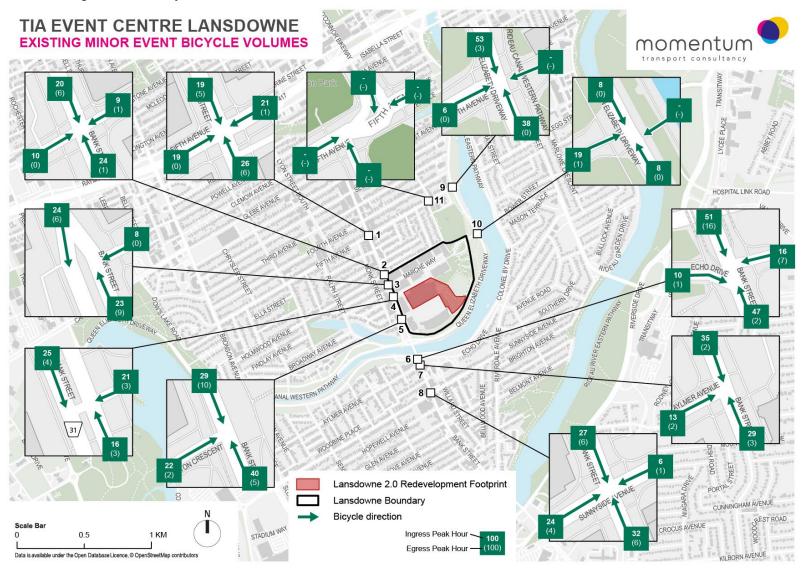


Figure 2.25: Existing Major Event Traffic Volumes

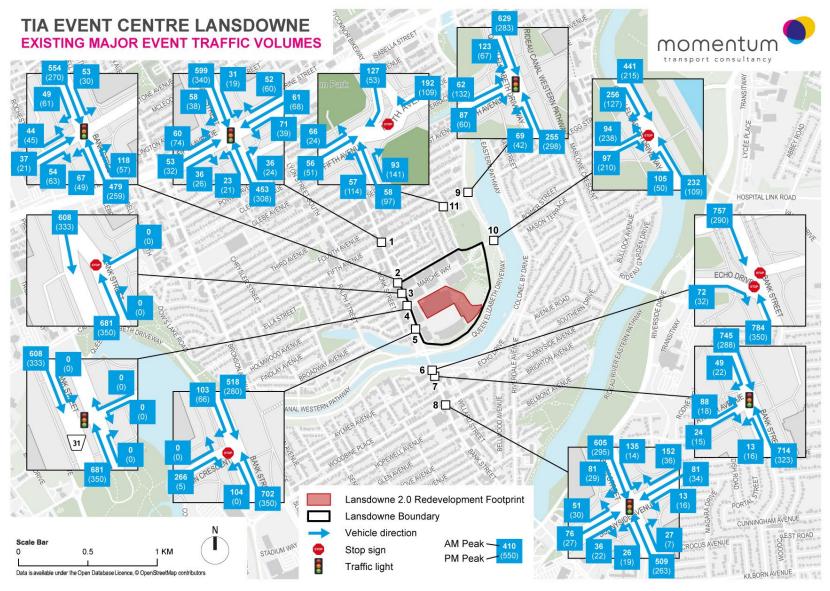


Figure 2.26: Existing Major Event Pedestrian Volumes

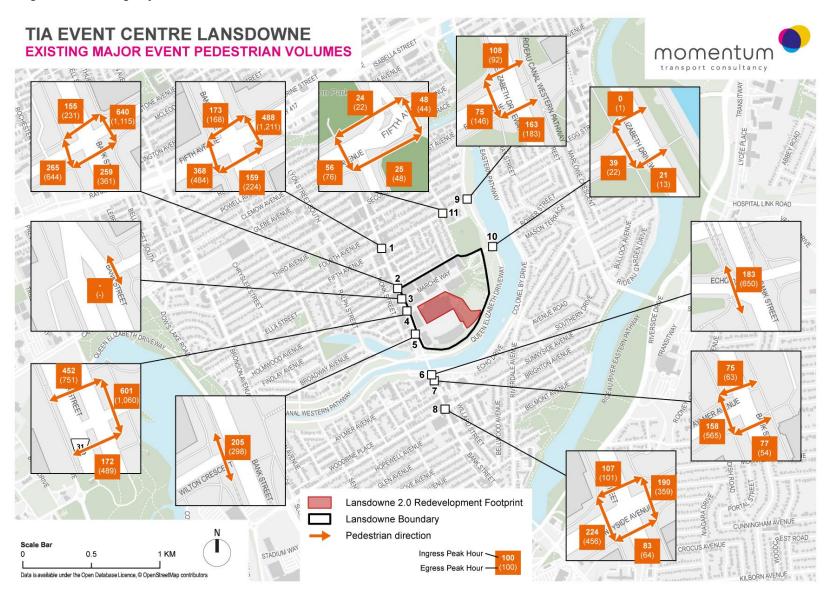
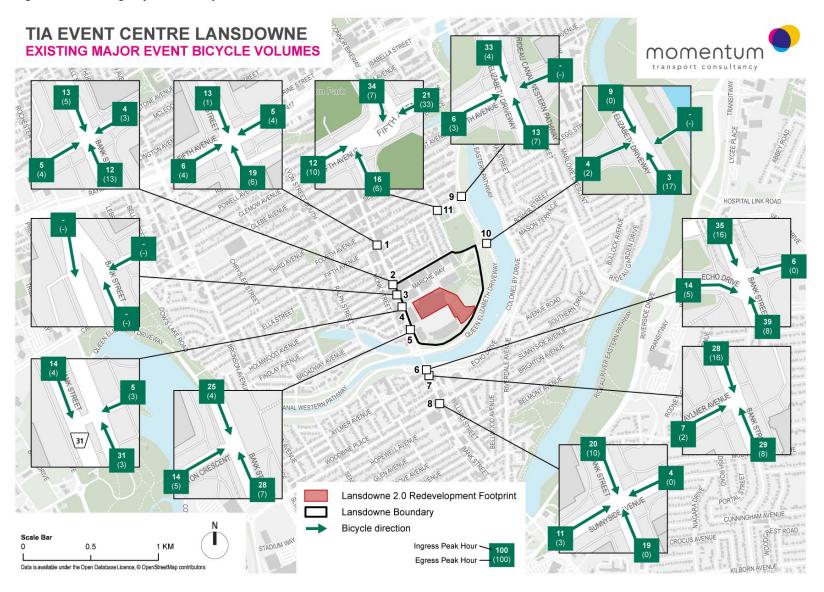


Figure 2.27: Existing Major Event Bicycle Volumes



# 2.1.6 Collision History

Collision data was provided by the City of Ottawa for the period January 2017 to December 2021 in the vicinity of Lansdowne and TD Place. The data was reviewed to determine if any intersections exhibited identifiable collision patterns.

Table 2.1 summarizes the collision class and impact types for study area intersections.

Table 2.1: Collision Summary

			IM	PACT TYPE	<b>=</b>	
LOCATION	CLASS	Sideswipe	Angle / Turning	Rear End	Single Vehicle	Other
Bank Street at	Property Damage	1		4	1	
Exhibition Way	Non-Fatal Injury					
Bank St at	Property Damage			1		
Marche Way	Non-Fatal Injury				1	
Bank St at	Property Damage	3	2	3	1	
Fifth Ave	Non-Fatal Injury		3	1	2	
Bank St at	Property Damage	3	6	2		
Holmwood Ave	Non-Fatal Injury		1			
Bank St at	Property Damage	2	3	3	1	
Wilton Cres	Non-Fatal Injury	1	3	1		
Bank St at	Property Damage	1	2			1
Echo Dr	Non-Fatal Injury					
Bank St at	Property Damage	4	2	4		
Aylmer Ave	Non-Fatal Injury			1	1	
Bank St at	Property Damage	7	5	1		
Sunnyside Ave	Non-Fatal Injury		3	1	3	
Queen Elizabeth Dr at	Property Damage			3		
Fifth Ave	Non-Fatal Injury					
Queen	Property Damage	1	2	1		
Elizabeth Dr at Princess Patricia Way	Non-Fatal Injury		2			1
Fifth Avenue at	Property Damage					2
O'Connor Street	Non-Fatal Injury					
	Property Damage	22	22	22	3	3
TOTAL	Non-Fatal Injury	1	12	4	7	1

Based on the collision data summarized above, the majority of collisions are classified as Property Damage only (74%), suggesting that the majority of collisions occurred at low speeds. No intersection or signal timing modifications are recommended. Collision summary data can be found in **Appendix B**.

# **PLANNED CONDITIONS**

# 2.1.7 Road Network Modifications

Table 2.2 identifies the City of Ottawa's Transportation Master Plan (TMP) projects located in the vicinity of the subject site, as well as projects that are anticipated to influence modal share characteristics in the future.

Table 2.2: City of Ottawa Transportation Master Plan Projects

Project	Description	TMP Phase
	Transit signal priority between Wellington Street and Highway 417. May also include parking lane conversion in the immediate vicinity of selected intersections	
Bank Street	Transit signal priority between Highway 417 and Billings Bridge Station, including limited installation of queue jump lanes (in one direction only) at selected intersections	Affordable Network

The City of Ottawa is currently undertaking the *Bank Street Active Transportation and Transit Priority Feasibility Study* between Highway 417 to the Rideau Canal. The project, which is currently underway, seeks to identify options to improve transit service efficiency and reliability along the corridor, with improvements to the travel environment for walking and cycling. Recommendations to City of Ottawa Transportation Committee are expected to be provided in Spring 2025.

# 2.1.8 Future Background Developments

Several new developments are proposed in the vicinity of Lansdowne. The location of background developments are described in Table 2.3 and illustrated in Figure 2.28

Table 2.3: Background Developments

Plan Reference	Development	Location	Description				
А	1050 – 1060 Bank Street	West side of Bank Street between Aylmer and Euclid Avenue in the south portion of Ottawa	6 storey residential apartment (44) units and 825m² retail space (Buildout – 2024)				
В	178 – 200 Isabella Street	South of Highway 417 between Bank Street and O'Connor Street	16 storey mixed-use building with 251 dwellings units and approximately 355 m² of ground floor commercial space (Buildout – 2025)				
С	30-48 Chamberlain Avenue	South of Chamberlain Avenue, west of Bank Street	150 apartment units and approximately 400 m <sup>2</sup> of ground floor retail space (Buildout – 2024)				
D	770 – 774 Bronson Avenue	Southwest corner of Bronson Avenue and Carling Avenue intersection	257 apartment dwelling unit and 71 student housing dwelling units (Buildout-2025)				
Е	1040 Bank Street	Northwest corner of Bank Street and Aylmer Avenue intersection	Redevelopment of the Southminister United Church including a six-storey condominium building adjacent to the church				

Figure 2.28: Background Developments Key Plan



# 2.2 Study Area and Time Periods

# **STUDY AREA**

- **2.2.1** The following study area intersections are proposed for analysis:
  - 1. Bank Street at Fifth Avenue
  - 2. Bank Street at Holmwood Avenue
  - 3. Bank Street at Exhibition Way
  - 4. Bank Street at Wilton Crescent
  - 5. Bank Street at Echo Drive
  - 6. Bank Street at Aylmer Avenue
  - 7. Bank Street at Sunnyside Avenue
  - 8. Queen Elizabeth Driveway at Princess Patricia Way
  - 9. Queen Elizabeth Driveway at Fifth Avenue
  - 10. Bank Street at Marché Way
  - 11. Fifth Avenue at O'Connor Street

# **TIME PERIODS**

- **2.2.2** The proposed scope of the transportation assessment includes the following analysis time periods:
  - Weekday AM Peak Hour of roadway
  - Weekday PM Peak Hour of roadway
  - Saturday Mid-Day Peak Hour of roadway
  - Sunday Mid-Day Peak Hour of roadway
  - · Weekday Minor and Major Events: Ingress and Egress Peak Hour

# **HORIZON YEARS**

- **2.2.3** The proposed scope of the transportation assessment includes the following horizon years:
  - **2024 –** Existing Conditions;
  - 2028 Representing the anticipated completion and interim operating conditions of the during the construction of subsequent phases of Lansdowne 2.0 (i.e. – new North Stadium Stands and podium retail / residential towers).
    - **2033 –** Representing the anticipated full build-out of Lansdowne 2.0, inclusive of the new Event Centre, North Stadium Stands, podium retail, and residential towers.

# 2.3 Exemptions Review

Table 2.4 summarizes the Exemptions Review table from the City of Ottawa's 2017 *Transportation Impact Assessment Guidelines*.

Table 2.4: Exemptions Review

Module	Element	Exemption Considerations	Exempted?	
Design Review Compo	nent			
4.1 Development Design	4.1.2 Circulation and Access	Only required for site plans	No	
	4.1.3 New Street Networks	Only required for plans of subdivision	Yes	
4.2 Parking	4.2.1 Parking Supply	Only required for site plans	No	
	4.2.2 Spillover Parking	Only required for site plans where parking supply is 15% below unconstrained demand	Yes	
Network Impact Compo	onent			
4.5 Transportation Demand Management	All Elements	Not required for site plans expected to have fewer than 60 employees and/or students on location at any given time	No	
4.6 Neighbourhood Traffic Management	4.6.1 Adjacent Neighbourhoods	Only required when the development relies on local or collector streets for access and total volumes exceed ATM capacity thresholds	Yes	
4.8 Network Concept		Only required when proposed development generates more than 200 person-trips during the peak hour in excess of the equivalent volume permitted by established zoning	Yes	
4.9 Intersection Design	All Elements	Not required if site generation trigger is not met	No	

# 3. FORECASTING

# 3.1 Development Generated Travel Demand

# **EXISTING TRIP GENERATION**

Lansdowne is currently an active site featuring a variety of land uses including the Stadium at TD Place, the Arena at TD Place, 280 residential townhome and condo units, an 18-acre urban park, and approximately 360,000 ft<sup>2</sup> of commercial retail and office space.

The current vehicular trip generation characteristics of the site are captured through Turning Movement Count (TMC) data. Existing peak hour traffic volumes under Weekday AM, Weekday PM, and Weekend Saturday and Sunday peak hour conditions are summarized in Section 2.1.5.

# **FUTURE TRIP GENERATION AND MODE SHARES**

**Phase 1** of Lansdowne 2.0, which represents the construction of the new 5,500 seat multipurpose Event Centre, is not expected to generate any additional transportation demands or new travel patterns as the activities and programming associated with this new facility are currently in place at the Arena at TD Place.

**Phase 2** of Lansdowne 2.0, which includes the demolition of the old north stadium stands and the construction of a new one is not expected to generate any new transportation demands or changes in travel patterns.

**Phase 3** of Lansdowne 2.0, which includes the construction of new podium level retail and additional high-rise residential units within two new towers are expected to generate additional transportation demands at Lansdowne.

As a result, development generated travel demands are forecasted for the ultimate build-out of Lansdowne 2.0 which is assumed to be achieved by the 2033-year horizon for this study.

The Institute of Transportation (ITE) Trip Generation Manual (11th Edition) was used to forecast the auto trip generation for the multifamily housing and shopping center land uses and the TRANS Trip Generation Manual was used to forecast the auto trip generation for the residential land use. Land use codes 222 – Multi-Unit High Rise Building, and 820 – Shopping Centre were thought to be the most representative of the proposed land uses.

Table 3.1 outlines the assumed land uses and the trip generation rates (ITE) for each land use.

Table 3.1: Lansdowne 2.0 Land Uses and Trip Generation Rates

Phase 1	Phase 1 – New Event Centre (2028)														
N/A	Indoor Arena / Multi-Purpose Event Centre	Person Trips	5,500 Seats		Existing Land Use at Lansdowne. No Additional New Trips Forecasted										
Phase 2 – New North Stadium Stands (2031)															
N/A	N/A Football Stadium Person Trips 25,000 Existing Land Use at Lansdowne. No Additional New Trips Forecasted														
Phase 3 – Full Buildout / Podium Retail + New Residential Units (2033)															
LUC	Land Use	Trip Type	Units / GFA	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Weekend Peak Hour			Sunday Weekend Peak Hour		
			(ksf)	In	Out	Total	ln	Out	Total	In	Out	Total	ln	Out	Total
222	Multi-unit Residential (High-Rise)	Person Trips	770 units	16%	84%	0.76 / unit	64%	36%	0.58 / unit	56%	44%	0.74 / unit	51%	49%	0.85 / Unit
820	Shopping Center	Vehicle Trips	8.6 ksf	55%	45%	2.87 / ksf	50%	50%	4.09 / ksf	52%	48%	4.40 / ksf	49%	51%	2.35 / ksf
710	General Office	Person Trips	14.2 ksf	87%	13%	1.22 / ksf	21%	79%	1.28 / ksf	48%	52%	0.27 / ksf	36%	64%	0.17 / ksf

# 3.1.1 Trip Internalization

Trip Internalization refers to trips that are shared between two or more uses within the same site. This behaviour is typical for mixed-use developments that feature a variety of land uses that complement each other. When trip internalization occurs, a portion of the generated trips for each individual land use are drawn from other land uses within the same district, as opposed to new trips that are generated externally.

For new land uses proposed for Lansdowne 2.0, trip Internalization factors were applied to account for new site trips that are expected to be generated from within the site, or external trips that visit more than one land use within the subject development. Since these trips are contained within the district, accounting for each trip separately on the roadway network would result in double-counting trips. As a result, land uses with internal capture trips between one another ultimately had their net new trips adjusted consistent with acceptable industry standards.

For Lansdowne 2.0, a portion of the additional commercial retail land-uses are assumed to feature trip internalization with other land-uses and activities within the site include existing and future residential, office, and the existing retail land-uses.

Table 3.2 outlines the trip internalization rates assumed for the additional retail land uses assumed as part of the Lansdowne 2.0 development.

Trip internalization rates were developed based on the methodologies outlined in TRANS Trip Generation Manual and NCHRP Report 684 (Enhancing Internal Trip Capture Estimation for Mixed-Use Developments).

Table 3.2: Internal Capture Trips

LUC	Land Use	Trip	W	Weekday AM Peak			eekday Peak		Weekend Peak Hour			
		Conversion	In	Out	Total	In	Out	Total	In	Out	Total	
820	Shopping Plaza	Internal Capture		15%		30%			15%			

# **Lansdowne 2.0 Additional Person Trips**

New transportation demands associated with Lansdowne 2.0 additional development is outlined in Table 3.3.

Forecasted person trips for the proposed multi-unit residential towers, additional commercial retail, and general office spaces were derived using the ITE Trip Generation Manual.

The trip internalization factors outlined above were applied to the shopping plaza land use to capture internal trips.

Table 3.3: Lansdowne 2.0 Person Trips Generated by Land Use

LU C	Land Use	Trip Conversion		Weekday AM Peak			Weekday PM Peak			Saturday Peak Hour			Sunday Peak Hour		
			ln	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
222	Multi-Unit Residential (High-Rise)	Person Trips	94	492	585	286	161	447	319	251	570	334	321	655	
		Auto Trips (Peak Hour)		11	25	18	18	35	20	18	38	19	19	38	
	Auto Trip to Person Trip Factor			1.28 persons per vehicle											
820	Shopping	Initial Person Trips	17	14	32	32	23	45	25	23	49	24	25	49	
020	Plaza	Internalization Factor	15%			30%			15%			15%			
		Internalization Trip Reduction	-3	-2	-5	-7	-7	-14	-4	-4	-7	-4	-4	-7	
		Person Trips	14	12	27	16	16	31	21	19	42	20	21	42	
710	General Office	Person Trips	15	2	17	4	14	18	2	2	4	1	2	2	
	Lansdowne 2.0 New Person Trips (Peak Hour)			506	629	305	191	496	342	272	615	354	343	699	

It is estimated that the Lansdowne 2.0 development is projected to result in a net increase of 629 person trips in the AM Peak Hour, 496 person trips in the PM Peak Hour, 615 trips during the Saturday Weekend Peak Hour, and 699 trips during the Sunday Weekend Peak Hour.

To reflect local travel characteristics, forecasted person trips were assigned and distributed to various travel modes (i.e., auto, passenger, transit, cycling and walking). Modal share percentages were adopted from the TRANS Trip Generation Manual.

The TRANS Trip Generation Manual provides trip generation and modal share rates for 26 geographic regions within Ottawa-Gatineau. For Lansdowne, the modal shares for the *Ottawa Inner Area (050)* were adopted for the High-Rise Multifamily Housing and Commercial landuses.

The Lansdowne 2.0 assumed modal shares are summarized below in Table 3.4.

Table 3.4: Assumed Mode Share by Land Use

Mode	222 -	Multiuse Fa	amily	820 - 0	710 -					
	AM	РМ	Average	AM	PM	Average	Office			
Auto	26%	25%	26%	39%	22%	31%	45%			
Passenger	7%	9%	8%	2%	4%	3%	7%			
Transit	28%	21%	25%	16%	12%	14%	29%			
Cycling	5%	6%	6%	3%	4%	4%	8%			
Walking	34%	39%	37%	40%	58%	49%	11%			

# Residential Trips - Mode Shares

Section 4.2 (Table 8) of the *TRANS Trip Generation Manual (October 2020)* was utilized to determine the residential mode share for high rise multi-family housing for the Ottawa Inner Area district. The mode shares for the district, which is based on blended AM and PM peak period rates, include a 26% auto mode share, a 25% transit mode share, and a combined 43% modal share for walking and cycling.

# **Commercial Trips - Mode Shares**

Section 6.3 (Table 13) of the *TRANS Trip Generation Summary Manual (October 2020)* was utilized to determine the commercial retail mode share for the Ottawa Inner Area district. The mode shares for the district, which is based on blended AM and PM peak period rates, include a 31% auto mode share, a 14% transit mode share, and a combined 53% modal share for walking and cycling.

Table 3.5 outlines the adjusted future trip generation estimate for Lansdowne 2.0 by travel mode.

Table 3.5: Lansdowne 2.0 Future Trip Generation by Travel Mode

LUC	Land Use	Modal Share %		Al	Weekday M Peak Ho	ur		Weekday PM Peak Hour			Weekend Saturday Peak Hour			Weekend Sunday Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	
		Auto Driver	26%	24	125	149	73	41	114	81	64	145	85	82	167	
	Multi – Unit	Passenger	8%	7	39	47	23	13	36	26	20	46	27	26	52	
222	(High-Rise)	Transit	25%	23	120	143	70	39	109	78	61	140	82	79	160	
	(i.i.g.i i i.i.o.)	Cycling	6%	5	27	32	16	9	25	18	14	31	18	18	36	
		Walking	37%	34	179	214	104	59	163	116	92	208	122	117	239	
		Auto Driver	31%	4	4	8	5	5	10	6	6	12	6	6	12	
	0	Passenger	3%	0	0	1	0	0	1	1	1	1	1	1	1	
820	Shopping Center	Transit	14%	2	2	4	2	2	4	3	3	6	3	3	6	
	J J J	Cycling	4%	1	0	1	1	1	1	1	1	1	1	1	1	
		Walking	49%	7	6	13	8	8	15	10	9	20	10	10	20	
		Auto Driver	45%	7	1	8	2	6	8	1	1	2	0	1	1	
		Passenger	7%	1	0	1	0	1	1	0	0	0	0	0	0	
710	Office	Transit	29%	4	1	5	1	4	5	1	1	1	0	0	1	
		Cycling	8%	1	0	1	0	1	1	0	0	0	0	0	0	
		Walking	11%	2	0	2	0	2	2	0	0	0	0	0	0	
		Auto	Driver	35	130	165	79	52	132	89	71	159	92	89	180	
		Pas	senger	9	40	49	24	14	38	26	21	47	27	26	54	
La	nsdowne 2.0		Transit	29	123	152	73	46	119	82	65	146	85	82	167	
	Additional	Cycling		7	28	35	17	11	27	18	15	33	19	18	38	
	Person Trips	١	Valking	43	186	229	112	68	180	127	101	228	132	127	259	
	Total Person Trips (Peak Hour)		123	506	629	305	191	496	342	272	614	354	343	698		

The total additional number of trips generated by the Lansdowne 2.0 development are outlined above by mode, with a total of 505, 466, and 628 person trips forecasted for the Weekday AM, Weekday PM, and Weekend Saturday peak hours, respectively.

Out of the total trips forecasted, the additional auto trips forecasted as part of the Lansdowne 2.0 development are estimated to be 165, 132, and 159, and 189 vehicle trips in the Weekday AM, Weekday PM, Saturday, and Sunday peak hours

# TRIP DISTRIBUTION

Cardinal trip distribution to and from Lansdowne was developed based on the 2011 TRANS Origin-Destination Survey for the Ottawa Inner Area region.

Based on the origin-destination data, trip distributions were estimated based on directions to the north, east, south and west. The data indicates that up to 32% of trips surveyed within the Ottawa Inner Area started and ended within the same district, and upwards of 10% of trips have an origin/destination to the Ottawa Centre region north of the district towards downtown Ottawa. The remaining trips were found to be distributed to other regions throughout Ottawa-Gatineau.

Table 3.6 outlines the trip distribution assumptions to/from Lansdowne based on the 2011 TRANS Origin-Destination Survey.

Direction	Trip Distribution
North	35%
East	21%
South	32%
West	13%
Total	100%

As Lansdowne is bound by two north-south corridors, namely Bank Street to the west, and Queen Elizabeth Driveway to the east, site trip distribution assumptions were refined in the north-south direction, representing localized trip distribution on Bank Street and Queen Elizabeth Driveway.

Table 3.7 outlines the assumed directional trip distributions based on access to nearby regional corridors including the Queensway (Highway 417) to the north, Bronson Avenue to the west, and Riverside Drive and Heron Road to the south.

Table 3.7: Refined Directional Trip Distribution Assumptions

Direction	Study Area Trip Distribution
North	50%
South	50%

# TRIP ASSIGNMENT

Additional Lansdowne 2.0 site generated trips were assigned to the study area road network based on the assumed trip distribution assumptions. In addition, a review of existing traffic data was performed to estimate the traffic volume split between Bank Street, Holmwood Avenue, and Queen Elizabeth Driveway.

Currently, 65% of Lansdowne specific public traffic utilizes Bank Street for access to/from Lansdowne, with the remaining 35% utilizing QED.

Based on parking gate data provided by OSEG for the private residential Holmwood garage ramp, it is estimated that there are approximately 90 residential vehicles utilizing the Holmwood residential garage access per day.

It is assumed that the new residential tenants will also have access to the Holmwood garage ramp. As a result, a proportion of new residential based trips were assumed to utilize the private, restricted-use Holmwood garage ramp for access.

The following site access assumptions were adopted:

• 55% of new site trips are assumed to access Lansdowne via Bank Street.

30% of new site trips are assumed to access Lansdowne via Queen Elizabeth Driveway.

• **15**% of new site trips, specifically a proportion of additional residential trips, are assumed to access the underground private garage access via Holmwood Avenue.

Table 3.8 summarizes new Lansdowne 2.0 site generated vehicle trips and their respective assignment to Bank Street, Queen Elizabeth Driveway, and the private underground parking garage access ramp.

Table 3.8: Trip Assignment for Newly Generated Trips

Access	Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday Peak Hour		Sunday Peak Hour	
	In	Out	In	Out	In	Out	In	Out
Bank Street	19	72	44	29	49	39	50	49
Queen Elizabeth Driveway	11	39	24	16	27	21	27	27
Holmwood Access*	5	20	12	8	13	11	14	13
Total New Vehicle Trips	35 10	130 65	79 13	52 32	89 15	71 9	92 18	89 30

 $<sup>^* \</sup> Holmwood \ Access: \ Lans downer esidents \ access \ to \ private, \ restricted-use \ garage \ access.$ 

Figure 3.1 illustrates the assumed site trip assignment assumptions for Lansdowne 2.0 additional vehicle trips.

Lansdowne 2.0 additional site generated vehicle trips are illustrated in Figure 3.2 through Figure 3.4.

Figure 3.1: Lansdowne 2.0 Site Traffic Assignment Assumptions

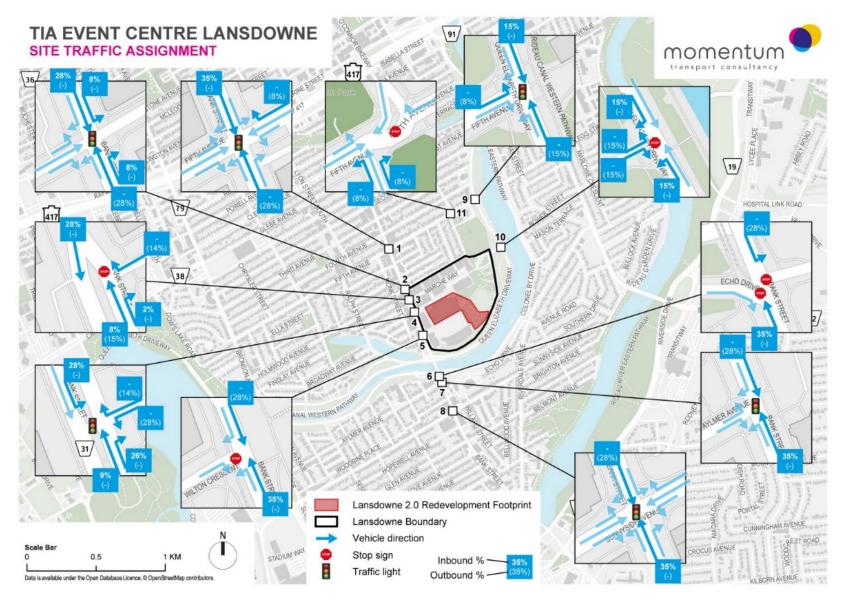


Figure 3.2: Lansdowne 2.0 Site Volumes (Weekday AM/PM Peak)

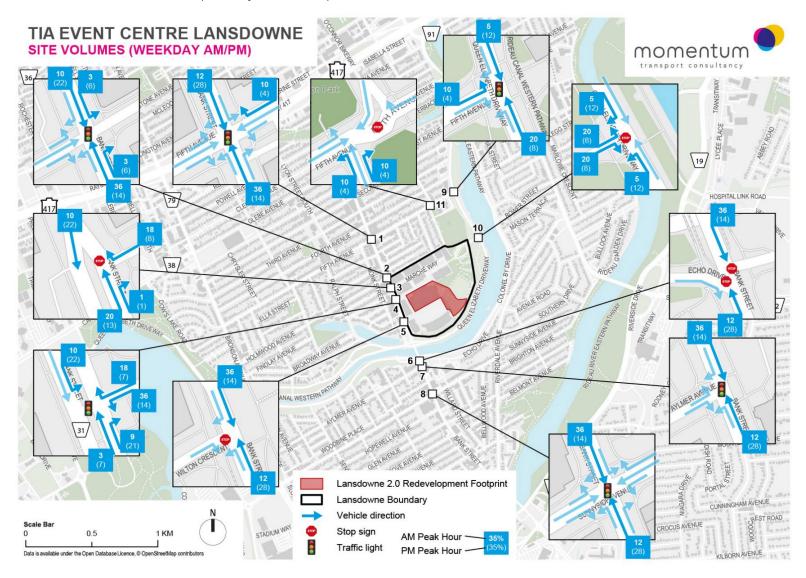


Figure 3.3: Lansdowne 2.0 Site Volumes (Saturday Peak)

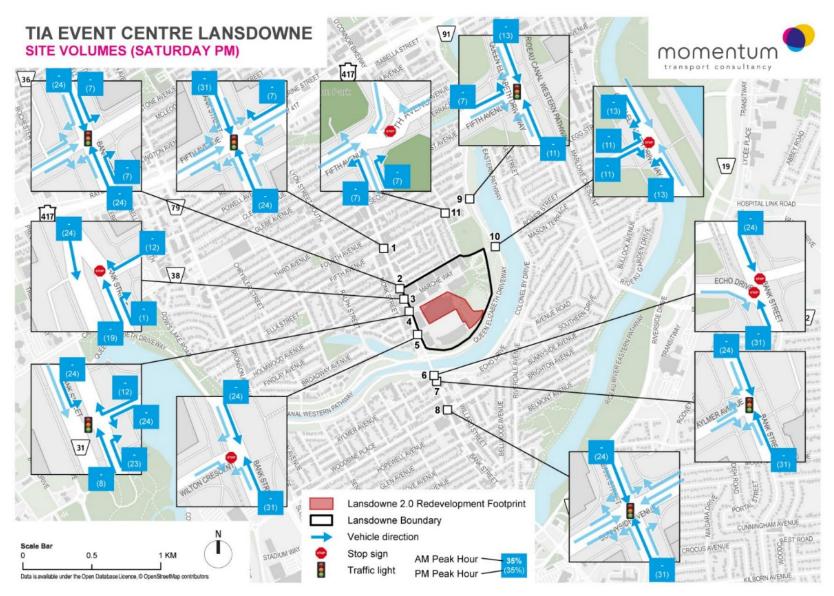
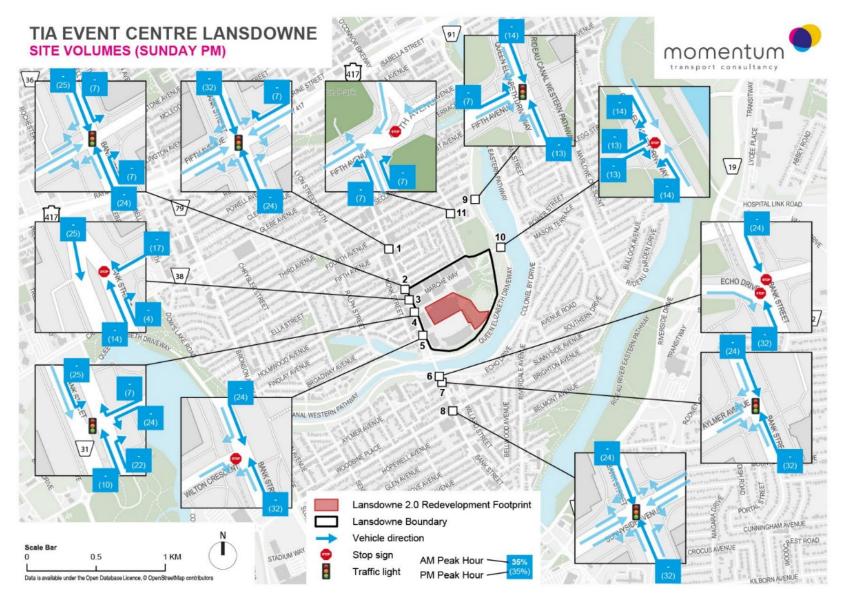


Figure 3.4: Lansdowne 2.0 Site Volumes (Sunday Peak)



# 3.2 Background Network Travel Demand

# TRANSPORTATION NETWORK PLANS

The only road infrastructure project that is identified in the City of Ottawa Transportation Master Plan within the vicinity of Lansdowne is the proposed Transit Priority Corridor improvements on Bank Street.

In May 2022, City of Ottawa Transportation Committee directed staff to undertake an Active Transportation and Transit Operations Feasibility Study project of Bank Street between the Rideau Canal to Highway 417. The study is currently underway with recommendations to City Council expected to be provided in Spring 2025.

# **BACKGROUND GROWTH**

Based on data readily available for the City of Ottawa, the average annual growth rate for traffic volumes in the vicinity of Lansdowne ranges between -2% to +0.2%, indicating a general reduction or limited growth in vehicular traffic volume on Bank Street and the surrounding roadway network. As a result, a 0.5% annual background growth rate was applied to forecast future background growth in traffic volumes.

# OTHER DEVELOPMENTS

As outlined in Section 2.1.8, a number of nearby developments near Lansdowne are currently under construction or scheduled to be constructed within the horizons of the study. The traffic volumes from these developments were obtained from their respective traffic studies, where available, and added to the transportation network as part of background traffic growth.

# 3.3 Demand Rationalization

The current peak hour traffic volumes along Bank Street are in the range of 500 – 800 vehicles per hour per direction. Similar volumes are exhibited on Queen Elizabeth Driveway with peak hour volumes in the range of 300 – 600 vehicles per hour per direction.

The traffic volumes forecasted under the 2033 future build-out year are projected to be in the range of 600 – 900 vehicles per hour per direction for Bank Street, and 350 – 700 vehicles per hour per direction for Queen Elizabeth Driveway.

As the projected volumes fall within a similar range to existing conditions and are likely to be supported by the transportation network, no demand rationalization was undertaken.

# 2028 TOTAL FUTURE TRAFFIC VOLUMES

The 2028 Total Future horizon year represents the completion of Phase 1 of the Lansdowne 2.0 redevelopment program with the opening of the new multi-purpose Event Centre.

As the new multi-purpose Event Centre will not generate new additional transportation demands to Lansdowne, no new site generated trips have been added. A 0.5% annual growth rate was applied to existing traffic demands to account for background development growth.

It is anticipated that the new Event Centre will operate in an interim condition during construction of subsequent phases of Lansdowne 2.0: namely construction of the new North Stadium Stands (Phase 2), and the new podium retail and two residential towers (Phase 3).

During Phase 2 and Phase 3 construction of Lansdowne 2.0, site access is expected to be generally unaffected with access provided at both Bank Street and Queen Elizabeth Driveway. Site circulation within Lansdowne will need to be verified during Phase 2 and Phase 3 based on construability requirements and the construction footprint within Lansdowne, these details are expected to be addressed as part of the permitting and approvals of the subsequent Phase 2 and Phase 3.

While construction phasing details for Phase 2 and Phase 3 are still under development and will be addressed as part of subsequent approval phases, it is anticipated that during construction of Phase 2 and Phase 3, the underground parking garage ramp at Bank Street will be temporarily closed for public use to accommodate construction of the expanded underground parking garage for Lansdowne. The time and duration of impacts is still unknown.

To assess traffic operations during the operation of the new Event Centre, the 2028 horizon year was assumed to include the temporary closure of the Bank Street underground garage ramp. It is anticipated that access to Lansdowne from both Bank Street and Queen Elizabeth Driveway will be unaffected, with the temporary closure of the Bank Street garage ramp, public access to the underground parking garage will occur at the Princess Patricia Way underground garage ramp near Queen Elizabeth Driveway.

It is assumed that most of the traffic (assumption of **70%**) currently accessing the underground parking facilitates at the Exhibition Way underground garage ramp will continue to access Lansdowne on Bank Street and will travel through the site towards the Princess Patricia Way garage access.

The remaining portion of traffic (assumption of **30%**) currently accessing the underground parking facility at the Exhibition Way ramp near Bank Street are assumed to alter their travel patterns by shifting to Queen Elizabeth Driveway as the route to travel to Lansdowne. This includes **15%** diverting from Bank Street to Queen Elizbeth Driveway via Fifth Avenue, and **15%** choosing to travel on Queen Elizbeth Driveway further upstream as part of their journey to Lansdowne.

Figure 3.5 through Figure 3.12 summarize projected 2028 traffic volumes inclusive of background development growth and assumed internal circulation adjustments during the temporary closure of the Exhibition Way underground parking garage access during Phase 2 and Phase 3 construction.

Figure 3.5: 2028 Total Future Traffic Volumes (Weekday AM / PM)

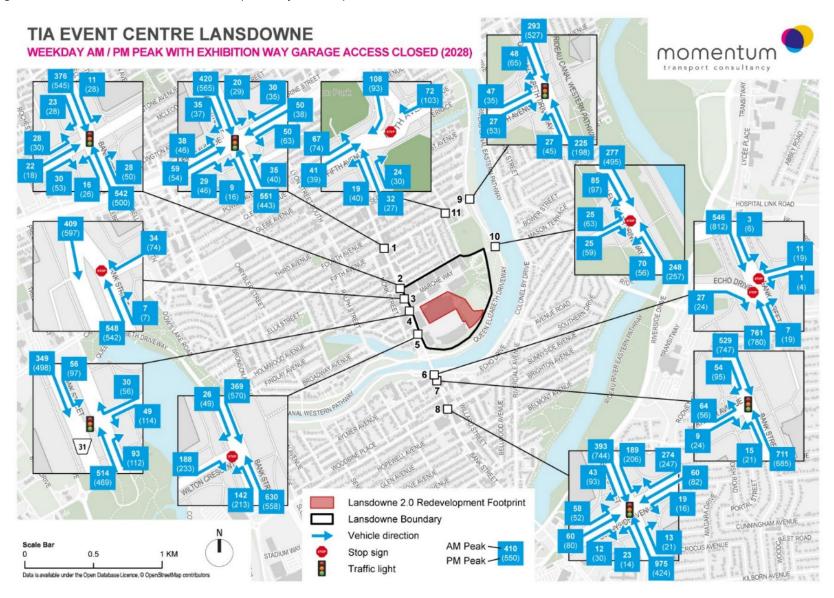


Figure 3.6: 2028 Total Future Traffic Volumes On-site (Weekday AM / PM)

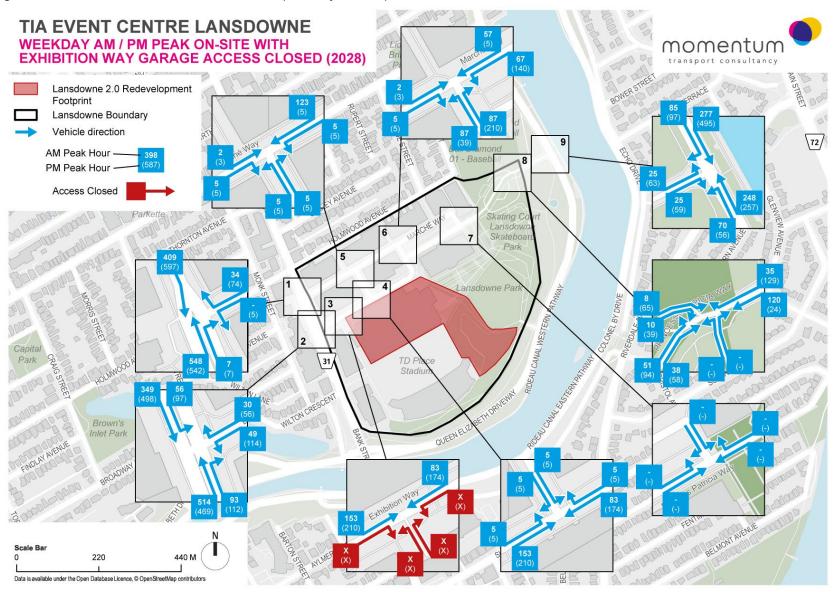


Figure 3.7: 2028 Total Future Traffic Volumes (Saturday PM)

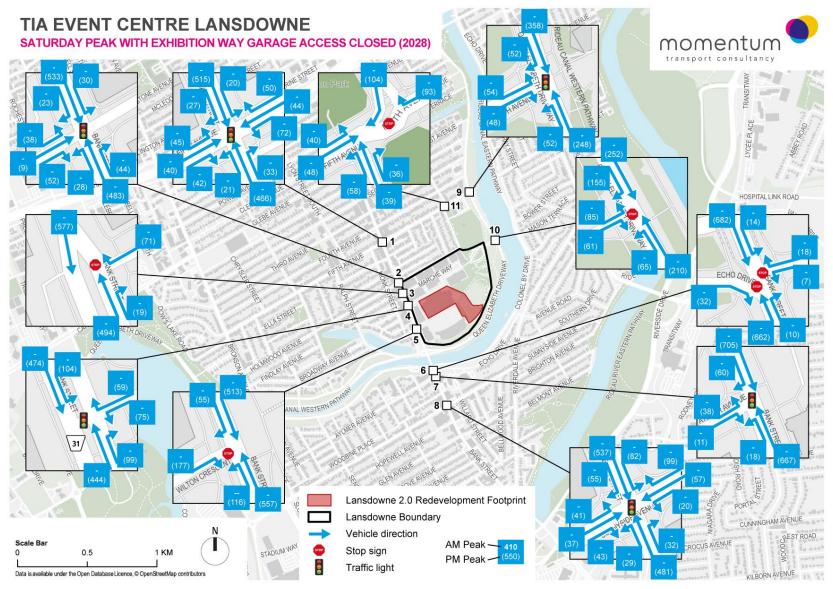


Figure 3.8: 2028 Total Future Traffic Volumes on-site (Saturday PM)

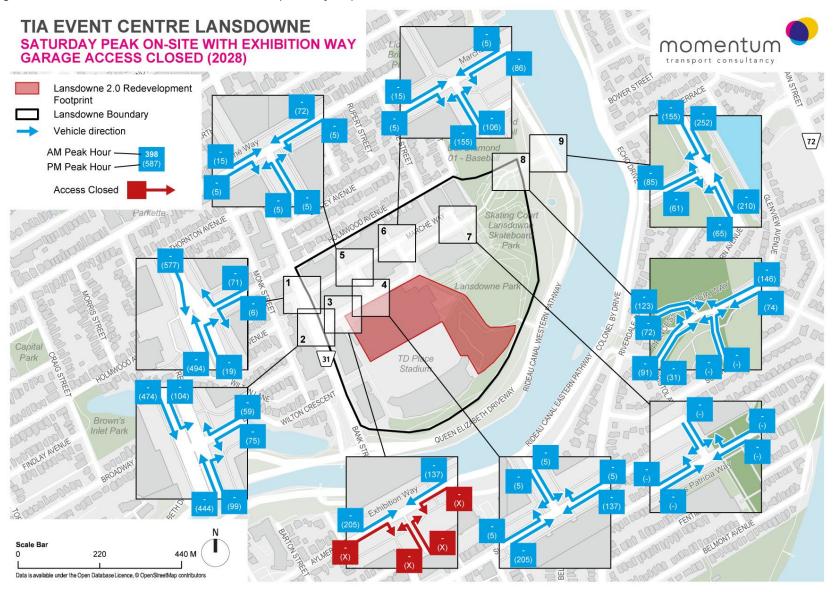


Figure 3.9: 2028 Total Future Traffic Volumes (Sunday PM)

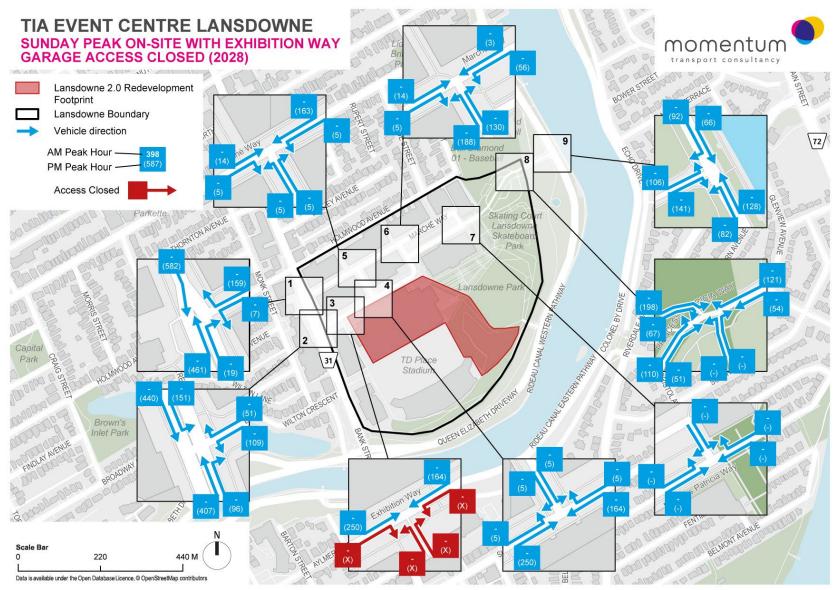


Figure 3.10: 2028 Total Future Traffic Volumes on-site (Sunday PM)

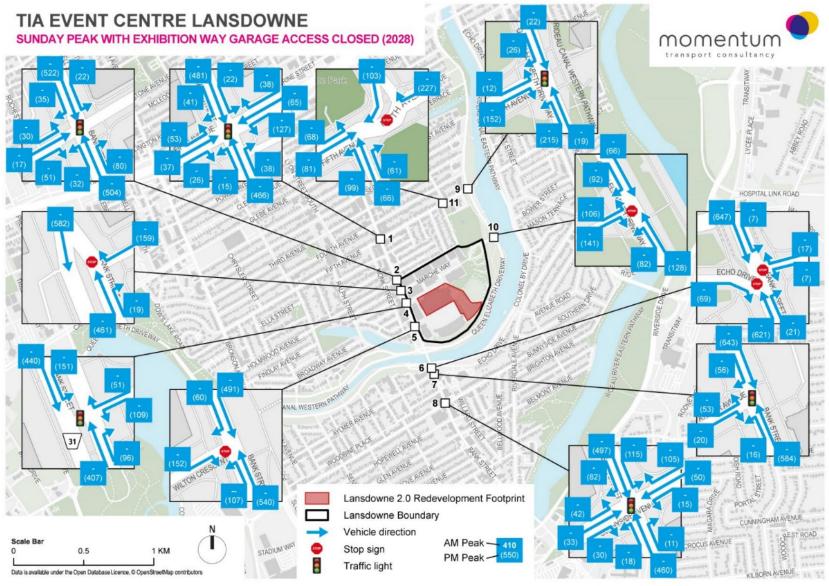


Figure 3.11: 2028 Total Future Traffic Volumes Minor Event

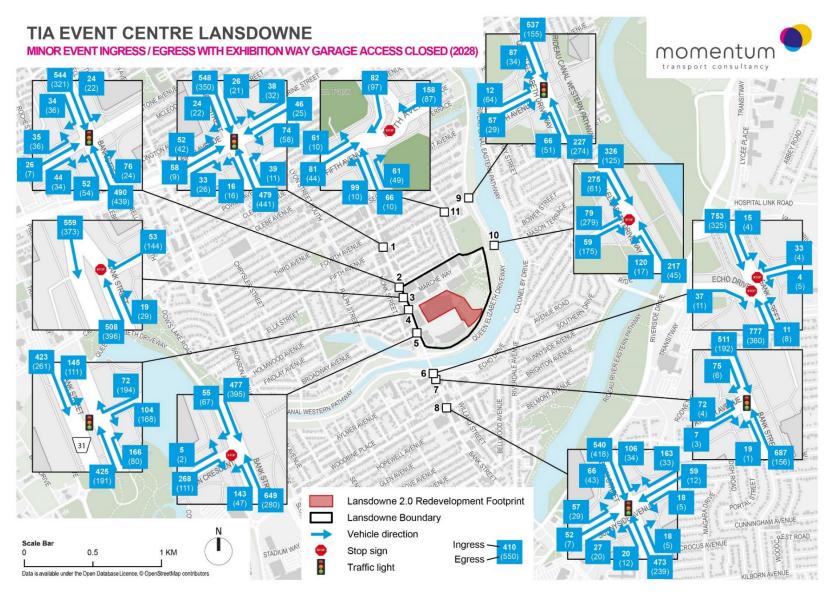
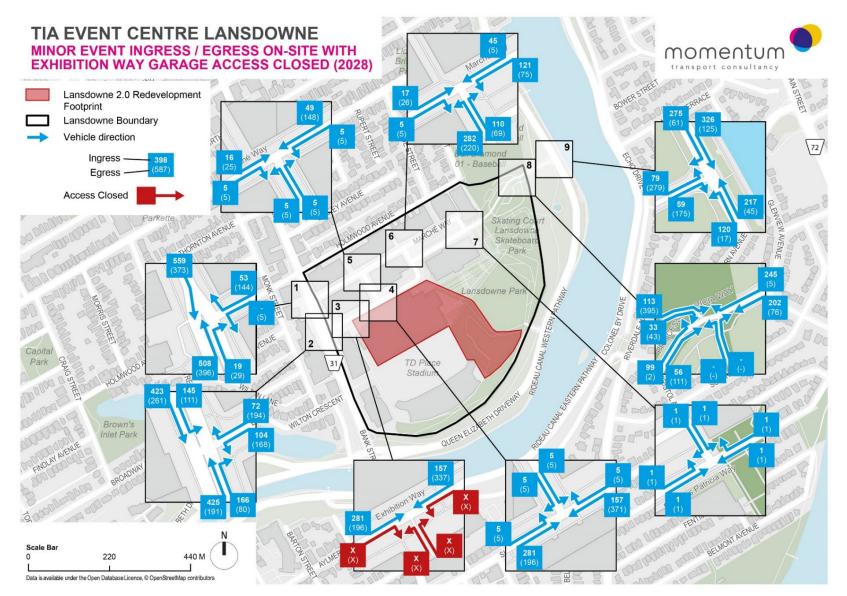


Figure 3.12:2028 Total Future Traffic Volumes on-site Minor Event



# **2033 TOTAL FUTURE TRAFFIC VOLUMES**

The 2033 Total Future horizon year represents the full build-out of the Lansdowne 2.0 redevelopment project inclusive of the new Event Centre (Phase 1), North Stadium Stands (Phase 2), and additional retail podium and two residential towers (Phase 3).

2033 Total Future traffic volumes were developed by applying a 0.5% background growth rate, explicit background development volumes from nearby developments, as well as new additional site generated trips as outlined in Table 3.8 and Figure 3.1 through Figure 3.4.

Similar to 2028 conditions, 2033 Total Future traffic volumes were derived by applying an assumed background growth rate of 0.5% per year to existing traffic volumes. Additionally, explicit background development traffic, as well as the Lansdowne 2.0 site generated traffic volumes were added.

Figure 3.13 through Figure 3.17 summarize projected 2033 traffic volumes inclusive of background development growth and full-build out site generated traffic volumes for Lansdowne 2.0.

Figure 3.13: 2033 Total Future Traffic Volumes (Weekday AM / PM)

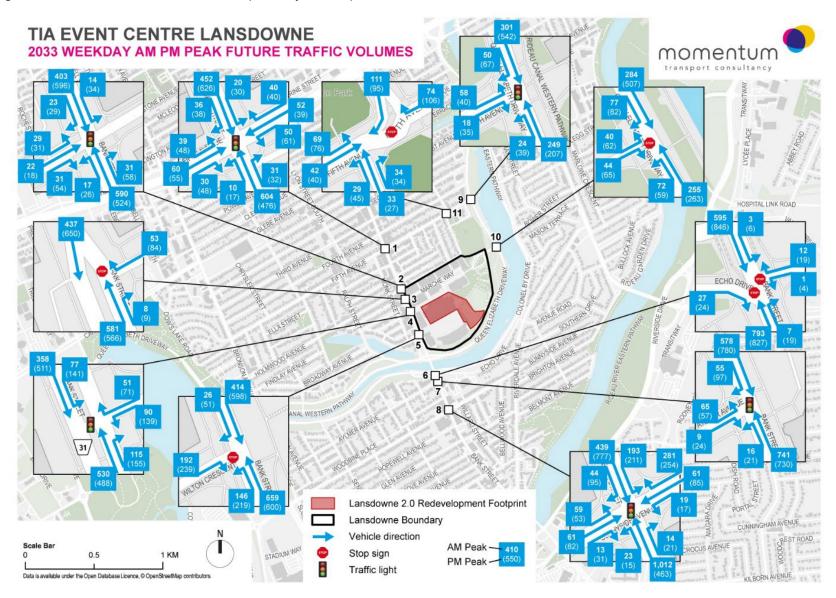


Figure 3.14: 2033 Total Future Traffic Volumes (Saturday PM)

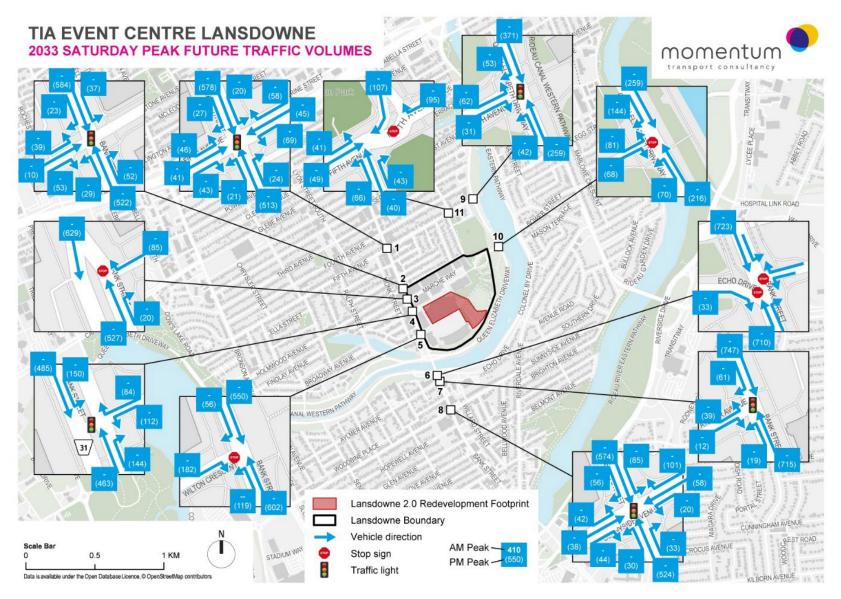


Figure 3.15: 2033 Total Future Traffic Volumes (Sunday PM)

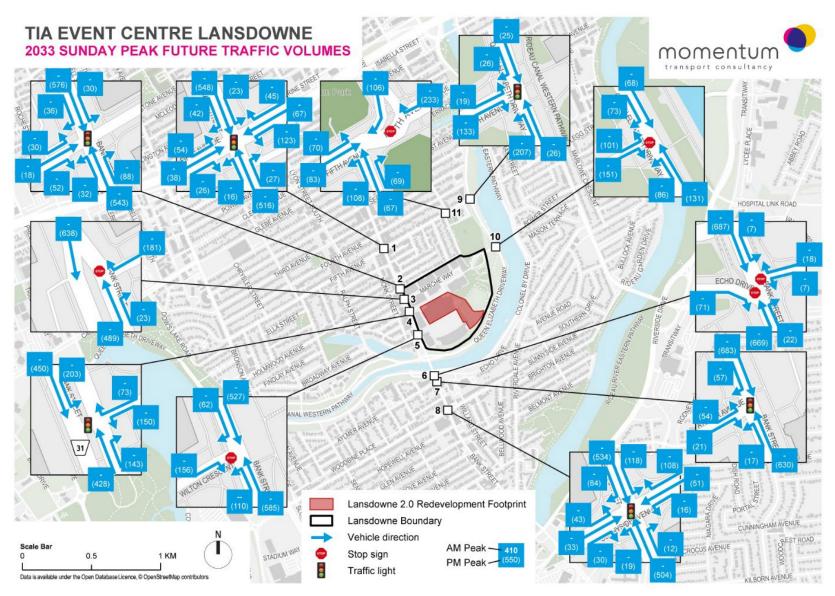


Figure 3.16: 2033 Total Future Traffic Volumes Minor Event (Ingress and Egress)

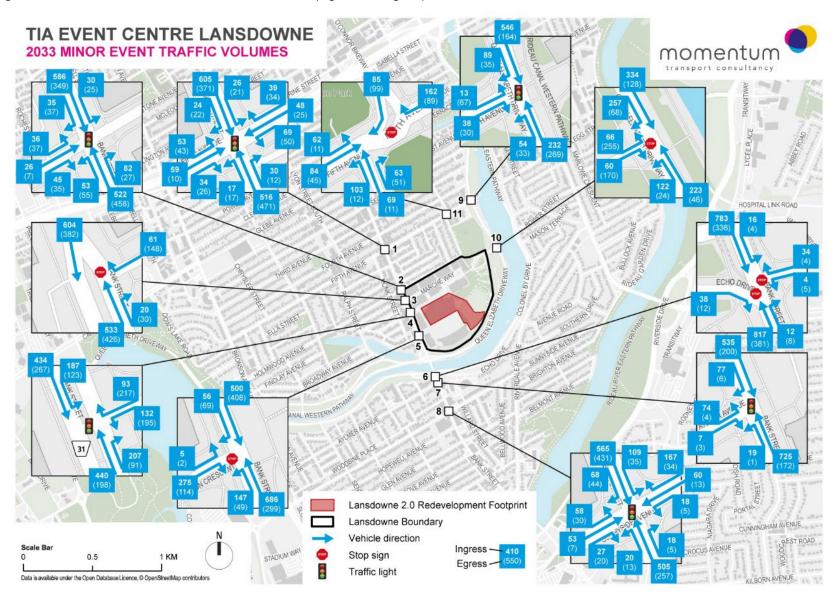
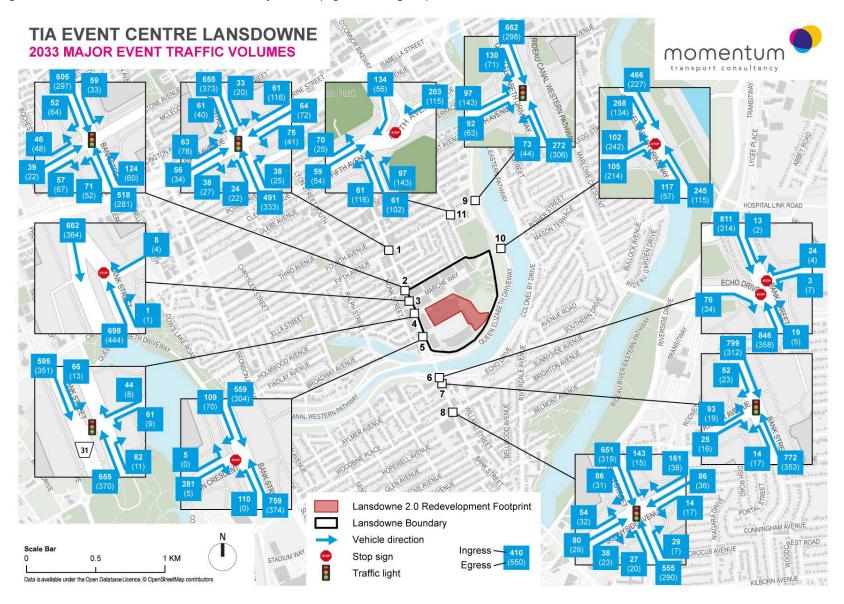


Figure 3.17: 2033 Total Future Traffic Volumes Major Event (Ingress and Egress)



# 4. STRATEGY REPORT

# 4.1 Development Design

### **DESIGN FOR SUSTAINABLE MODES**

Bicycle facilities: Lansdowne is designed to accommodate cycling connectivity throughout the site. Many of the internal pathways, particularly Exhibition Way, Marche Way, and Princess Patricia Way, are designed as Pedestrian Priority Zones. Cycling access points to Lansdowne are provided at Bank Street at Exhibition Way and Marche Way, as well as three cycling connections to internal pathways on Holmwood Avenue. On the east and south side of Lansdowne, connections to the multi-use pathways on Queen Elizabeth Driveway are provided at numerous locations. Improved cycling crossing facilities are currently contemplated at the Queen Elizabeth Driveway and Princess Patricia Way site access intersection to Lansdowne. Surface bicycle parking is provided throughout the public realm at Lansdowne. In addition, for major events held on site, free valet bike parking storage is provided.

Pedestrian facilities: Lansdowne is designed to accommodate pedestrian movements throughout the site. Many of the internal pathways, particularly Exhibition Way, Marche Way, and Princess Patricia Way, are designed as Pedestrian Priority Zones. In recent years, the section of Princess Patricia Way between Exhibition Way and Marche Way (along the north side of the Aberdeen Pavilion) has been fully closed to vehicular traffic to better accommodate pedestrian flow. Pedestrian access points are currently to Lansdowne with pedestrian connections to Bank Street at Exhibition Way and Marche Way, as well as three pedestrian connections to sidewalks on Holmwood Avenue. On the east and south side of Lansdowne, pedestrian connections to the multi-use pathways on Queen Elizabeth Driveway are provided at numerous locations. Improved sidewalk and crossing facilities are currently contemplated at the Queen Elizabeth Driveway and Princess Patricia Way site access intersection to Lansdowne.

**Parking areas**: Lansdowne currently features an underground parking garage with a total of 1,380 spaces for public and residential use. As part of the Lansdowne 2.0 project, the underground parking garage is proposed to be expanded to include an additional 386 underground parking spaces dedicated to support the residential units and additional retail space, for a total of 1,766 parking spaces. Similar to today, access to the underground parking garage will be provided through two garage ramp entrances: one on Exhibition Way east of Bank Street, the other on Princess Patricia Way west of Queen Elizabeth Driveway. A residents-only private access to the underground garage is also available on Holmwood Avenue.

**Transit facilities:** Transit stops for OC Transpo routes 6 and 7 are currently serviced by stops located at the intersection of Bank Street and Exhibition Way. In addition, these bus stops accommodate 450-series enhanced transit service during Major Events held at Lansdowne. There are sidewalks along both sides of Bank Street as well as adequate pedestrian crosswalks to access the transit stops. The new multi-purpose event centre will be located within the 400 meter transit catchment area.

### **CIRCULATION AND ACCESS**

Site access and circulation at Lansdowne is expected to continue to be provided at the existing site access intersections on Bank Street and Queen Elizabeth Driveway for general public access, as well as Holmwood Avenue at the restricted, residents-only underground garage access.

Site circulation is expected to be managed with similar traffic management measures deployed at Lansdowne today. This includes providing general public traffic access and circulation at designated roadways including Exhibition Way, Marche Way, and Princess Patricia Way.

Paved pathways located at the south of the site in and around the Great Lawn are expected to operate as a restricted / limit-use pathway for emergency vehicle access, deliveries, and designated shuttle services including accessible ParaTranspo service.

Traffic management measures during major events (i.e. stadium events with attendance levels of 15,000 or more) will continue to restrict vehicular access through Lansdowne with temporary vehicle restrictions placed at Bank Street access intersections. Vehicular access will continue to be restricted to the Queen Elizabeth Driveway intersection to provide access to the underground parking garage ramp at Princess Patricia Way, as well as for the shuttle loop for pick-up and drop-off activity. Vehicular circulation through the site will continue to be restricted during major events.

For minor events, particularly at the new event centre, traffic management measures will be required to restrict vehicular access to the new event centre main entrance area. This will require the deployment of traffic control devices at the intersection of Exhibition Way and the internal service road in order to divert inbound traffic from Bank Street to Marche Way. Permitted vehicles, including accessible ParaTranspo buses, will be permitted to travel on Exhibition Way to the designated accessible passenger pick-up and drop-off area.

Proposed site access and internal circulation schemes for regular operations, minor events, and major events after the completion of the Lansdowne 2.0 redevelopment program are illustrated in Figure 4.1 through Figure 4.3.

## **NEW STREET NETWORKS**

Not applicable; exempted during screening and scoping.

Figure 4.1: Lansdowne 2.0 Internal Site Circulation Plan (Regular Operations)

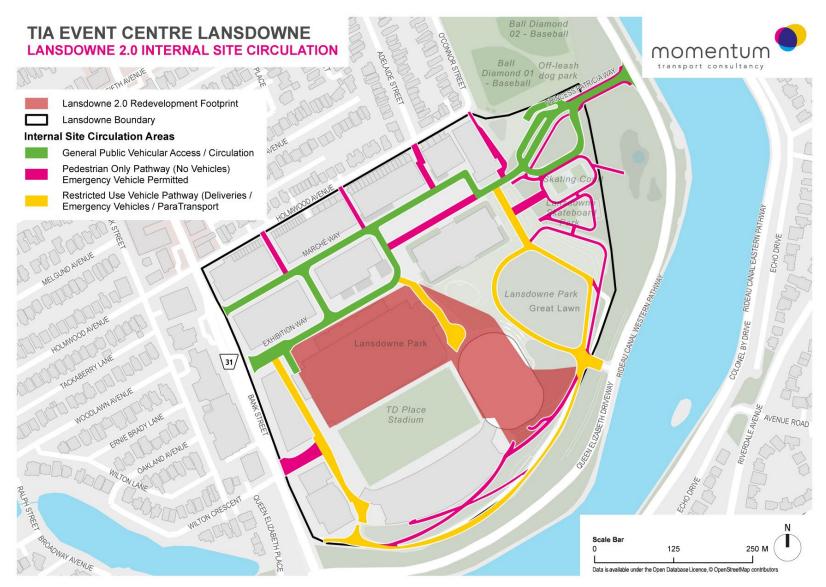


Figure 4.2: Lansdowne 2.0 Internal Site Circulation Plan (Minor Events)

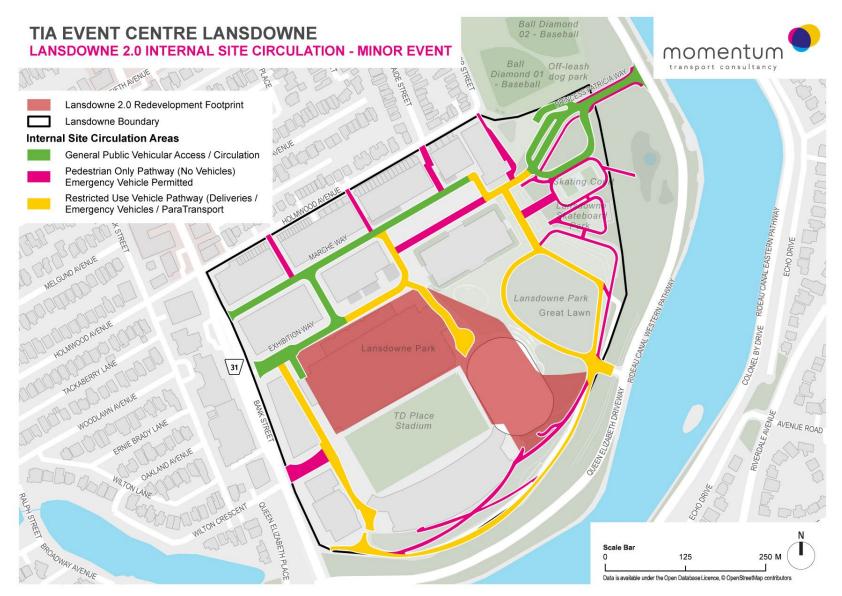
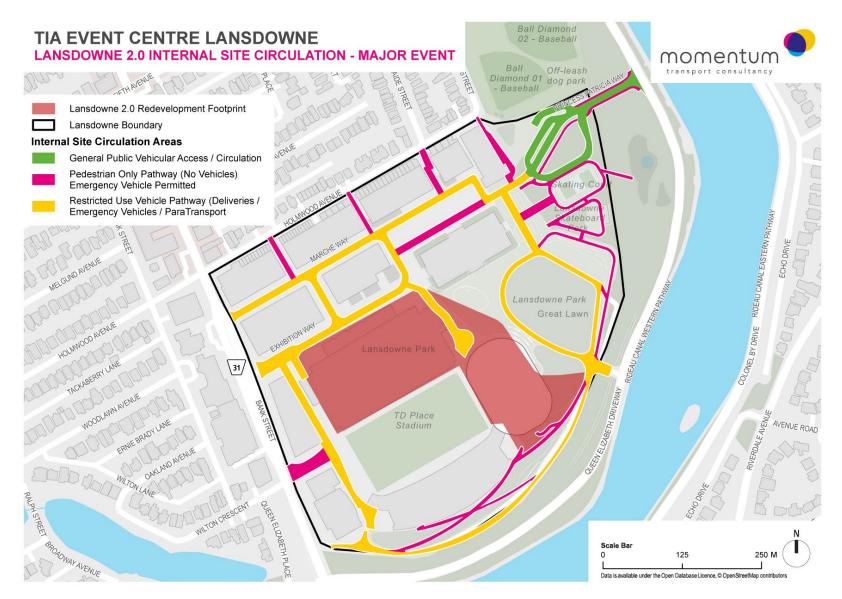


Figure 4.3: Lansdowne 2.0 Internal Site Circulation Plan (Major Events)



# 4.2 Parking

## **PARKING SUPPLY**

**Auto Parking** - Lansdowne currently features an underground parking garage with a total of 1,380 spaces for public and residential use. No additional parking spaces are proposed as part of the proposed site plan application for the new event centre (Phase 1).

As part of the overall Lansdowne 2.0 project, the underground parking garage is proposed to be expanded to include an additional 386 underground parking spaces dedicated to support the additional retail space and residential units, for a total of 1,766 parking spaces. These additional spaces are contemplated as part of subsequent phases of development.

**Bicycle Parking** - Lansdowne benefits from existing surface bicycle parking that supports current day to day activity as well as special events at Lansdowne. No additional parking spaces are proposed as part of the proposed site plan application for the new event centre (Phase 1).

As part of the overall Lansdowne 2.0 project, additional bicycle parking spaces are required to subsequent phases of development at Lansdowne, namely Phase 3 for the new retail podium and two residential towers. Based on the City of Ottawa Zoning By-Laws, the minimum bicycle parking requirement for the subject property is 0.5 spaces per dwelling unit. To offset the reduced parking requirements and to encourage alternative modes of transportation, the residential bicycle parking rate is proposed to be increased to 1 space per dwelling unit, for a total of 770 bicycle parking spaces. All other bicycle parking requirements for non-residential uses are not proposed to be changed and will comply with the applicable requirements of Section 111 of the Zoning By-law.

The total number and allocation of bicycle parking spaces will be finalized in subsequent phases of design development for Lansdowne 2.0.

### SPILLOVER PARKING

Not applicable.

# 4.3 Boundary Street Design

## **DESIGN CONCEPT**

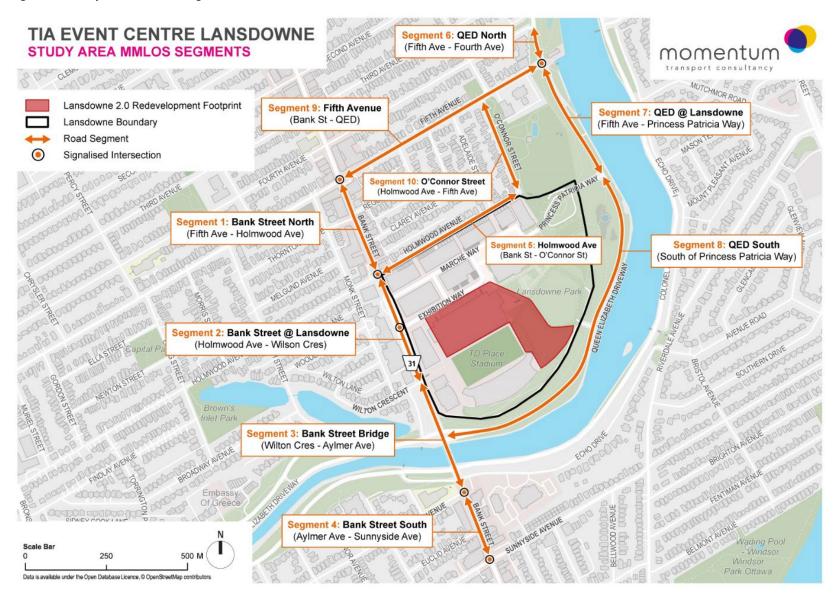
Lansdowne is located in a unique geographic location within the City of Ottawa as it interfaces with Bank Street - a traditional Mainstreet to the west, Holmwood Avenue – a local residential street to the north, and the Queen Elizabeth Driveway – a scenic parkway with regional multiuse pathways.

A Multimodal Level of Service (MMLOS) analysis was conducted for the following key roadway segments interfacing with Lansdowne:

- Segment 1 Bank Street North (Fifth Avenue to Holmwood Avenue)
- Segment 2 Bank Street at Lansdowne (Holmwood Avenue to Wilton Crescent)
- Segment 3 Bank Street Bridge (Wilton Crescent to Aylmer Avenue)
- Segment 4 Bank Street South (Aylmer Avenue to Sunnyside Avenue)
- Segment 5 Holmwood Avenue (Bank Street to O'Connor Street)
- Segment 6 QED North (Fifth Avenue to Fourth Avenue)
- Segment 7 QED at Lansdowne (Fifth Avenue to Princess Patricia Way)
- Segment 8 QED South (South of Princess Patricia Way)
- Segment 9 Fifth Avenue (Bank Street to QED)
- Segment 10 O'Connor Street (Holmwood Avenue to Fifth Avenue)

Figure 4.4 illustrates location of the MMLOS segments assessed.

Figure 4.4: Study Area MMLOS Segments



## 4.3.1 Multi-Modal Level of Service (MMLOS)

As per the City of Ottawa Official Plan (Schedule A), Lansdowne falls within the Inner Urban Transect Policy Area, with Bank Street identified as a Mainstreet Corridor. For the purposes of the MMLOS analysis, the following designations were adopted from the Multi-Modal Level of Service (MMLOS) Guidelines:

Bank Street is classified as an Arterial road with a Traditional Main Street designation.

The following MMLOS targets were assumed for Bank Street:

Pedestrian Level of Service (PLOS) target of B.

Bicycle Level of Service (BLOS) target of C based on a Local Route designation.

Transit Level of Service (TLOS) target of D.

Truck Level of Service (TkLOS) target of D.

Auto Level of Service (LOS) of D.

**Holmwood Avenue** is classified as a Local road with a General Urban Area designation.

The following MMLOS targets were assumed for Holmwood Avenue:

Pedestrian Level of Service (PLOS) target of C.

Bicycle Level of Service (BLOS) target of B based on a Local Route designation .

No Transit Level of Service (TLOS) target is defined.

No Truck Level of Service (TkLOS) target is defined.

Auto Level of Service (LOS) of D.

**Queen Elizabeth Driveway** is classified as an Arterial with a General Urban Area designation.

The following MMLOS targets were assumed for Queen Elizabeth Driveway:

Pedestrian Level of Service (PLOS) target of A

Bicycle Level of Service (BLOS) target of B based on a Local Route designation

No Transit Level of Service (TLOS) target is defined

No Truck Level of Service (TkLOS) was adopted as QED is not a truck route.

Auto Level of Service (LOS) of D

**Fifth Avenue** is classified as a Collector road with a General Urban Area designation.

The following MMLOS targets were assumed for Fifth Avenue:

Pedestrian Level of Service (PLOS) target of C

Bicycle Level of Service (BLOS) target of B based on a Local Route designation

No Transit Level of Service (TLOS) target is defined

No Truck Level of Service (TkLOS) target is defined

Auto Level of Service (LOS) of D

O'Connor Street is classified as a Local Road with a General Urban Area designation.

The following MMLOS targets were assumed for O'Connor Street:

Pedestrian Level of Service (PLOS) target of C

Bicycle Level of Service (BLOS) target of B based on a Local Route designation

No Transit Level of Service (TLOS) target is defined

No Truck Level of Service (TkLOS) target is defined

Auto Level of Service (LOS) of D

**Table 4.1** summarizes the MMLOS targets and performance for roadway segments.

Table 4.1: MMLOS Targets and Results (Segments)

		PL	os	BL	os	TL	os	Tkl	.os
	Segment	Target	Actual	Target	Actual	Target	Actual	Target	Actual
1	Bank Street North (Fifth - Holmwood)	В	В	С	Е	D	F	D	D
2	Bank Street @ Lansdowne (Holmwood - Wilton)	В	С	С	Е	D	F	D	D
3	Bank Street Bridge (Wilton - Aylmer)	В	С	С	А	D	D	D	D
4	Bank Street South (Aylmer - Sunnyside)	В	С	С	E	D	F	D	А
5	Holmwood Ave (Bank - O'Connor)	С	Α	В	В	N/A	N/A	N/A	N/A
6	QED North (Fifth - Fourth)	А	F	В	А	N/A	N/A	N/A	N/A
7	QED @ Lansdowne (Fifth - Princess Patricia Way)	А	В	В	А	N/A	N/A	N/A	N/A
8	QED South (South of Princess Patricia Way)	А	В	В	А	N/A	N/A	N/A	N/A
9	Fifth Ave (Bank - QED)	С	E	В	С	N/A	N/A	N/A	N/A
10	O'Connor St (Bank - QED)	С	E	В	А	N/A	N/A	N/A	N/A

#### **Bank Street:**

The PLOS target of B along Bank Street, across the frontage of Lansdowne, is currently being met on the east side of the road segment. On the west side of Bank Street, however, the target is not met due to the boulevard widths. As a whole segment, Bank Street, across the frontage of Lansdowne, does not meet the PLOS target.

The BLOS target of C along Bank Street, across the frontage of Lansdowne, is currently met in the northbound travel direction as there is a curbside bike lane. However, in the southbound travel direction there is no dedicated bicycling facility. As a whole segment, Bank Street, across the frontage of Lansdown, does not meet the BLOS target.

This BLOS target of C is not currently being met north of Wilton Crescent and south of Aylmer Avenue due to the number of vehicle lanes and lack of bicycling facilities. The BLOS target of C is, however, met over the Bank Street Bridge, between Wilton Crescent and Aylmer Avenue, due to the recently installed bicycle facilities. In order to improve the BLOS on Bank Street, improved bicycling facilities would be required.

The TLOS target of D along Bank Street, across the frontage of Lansdowne, is currently not being met due to the mixed operating condition of transit along the corridor and resulting congestion related delays. To improve the TLOS along Bank Street, improved transit priority measures can be implemented to limit delays to transit along the corridor.

### **Holmwood Avenue:**

The BLOS target of B along Holmwood Avenue is currently being met on the southside of the road segment. However, the north side has a BLOS C due to the narrow bicycle lane width. Therefore, as a whole segment, Holmwood Avenue does not meet the BLOS target of B.

### Queen Elizabeth Driveway:

The PLOS target of A along Queen Elizabeth Driveway is met for the sections south of Fifth Avenue which utilizes the multi-use pathway. North of Fifth Avenue, however, the PLOS is F because of the lack of a proper sidewalk on the west side of the corridor. It was noted, however, that there is an alternative sidewalk that is adjacent to the recent development at the Northwest corner of the intersection.

The BLOS target of B along Queen Elizabeth Driveway is currently being met due to the provision of a multi-use pathways along the Rideau Canal. It is notable however that this facility is shared with other AT users which can impact the quality of the service in practice and may put some of the higher speed cyclists into the traffic lane, especially during busy times.

#### Fifth Avenue:

The PLOS target of C along Fifth Avenue is currently not being met due to the sidewalk width, lack of buffer from traffic, and vehicle operating speeds.

The BLOS target of B is currently met on Fifth Avenue between Bank Street and O'Connor Street. However, this target is not met between O'Connor Street and Queen Elizabeth Driveway due to the narrow bike lane widths. As a whole, Fifth Avenue does not currently meet the BLOS target of B.

#### O'Connor Street:

The PLOS target of C along O'Connor Street is currently not being met due to the sidewalk widths and lack of buffer from traffic. In order to meet the PLOS target, wider sidewalks and/or boulevard buffers are needed on both sides of O'Connor Street.

The BLOS target of B along O'Connor Street is currently being met as the segment scores an LOS A in both directions of travel. It is to be noted, however, that while the southbound bike lane is separated from vehicle traffic, it traverses several residential driveways. This presents potential conflicting movements that are not reflected in the segment's BLOS.

# 4.4 Access Intersection Design

### **ACCESS LOCATION**

Access to Lansdowne will continue to be facilitated at three key locations: a primary all-movements access at the intersection of Bank Street / Exhibition Way, a secondary all-movements access at Queen Elizabeth Driveway and Princess Patricia Way, and a minor right-in/right-out only access on Bank Street and Marche Way.

## INTERSECTION CONTROL

The primary Bank Street / Exhibition Way intersection access is signalized and accommodates all-movements. The secondary Queen Elizabeth Driveway / Princess Patricia Way intersection access is Stop-Controlled on the minor approach. The minor Bank Street / Marche Way intersection is a right-in/right-out only intersection with a Stop-Control on the minor approach.

# 4.5 Transportation Demand Management

The initial Lansdowne Redevelopment project featured a comprehensive Transportation Demand Management (TDM) strategy to address day-to-day and special event transportation requirements. The Transportation Demand Management Plan (October 2011) for Lansdowne outlined strategies for encouraging residents, employees, and visitors to Lansdowne to utilize transit and active transportation modes to reduce reliance on single occupant vehicles (SOV) and automobile use. The plan included recommendations for both day-to-day operations (residents, employees and retail patrons), as well as for special events with attendance levels of 10,000 patrons (arena events), 25,000 patrons (stadium events), and 40,000 plus patrons (unique, expanded stadium events).

A hallmark of the TDM plan for Lansdowne is the provision of free transit service to all ticketholders attending ticketed events at Lansdowne. This innovative TDM strategy, which is the first of its kind in North America for a large mixed-use entertainment district, provides free transit to all ticketed events starting 2 hours prior to the start of events and 2 hours after the end of events held at Lansdowne. The cost of any enhanced transit service provided for events with attendance levels of 5,000 or more are bourn by OSEG.

The comprehensive TDM program implemented in 2014 as part of the original revitalization of Lansdowne Park will continue to play a critical role in supporting the transportation program for Lansdowne 2.0. This includes the provision of free transit for all ticketed events at Lansdowne.

### **TDM PROGRAM**

The City of Ottawa's TDM-supportive design and infrastructure elements checklist was consulted to identify and incorporate TDM supportive measures into the design stage. An updated Transportation Demand Management Strategy for Lansdowne 2.0 was developed as part of the Lansdowne 2.0 Transportation Impact Assessment Study (Stantec – July 2023).

The TDM Checklist in support of the event centre (Phase 1) is included in Appendix C.

# 4.6 Neighbourhood Traffic Management

Not applicable; exempted during screening and scoping.

# 4.7 Transit

### **ROUTE CAPACITY**

Service on Bank Street currently operates with headways of 12-minutes or less on both Routes 6 and 7.

As part of the TDM program for special events at Lansdowne. Ticketed events with attendance levels of 5,000 or less are accommodated with regularly scheduled bus service on Bank Street with no service enhancements.

For ticketed events with attendance levels between 5,000 and 10,000 attendees, service enhancements on bus Route 6 and 7 are provided to support additional transit ridership demands for events. enhanced service can range from 2 additional bus trips to 8 extra trips depending on depending on attendance levels. The cost of additional trips added to support events is bourn by OSEG.

It is anticipated that the current transit service enhancements provided for minor events (attendance levels of 10,000 or less) for Phase 1 (multi-purpose event centre) will be supported adequately through the current TDM program and transit service enhancements.

For the full-build out of Lansdowne 2.0 (i.e. Phase 3), transit modal shares of 25%, 14%, and 29% were assumed for the proposed multi-family residential, shopping center, and general office land-uses.

This is expected to result in a peak hour net increase in transit trips of 152 trips during the Weekday AM peak hour, 119 transit trips in the Weekday PM Peak hour, 146 transit trips in the Weekend Saturday peak hour, and 167 transit trips in the Weekend Sunday peak hour

Currently, OC Transpo Route 6 and Route 7 provide service along Bank Street with connections to key destinations in Ottawa. Service is provided on weekdays and weekends with an average headway of 12 minutes for each route in both directions. This translates to a total of 20 two-way transit trips on Bank Street at Lansdowne (5 trips per bus route, per direction).

The OC Transpo fleet is comprised of various bus types including 40' standard buses, higher capacity 60' articulated buses, and double-decker buses.

Depending on the fleet vehicle used, the passenger capacity across the fleet varies between 57 to 110 passengers per bus, depending on the bus type.

On average, the following capacities are provided:

**Standard 40' buses**: the total carrying capacity per bus ranges between 57 to 85 passengers (standing and seated). An assumed carrying capacity of 70 passengers is assumed for Standard 40' buses.

**Articulated 60' buses**: the total carrying capacity per bus is 110 passengers (standing and seated).

**Double Decker buses**: the total carrying capacity per bus ranges between 96 to 105 passengers (standing and seated). An assumed carrying capacity of 100 passengers per bus is assumed for Double Decker buses.

Based on the current 20 two-way transit trips along Bank Street, current transit passenger carrying capacity ranges between 1,400 passengers / hr to 2200 passengers per hour, depending on the fleet mix used.

For planning purposes, an average two-way transit carrying capacity of 1,870 passengers per hour is assumed.

OC Transpo currently utilizes all bus types on Routes 6 and 7 along Bank Street. OC Transpo plans vehicle fleet mix for each trip booking to match observed and projected ridership. Based on information provided by OC Transpo, the following passenger demands are to be assumed for current ridership by bus type:

#### Standard 40' Buses:

- 40 passengers per vehicle, averaged over an hour during off-peaks.
- 45 passengers per vehicle, averaged over an hour during peak periods.

## Articulated 60' Buses:

- 60 passengers per vehicle, averaged over an hour during off-peaks.
- 70 passengers per vehicle, averaged over an hour during peak periods.

#### Double Decker Buses:

- 85 passengers per vehicle, averaged over an hour during off-peaks.
- 90 passengers per vehicle, averaged over an hour during peak periods.

Based on the transit ridership, current two-way transit demands along Bank Street range between 900 passengers / hr to 1,800 passengers per hour depending on the fleet mix used.

For planning purposes, an average two-way transit demand of 1,400 passengers / hr is assumed for current service along Bank Street on Routes 6 and 7.

It is anticipated that the current two-way transit demands generated by Lansdowne 2.0, which ranges between 119 to 167 passengers / hr, can be accommodated within the current scheduled services on Bank Street.

The provision for transit service requirements for the full-build out of Lansdowne 2.0 should be confirmed as part of subsequent studies in support of Phase 2 and Phase 3 of development.

# 4.8 Intersection Design

## INTERSECTION CONTROL

The existing intersection control for Lansdowne will be maintained as part of the Lansdowne 2.0 redevelopment.

### INTERSECTION DESIGN

An assessment of the study area intersections was undertaken to determine the operational characteristics under the various horizons identified in the Screening and Scoping report. Intersection operational analysis was performed with Synchro 12 software package and the MMLOS analysis was completed for all modes and compared against the City of Ottawa's MMLOS targets.

# 4.8.1 Existing Conditions

## **Intersection Capacity Analysis**

Intersection operational analysis under Existing Conditions is summarized in this section.

Detailed Synchro level of service analysis results can be found in Appendix D.

Table 4.2: Existing Weekday AM and PM Peak Hour Conditions (Study Area Intersections)

Intersection	Intersection		proach /	LC	os	V	C	Total Delay (s)		Queue 95th (m)	
	Control	Мо	vement	AM	РМ	AM	РМ	AM	PM	AM	PM
		EB	Left / Through / Right	С	D	0.36	0.65	21.9	35.1	27.2	31.7
			Left	С	С	0.18	0.39	22.9	33.1	14.0	17.3
Bank St & Fifth Ave	Signalized	WB	Through / Right	В	В	0.21	0.29	15.9	17.7	16.0	14.4
		NB	Left / Through / Right	Α	Α	0.38	0.27	3.8	9.7	8.2	43.6
		SB	Left / Through / Right	Α	Α	0.32	0.36	8.5	6.1	25.6	34.0
		_	overall ersection	Α	В	0.38	0.65	8.6	12.1	-	
		EB	Left / Through / Right	D	D	0.47	0.53	37.6	38.3	22.6	26.7
Bank St & Holmwood Ave	Signalized	NB	Left / Through / Right	Α	Α	0.29	0.30	2.6	1.9	10.8	9.0
	orginalizou	SB	Left / Through / Right	Α	Α	0.21	0.31	3.1	4.7	13.2	21.1
		Overall Intersection		Α	Α	0.47	0.53	5.4	6.1		

Intersection	Intersection		proach /	LC	os	V	/C		tal y (s)		ieue h (m)
	Control	Mo	vement	AM	PM	AM	PM	AM	РМ	AM	РМ
		WB	Left	С	D	0.27	0.50	32.5	35.1	17.2	30.8
		VVD	Right	В	D	0.20	0.28	13.3	10.5	7.5	9.4
Bank St & Exhibition	Signalized	NB	Left / Through / Right	В	А	0.37	0.31	10.1	5.2	40.0	27.6
Way		SB	Left	Α	Α	0.14	0.28	8.5	4.8	11.6	6.5
			Through	Α	Α	0.16	0.23	6.7	3.1	22.7	9.6
			verall rsection	В	A	0.37	0.50	10.1	7.3		
		EB	Right	С	F	0.49	0.82	22.0	53.2	15.6	40.8
Bank St &		NB	Left	В	В	0.20	0.36	10.7	13.6	5.7	13.7
Wilton Cr	Minor Stop		Through	Α	Α			1.8	3.3	5.7	13.7
			overall ersection	Α	В	0.49	0.82	4.8	10.2		
Bank St &		EB	Right	В	С	0.06	0.07	12.5	16.1	1.2	1.2
Echo Dr	Minor Stop		Overall Intersection		Α	0.06	0.07	0.3	0.2		
	Signalized	EB	Left / Right	С	С	0.26	0.34	29.5	31.1	19.9	22.8
Bank St &		NB	Left / Through	А	Α	0.42	0.38	3.8	4.9	16.8	19.6
Aylmer Ave		SB	Through / Right	А	А	0.33	0.45	7.2	7.6	28.1	43.7
			overall ersection	Α	Α	0.42	0.45	6.5	7.5		
			Left /		_	0.40	0.05	00.0	40.0	20.0	50.0
		EB	Through / Right	С	D	0.43	0.65	26.8	42.2	32.6	53.6
Bank St &		WB	Left / Through / Right	С	D	0.76	0.93	22.5	53.1	67.9	98.3
Sunnyside Ave	Signalized	NB	Left / Through / Right	В	А	0.69	0.29	16.4	9.2	80.8	28.0
		SB	Left / Through / Right	В	С	0.78	0.88	19.2	20.2	30.7	130.2
			verall ersection	Α	В	0.10	0.32	1.6	2.6		
QED &		NB	Left / Through	Α	Α	0.06	0.05	8.2	8.9	1.2	1.2
Princess Patricia Way	Minor Stop	EB	Left / Right	В	С	0.10	0.32	13.1	19.5	1.8	8.4
i atriola vvay			verall rsection	Α	В	0.10	0.32	1.6	2.6		

Intersection	Intersection	-	proach /	LC	os	V	/C		tal y (s)		eue n (m)
	Control	Mc	vement	AM	PM	AM	PM	AM	PM	AM	PM
		EB	Left / Right	В	D	0.21	0.37	17.6	36.6	12.9	22.0
Queen Elizabeth Dr	Signalized	NB	Left / Through	Α	Α	0.32	0.24	7.7	5.0	21.9	21.5
& Fifth Ave		SB	Through / Right	Α	Α	0.42	0.53	8.6	7.7	30.5	66.0
			Overall Intersection		Α	0.42	0.53	9.2	9.2		
Bank St &	Minor Stop	WB	Left / Right	С	В	0.57	0.15	21.1	12.9	21.0	3.0
Marche Way	Millor Stop	Overall Intersection		Α	A	0.57	0.15	4.6	0.8		
		EB	Left / Through	Α	Α	0.14	0.15	7.9	8.0		
		WB	Right	Α	Α	0.07	0.10	6.4	6.5		
Fifth Ave & O'Connor St	All-Way Stop	NB	Left / Through / Right	Α	А	0.09	0.12	7.5	7.7		
		SB	Right	Α	Α	0.10	0.09	6.6	6.5		
		_	Overall Intersection		Α	0.14	0.15	7.1	7.2		

Table 4.3: Existing Weekday AM and PM Peak Hour Conditions (Internal Lansdowne Intersections)

Intersection	Intersection	Appro		LO	os	V	/C				eue n (m)
	Control	Move	ment	A       A       0.0       0.01       0.0       0.0         A       A        0.01       0.7       0.0         B       C       0.05       0.14       12.9       15         A       A       0.11       0.16       1.3       1         A       A       0.13       0.16       7.7       7         A       A       0.08       0.18       7.4       7         A       A       0.01       0.01       7.2       7         A       A       0.14       0.18       7.6       7         A       A       0.00       0.01       6.7       6	PM	AM	PM				
		WB	Left	Α	Α	0.0	0.01	0.0	0.1	0.0	0.1
Garage		VVD	Through	Α	Α		0.01	0.7	0.4		0.1
Access at Exhibition Way	Two-Way Stop	NB	Left / Right	В	С	0.05	0.14	12.9	15.6	0.2	3.6
		Overall Intersection		Α	Α	0.11	0.16	1.3	1.9		
Exhibition Way		EB	Left / Through	А	А	0.13	0.16	7.7	7.9		
and Service	All-Way	WB	Through / Right	Α	А	0.08	0.18	7.4	7.9		
Roadway	Stop	SB	Left / Right	Α	Α	0.01	0.01	7.2	7.4		
		Overall Int	ersection	Α	Α	0.14	0.18	7.6	7.9		
		EB	Left / Through	А	Α	0.00	0.01	6.7	6.6		
Marché Way and	All-Way	WB	Left / Through	Α	Α	0.15	0.01	7.7	7.1		
Service Roadway	Stop	NB	Left / Right	Α	Α	0.01	0.01	7.1	6.8		
		Overall Int	ersection	Α	Α	0.15	0.01	7.6	6.9		

Marché Way		EB	Through / Right	А	А	0.00	0.01	6.9	7.0		
and Exhibition Way	All-Way	WB	Left / Through	Α	Α	0.15	0.19	8.1	8.5		
vvay	Stop	NB	Left / Right	А	Α	0.14	0.14	7.8	7.4		
		Overall Int	ersection	Α	Α	0.16	0.19	8.0	7.9		
Garage		EB	Left	Α	Α	0.00	0.00	0.00	0.00	0.1	0.1
Access at Princess	Two-Way		Through	Α	Α	0.00	0.00	1.0	0.7	0.1	0.1
Patricia Way	Stop	SB	Left / Right	Α	Α	0.01	0.07	9.3	9.5	0.3	1.7
		Overall Int	ersection	Α	Α	0.09	0.07	0.7	2.5		

All study area intersections are currently operating with overall acceptable levels of service under the Weekday AM and PM peak hour conditions.

The intersection of Bank Street and Sunnyside Avenue is currently operating with specific movements at or close to theoretical capacity in the southbound approach (AM Peak) and westbound approach (PM Peak). The eastbound approach at intersection of Bank Street and Wilton Crescent is currently operating with a LOS F during the PM peak hour. The delays are associated with limited gaps in traffic in the southbound direction associated with the recently installed 3-lane cross-section of Bank Street.

No mitigation measures are recommended to improve intersection operations.

Table 4.4: Existing Weekend Saturday Peak Hour Conditions (Study Area Intersections)

Intersection	Intersection Control		oach / ement	LOS	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
		EB	Left / Through / Right	С	0.63	34.2	28.1
			Left	D	0.46	36.6	19.4
Bank St &		WB	Through / Right	В	0.39	18.5	17.0
Fifth Ave	Signalized	NB	Left / Through / Right	А	0.27	3.7	14.5
		SB	Left / Through / Right	A	0.29	5.1	28.2
		Overall In	tersection	Α	0.63	9.7	
		EB	Left / Through / Right	D	0.54	38.5	26.7
Bank St & Holmwood	Signalized	NB	Left / Through / Right	А	0.29	2.2	9.2
Ave		SB	Left / Through / Right	А	0.30	3.6	16.1
		Overall In	tersection	Α	0.54	5.7	
		WB	Left	С	0.39	33.9	23.9
			Right	В	0.33	11.8	10.4
Bank St & Exhibition	Signalized	NB	Left / Through / Right	А	0.28	4.5	22.7
Way		SB	Left	Α	0.28	6.9	16.5
		35	Through	Α	0.21	4.5	22.2
		Overall In	tersection	Α	0.39	7.0	
		NB	Left	В	0.19	11.6	4.2
Bank St &	Minor Stop	110	Through	Α		1.8	4.2
Wilton Cr	Willion Gtop	EB	Right	D	0.58	29.9	20.4
		Overall In	tersection	В	0.58	5.1	
Bank St &	Minor Stop	EB	Right	В	0.08	14.3	1.8
Echo Dr	'		tersection	Α	0.08	0.3	
		EB	Left / Right	С	0.20	30.2	15.8
Bank St & Aylmer Ave	Signalized	NB	Left / Through Through /	Α	0.37	5.5	22.4
, tylliol Ave		SB	Right	Α	0.40	7.2	38.4
		Overall In	tersection	Α	0.40	7.1	

Intersection	Intersection Control		oach / ement	LOS	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
		EB	Left / Through / Right	E	0.75	59.8	37.5
Bank St &		WB	Left / Through / Right	D	0.71	35.9	38.6
Sunnyside Ave	Signalized	NB	Left / Through / Right	А	0.31	6.6	32.6
		SB	Left / Through / Right	А	0.44	4.1	11.2
		Overall In	tersection	В	0.75	13.2	
QED &		NB	Left / Through	Α	0.05	8.3	1.2
Princess Patricia Way	Minor Stop	EB	Left / Right	С	0.28	15.2	6.6
Fatticia vvay		Overall In	tersection	Α	0.28	3.0	
		EB	Left / Right	D	0.42	37.3	25.2
QED &	Signalized	NB	Left / Through	Α	0.29	5.4	27.5
Fifth Ave	Signalized	SB	Through / Right	Α	0.37	6.1	40.5
		Overall In	tersection	Α	0.42	9.2	
Bank St &	Minor Stop	WB	Left / Right	В	0.14	12.4	3.0
Marche Way	Willion Gtop	Overall In	tersection	Α	0.14	0.8	
		EB	Left / Through	Α	0.11	7.9	
		WB	Right	Α	0.09	6.5	
Fifth Ave & O'Connor St	All-Way Stop	NB	Left / Through / Right	А	0.16	7.9	
		SB	Right	Α	0.10	6.6	
		Overall In	tersection	Α	0.16	7.2	

Table 4.5: Existing Weekend Saturday Peak Hour Conditions (Internal Lansdowne Intersections)

Intersection	Intersection Control	-	proach / ovement	LOS	V/C	Total Delay (s)	Queue 95th (m)
Garage		WB	Left	Α	0.00	8.4	0
Access at	Two-Way	WD	Through	Α		0	
Exhibition	Stop	NB	Left / Right	С	0.18	15.3	0.7
Way		Overal	Intersection	Α	0.19	2.9	
Exhibition		EB	Left / Through	Α	0.15	7.8	
Way and	All-Way Stop	WB	Through / Right	Α	0.11	7.5	
Service Roadway	Сюр	SB	Left / Right	Α	0.01	7.3	
Noadway		Overal	Intersection	Α	0.15	7.7	
Marché Way		EB	Left / Through	Α	0.02	7	
and Service	All-Way Stop	WB	Left / Through	Α	0.09	7.4	
Roadway	3.56	NB	Left / Right	Α	0.01	7	
		Overal	I Intersection	Α	0.09	7.3	
Marché Way		EB	Through / Right	Α	0.02	7.3	
and Exhibition	All-Way Stop	WB	Left / Through	Α	0.12	8.1	
Way	3.56	NB	Left / Right	Α	0.15	8.1	
		Overal	Intersection	Α	0.16	8.0	
Garage		EB	Left	Α	0.00	7.6	0.1
Access at Princess	Two-Way Stop		Through	Α		0	0.1
Patricia Way	'	SB	Left / Right	В	0.13	10.1	3.5
		Overal	Intersection	Α	0.13	3.3	

As illustrated above, all study area intersections are currently operating with overall acceptable levels of service under Weekend Saturday peak hour conditions.

Table 4.6: Existing Weekend Sunday Peak Hour Conditions (Study Area Intersections)

Intersection	Intersection Control		oach / ement	LOS	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
		EB	Left / Through / Right	С	0.53	30.2	26.4
			Left	D	0.65	41.7	30.7
Bank St &		WB	Through / Right	С	0.36	20.1	20.0
Fifth Ave	Signalized	NB	Left / Through / Right	Α	0.30	7.9	51.3
		SB	Left / Through / Right	А	0.33	6.5	30.8
		Overall In	tersection	В	0.65	12.9	
		EB	Left / Through / Right	D	0.53	38.2	26.7
Bank St & Holmwood	Signalized	NB	Left / Through / Right	А	0.34	7.2	49.5
Ave		SB	Left / Through / Right	А	0.30	8.2	44.3
		Overall In	tersection	Α	0.53	10.0	
		WB	Left	D	0.53	35.8	31.2
			Right	В	0.29	10.2	9.4
Bank St & Exhibition	Signalized	NB	Left / Through / Right	В	0.36	11.3	37.9
Way		SB	Left	В	0.41	12.4	26.0
		36	Through	Α	0.21	5.1	23.4
		Overall In	tersection	В	0.53	11.6	
		NB	Left	В	0.18	11.4	5.1
Bank St &	Minor Stop		Through	Α		1.7	5.1
Wilton Cr	,	EB	Right	E	0.62	25.5	28.8
			tersection	Α	0.62	4.6	
Bank St &	Minor Stop	EB	Right	С	0.21	17.8	0.8
Echo Dr			tersection	A	0.41	1.1	
		EB	Left / Right Left /	D	0.40	35.7	21.9
Bank St & Aylmer Ave	Signalized	NB	Through /	A	0.27	2.4	14.3
		SB	Right	Α	0.31	3.4	26.2
		Overall In	tersection	Α	0.40	4.6	

Intersection	Intersection Control		oach / ement	LOS	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
		EB	Left / Through / Right	E	0.78	67.8	34.5
Bank St &		WB	Left / Through / Right	С	0.70	32.8	35.5
Sunnyside Ave	Signalized	NB	Left / Through / Right	В	0.37	16.5	47.5
		SB	Left / Through / Right	А	0.49	4.7	11.3
		Overall In	tersection	В	0.78	16.5	
QED &		NB	Left / Through	Α	0.05	7.6	0.2
Princess Patricia Way	Minor Stop	EB	Left / Right	В	0.31	11.9	1.4
Fatticia vvay		Overall In	tersection	Α	0.23	5.3	
		EB	Left / Right	D	0.61	40.6	37.4
QED &	Signalized	NB	Left / Through	Α	0.29	7.3	27.9
Fifth Ave	Signalized	SB	Through / Right	Α	0.04	5.6	5.7
		Overall In	tersection	В	0.61	19.1	
Bank St &	Minor Stop	WB	Left / Right	В	0.30	14	1.3
Marche Way	Willion Gtop	Overall In	tersection	Α	0.27	1.9	
		EB	Left / Through	Α	0.23	9.9	0.9
		WB	Right	Α	0.30	9.4	1.3
Fifth Ave & O'Connor St	All-Way Stop	NB	Left / Through / Right	В	0.34	10.6	1.5
		SB	Right	Α	0.14	8.5	0.5
		Overall In	tersection	Α	0.34	9.8	

Table 4.7: Existing Weekend Saturday Peak Hour Conditions (Internal Lansdowne Intersections)

Intersection	Intersection Control	_	proach / ovement	LOS	V/C	Total Delay (s)	Queue 95th (m)
Garage		WB	Left	Α	0.00	8.5	0
Access at	Two-Way	VVD	Through	Α		0	
Exhibition	Stop	NB	Left / Right	С	0.24	17.1	1
Way		Overal	Intersection	Α	0.25	3.2	
Exhibition		EB	Left / Through	Α	0.18	8	0.7
Way and	All-Way Stop	WB	Through / Right	Α	0.13	7.7	0.5
Service Roadway	Сюр	SB	Left / Right	Α	0.01	7.4	0
Noadway		Overal	Intersection	Α	0.18	7.9	
Marché Way		EB	Left / Through	Α	0.02	7.1	0.1
and Service	All-Way Stop	WB	Left / Through	Α	0.2	8	0.7
Roadway	Ctop	NB	Left / Right	Α	0.01	7.2	0
		Overal	I Intersection	Α	0.20	7.9	
Marché Way		EB	Through / Right	Α	0.02	7.3	0.1
and Exhibition	All-Way Stop	WB	Left / Through	Α	0.07	7.9	0.3
Way	Ctop	NB	Left / Right	Α	0.18	8.2	0.7
		Overal	I Intersection	Α	0.19	8.0	
Garage		EB	Left	Α	0.00	7.5	0
Access at Princess	Two-Way Stop		Through	А		0	
Patricia Way	'	SB	Left / Right	В	0.23	10.7	0.9
		Overal	Intersection	Α	0.23	5.3	

As illustrated above, all study area intersections are currently operating with overall acceptable levels of service under Weekend Saturday peak hour conditions.

As illustrated above, all study area intersections are currently operating with overall acceptable levels of service on Weekend Sunday peak periods with concurrent events at Lansdowne.

The eastbound approach at intersection of Bank Street and Wilton Crescent is currently operating with a LOS E. The delays at this intersection are not directly attributed to event traffic held at Lansdowne and are associated with limited gaps in traffic in the southbound direction associated with the recently installed 3-lane cross-section of Bank Street.

No mitigation measure is recommended to improve intersection operations.

Table 4.8: Existing Minor Event (Arena at TD Place) Peak Hour Conditions

Intersection	Intersection		proach /	LC	os	V/	С	To Dela		Que 95th	
	Control	Мо	vement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
		EB	Left / Through / Right	D	С	0.65	0.51	36.9	31.9	32.3	18.8
			Left	С	С	0.42	0.34	33.3	34.4	18.8	15.5
Rank St &		WB	Through / Right	В	В	0.30	0.30	19.0	19.5	15.6	12.6
Bank St & Fifth Ave	Signalized	NB	Left / Through / Right	В	А	0.30	0.24	10.0	6.0	49.8	34.2
		SB	Left / Through / Right	А	А	0.35	0.20	6.3	3.6	33.6	15.6
			verall rsection	В	Α	0.65	0.51	12.6	9.0		
	Signalized	EB	Left / Through / Right	D	D	0.54	0.47	38.1	37.7	27.8	22.3
Bank St & Holmwood		NB	Left / Through / Right	А	А	0.37	0.29	2.9	3.7	13.9	22.1
Ave		SB	Left / Through / Right	А	А	0.32	0.20	4.8	4.4	20.2	24.4
		Overall Intersection		A	A	0.54	0.47	6.5	6.6		
	Signalized	MA	Left	D	D	0.50	0.64	35.1	36.4	30.8	43.5
		WB	Right	В	D	0.37	0.57	10.5	9.6	11.2	16.2
Bank St & Exhibition		NB	Left / Through / Right	А	А	0.33	0.17	4.9	4.9	26.6	12.4
Way		SB	Left	Α	Α	0.41	0.25	7.4	5.8	10.5	8.8
		36	Through	Α	А	0.20	0.14	3.1	4.4	8.8	7.6
			verall rsection	Α	В	0.50	0.64	7.6	11.6		
		EB	Right	F	С	0.85	0.32	52.8	18.8	45.6	7.8
Bank St &		ND	Left	В	В	0.19	0.07	12.1	10.3	5.3	1.8
Wilton Cr	Minor Stop	NB	Through	А	Α			2.2	0.6	5.3	1.8
			verall rsection	В	A	0.85	0.32	10.5	2.9		
Bank St &		EB	Right	С	В	0.11	0.02	15.8	10.4	2.4	0.6
Echo Dr	Minor Stop		verall rsection	A	Α	0.11	0.02	0.4	0.2		

Intersection	Intersection	Approach /		LC	os	V/	′C	To Dela		Que 95th	
	Control	Мо	vement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
		EB	Left / Right	D	С	0.35	0.03	36.4	27.2	26.1	4.4
Bank St & Aylmer Ave	Signalized	NB	Left / Through	А	А	0.39	0.08	5.4	5.3	23.6	8.1
Ayimei Ave	3	SB	Through / Right	Α	Α	0.32	0.10	6.4	5.2	28.0	9.6
			verall rsection	Α	A	0.39	0.10	7.6	5.7		
		EB	Left / Through / Right	D	D	0.73	0.48	52.2	44.4	#42.6	19.1
Bank St & Sunnyside Ave		WB	Left / Through / Right	С	С	0.76	0.33	32.6	20.8	49.7	11.9
	Signalized	NB	Left / Through / Right	А	А	0.30	0.12	8.1	3.2	32.2	11.0
		SB	Left / Through / Right	А	А	0.53	0.24	7.5	3.5	23.4	21.2
		Overall Intersection		В	Α	0.76	0.48	15.2	7.0		
QED &	Minor Stop	NB	Left / Through	А	А	0.13	0.01	9.3	7.6	2.4	0.0
Princess Patricia Way		EB	Left / Right	С	С	0.36	0.59	21.6	16.1	9.6	24.0
T atricia vvay		Overall Intersection		С	Α	0.36	0.59	3.4	10.4	-	
	Signalized	EB	Left / Right	С	С	0.38	0.39	28.6	28.7	22.4	23.4
Queen Elizabeth Dr		NB	Left / Through	А	А	0.34	0.32	6.8	6.5	27.9	29.4
& Fifth Ave		SB	Through / Right	В	А	0.63	0.20	10.7	5.6	78.2	18.0
			verall rsection	В	Α	0.63	0.39	11.2	9.8		
Bank St &	Minor Stop	WB	Left / Right	В	В	0.11	0.27	12.3	13.4	2.4	6.6
Marche Way			verall rsection	A	A	0.11	0.27	0.6	2.1		
		ЕВ	Left / Through	А	А	0.15	0.07	8.1	7.4		
		WB	Right	Α	Α	0.13	0.06	6.7	6.4		
Fifth Ave & O'Connor St	All-Way Stop	NB	Left / Through / Right	Α	А	0.18	0.08	8.0	7.0		
		SB	Right	Α	Α	0.08	0.09	6.5	6.5		
			verall rsection	A	A	0.18	0.09	7.4	6.8		

Table 4.9: Existing Minor Event (Arena at TD Place) Internal Lansdowne Intersections

Intersection	Intersection		Approach /		os	V	C	To Dela		Que 95th	
	Control	Mo	vement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
		WB	Left	А	А	0.00		8.8	0	0	0
Garage Access at		VVD	Through	Α	Α		0	0	0		0
Exhibition Way	Two-Way Stop	NB	Left / Right	С	С	0.29	0.43	19.8	24.7	1.2	2.1
vvay			verall rsection	A	A	0.30	0.44	3.3	5.2		
Exhibition		EB	Left / Through	А	Α	0.28	0.25	8.7	8.7	1.2	1
Way	All-Way	WB	Through / Right	А	Α	0.15	0.35	7.9	9.4	0.5	1.6
Service Roadway	Stop	SB	Left / Right	А	Α	0.01	0.01	7.6	7.9	0	0
riodamay		Overall Intersection		A	A	0.29	0.36	8.4	9.1		
	All-Way Stop	EB	Left / Through	А	А	0.02	0.03	7	7.2	0.1	0.1
Marché Way and		WB	Left / Through	А	А	0.06	0.18	7.3	7.9	0.2	0.7
Service Roadway		NB	Left / Right	Α	Α	0.01	0.01	7	7.2	0	0
		Overall Intersection		Α	Α	0.07	0.18	7.2	7.8		
		EB	Through / Right	Α	Α	0.03	0.03	7.8	7.6	0.1	0.1
Marché Way and	All-Way	WB	Left / Through	А	Α	0.23	0.11	9.2	8.2	0.9	0.4
Exhibition Way	Stop	NB	Left / Right	Α	Α	0.31	0.25	9.7	8.5	1.4	1
		_	verall rsection	Α	Α	0.32	0.25	9.4	8.3		
		EB	Left	А	Α	0.00	0.00	8.1	7.4	0	0.00
Garage Access at	Two-Way		Through	Α	Α		0.00	0	0.00		0.00
Princess Patricia Way	Stop	SB	Left / Right	В	В	0.14	0.47	11.3	13.2	0.5	19.6
			overall rsection	Α	Α	0.14	0.47	2.2	9.3		

As illustrated above, all study area intersections are currently operating with overall acceptable levels of service during Minor Events held at the Arena at TD Place.

The eastbound approach at intersection of Bank Street and Wilton Crescent is currently operating with a LOS F. This occurs during the event Ingress period which overlaps with the regular PM peak period. The delays at this intersection are not directly attributed to event traffic held at Lansdowne and are associated with limited gaps in traffic in the southbound direction associated with the recently installed 3-lane cross-section of Bank Street. No mitigation measures are recommended to improve intersection operations.

Table 4.10: Existing Major Event (Stadium at TD Place) Peak Hour Conditions

Intersection	Intersection	Approach /		LC	os	V/	С	To Dela		Que 95th		
intersection	Control	Мо	vement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress	
		EB	Left / Through / Right	D	D	0.67	0.65	35.8	36.0	34.5	31.8	
			Left	С	С	0.42	0.21	30.3	24.7	19.8	12.1	
Bank St &		WB	Through / Right	В	В	0.40	0.45	17.4	19.3	20.3	23.1	
Fifth Ave	Signalized	NB	Left / Through / Right	А	А	0.32	0.20	6.5	5.6	28.7	18.9	
		SB	Left / Through / Right	А	А	0.42	0.23	7.4	5.6	41.4	21.1	
			verall rsection	В	В	0.67	0.65	11.6	11.8			
	Signalized	EB	Left / Through / Right	D	D	0.61	0.61	38.5	38.7	34.1	32.8	
Bank St & Holmwood		NB	Left / Through / Right	А	А	0.48	0.25	7.1	5.0	38.8	17.4	
Ave		SB	Left / Through / Right	А	А	0.42	0.23	6.7	4.8	37.4	16.6	
		Overall Intersection		Α	В	0.61	0.61	9.8	10.0			
		WB	Left Right	Movements Temporarily Restricted During Major Events								
Bank St & Exhibition	Signalized	NB	Left / Through / Right	А	А	0.24	0.12	0.2	0.1	0.0	0.0	
Way		SB	Left		Moven	ents Temp	orarily Re	stricted Du	ring Major	Events		
		36	Through	Α	Α	0.21	0.12	0.1	0.1	0.0	0.0	
			verall rsection	Α	A	0.24	0.12	0.2	0.1			
		EB	Right	F	В	0.97	0.01	81.9	13.2	60.0	0.0	
Bank St &		NB	Left	В	Α	0.19		12.1	0.0	5.3	0.0	
Wilton Cr	Minor Stop	NR	Through	Α				2.2		5.3	0.0	
			verall rsection	С	Α	0.97	0.01	14.2	0.1			
Bank St &	N. 6.	EB	Right	С	В	0.22	0.05	17.7	10.3	4.8	1.2	
Echo Dr	Minor Stop		verall rsection	A	Α	0.22	0.05	0.8	0.5			

Intersection	Intersection	Approach /		LC	os	V	C	To Dela		Que 95th		
	Control	Мо	vement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress	
		EB	Left / Right	D	С	0.50	0.17	38.1	23.5	33.9	11.4	
Bank St & Aylmer Ave	Signalized	NB	Left / Through	А	А	0.41	0.19	7.8	5.9	43.3	16.6	
/ tyllilei / tvo	-	SB	Through / Right	А	A	0.43	0.17	7.9	5.5	47.0	14.4	
			rsection	Α	Α	0.50	0.19	9.9	6.6	-		
Bank St & Sunnyside Ave		EB	Left / Through / Right	E	D	0.84	0.53	64.5	42.8	62.2	24.9	
		WB	Left / Through / Right	D	С	0.82	0.48	43.7	28.2	69.7	21.2	
	Signalized	NB	Left / Through / Right	А	А	0.36	0.15	7.8	4.1	31.4	13.6	
		SB	Left / Through / Right	В	А	0.68	0.18	12.8	4.1	64.8	15.4	
		Overall Intersection		С	В	0.84	0.53	20.2	10.6			
QED &	Minor Stop	NB	Left / Through	А	А	0.14	0.05	9.9	8.2	3.0	0.6	
Princess		EB	Left / Right	F	E	0.77	0.87	50.5	39.7	34.2	58.8	
Patricia Way		Overall Intersection		D	С	0.77	0.87	8.7	19.2			
	Signalized	EB	Left / Right	С	D	0.58	0.68	33.3	36.7	35.6	45.8	
Queen Elizabeth Dr		NB	Left / Through	В	А	0.56	0.40	11.9	8.6	49.3	39.1	
& Fifth Ave	Olginalizou	SB	Through / Right	В	Α	0.81	0.39	18.9	8.4	156.5	39.1	
			verall rsection	В	В	0.81	0.68	18.8	14.6			
Bank St & Marche Way	Minor Stop	1	Left / Right verall rsection		Moven	ements Temporarily Restricted During Major Events						
		EB	Left / Through	А	А	0.17	0.11	8.5	8.5			
		WB	Right	Α	Α	0.19	0.11	6.9	6.6			
Fifth Ave & O'Connor St	All-Way Stop	NB	Left / Through / Right	А	В	0.26	0.43	8.4	10			
		SB	Right	Α	Α	0.13	0.05	6.7	6.4			
			verall rsection	Α	В	0.26	0.43	7.7	8.8			

As illustrated above, all study area intersections are currently operating with overall acceptable levels of service during Major Events held at the Stadium at TD Place.

The eastbound approach at intersection of Bank Street and Wilton Crescent is currently operating with a LOS F. This occurs during the event Ingress period which overlaps with the regular PM peak period. The delays at this intersection are not directly attributed to event traffic held at Lansdowne and are associated with limited gaps in traffic in the southbound direction associated with the recently installed 3-lane cross-section of Bank Street. No mitigation measures are recommended to improve intersection operations.

In addition, the eastbound approach at the Queen Elizabeth Drive and Princess Patricia Way intersection is shown to operate with an LOS rating of F and E for the Ingress and Egress periods, respectively. Although the analysis indicates that the movements are operating with delays, the performance of these intersections are adequately managed through the deployment of Ottawa Police Point duty as part of the traffic management measures for Major Events at Lansdowne.

No mitigation measures are recommended to improve intersection operations.

#### 4.8.2 2028 Future Conditions

### **Intersection Capacity Analysis**

Intersection operational analysis under Future 2028 Conditions are summarized in this section.

Detailed Synchro level of service analysis results can be found in Appendix D.

Table 4.11: 2028 Future Weekday AM and PM Peak Hour

Intersection	Intersection	Approach /		LC	os	V/	С		otal ay (s)	Que 95th	eue ı (m)
	Control	IVI	ovement	AM	PM	AM	PM	AM	PM	AM	PM
		EB	Left / Through / Right	С	С	0.37	0.44	22.2	22.5	28.4	31.7
	Signalized	WB	Left	С	С	0.20	0.26	23.1	24.4	14.8	17.9
Bank St &			Through / Right	В	В	0.21	0.20	15.9	14.1	16.4	14.3
Fifth Ave		NB	Left / Through / Right	А	В	0.40	0.35	3.5	13.9	5.3	50.1
		SB	Left / Through / Right	А	А	0.33	0.44	8.6	9.8	26.4	37.5
		Overa	II Intersection	Α	В	0.40	0.44	8.6	13.4		

Intersection	Intersection		oproach /	LC	os	V/O	C		otal ay (s)	1	eue ı (m)
	Control	IVI	ovement	AM	PM	AM	PM	AM	PM	AM	PM
		EB	Left / Through / Right	D	D	0.48	0.55	37.8	38.8	23.3	27.6
Bank St & Holmwood	Signalized	NB	Left / Through / Right	А	А	0.30	0.33	2.2	1.9	4.4	9.1
Ave		SB	Left / Through / Right	Α	А	0.21	0.33	3.1	3.4	13.6	14.3
		Overa	II Intersection	Α	Α	0.48	0.55	5.2	5.5		
		WB	Left	С	D	0.26	0.51	32.4	35.4	16.5	30.2
		VVD	Right	В	В	0.19	0.27	13.5	10.6	7.1	9.0
Bank St & Exhibition Way	Signalized	NB	Left / Through / Right	А	А	0.36	0.32	9.1	5.5	40.8	29.0
		SB	Left	Α	Α	0.13	0.25	8.1	4.7	10.5	5.8
		SD	Through	Α	Α	0.16	0.24	6.6	3.1	23.7	10.2
		Overa	II Intersection	Α	Α	0.36	0.51	9.4	7.3		
		EB	Right	С	F	0.52	0.89	23.5	66.9	27.4	88.7
Bank St &			Left	В	В	0.21	0.38	10.9	14.4	6.1	15.2
Wilton Cr	Minor Stop	NB	Through	Α	Α			1.9	3.8		
		Overa	II Intersection	Α	С	0.52	0.89	5.3	12.9		
Bank St &		EB	Right	В	С	0.06	0.1	12.8	20.0	2.2	3.2
Echo Dr	Minor Stop	Overa	Α	Α	0.36	0.53	0.3	0.3			
	Signalized	EB	Left / Right	С	С	0.30	0.37	29.6	31.5	21.8	24.2
Bank St &		NB	Left / Through	Α	Α	0.44	0.41	3.5	4.3	m15.2	m14.2
Aylmer Ave	Olgridii2ed	SB	Through / Right	Α	Α	0.35	0.48	7.4	8.0	29.5	47.8
		Overa	II Intersection	Α	Α	0.44	0.48	6.5	7.6		
		EB	Left / Through / Right	D	F	0.72	1.15	49.6	154.9	#47.3	#76.3
Bank St &		WB	Left / Through / Right	D	F	0.89	1.10	38.8	104	#80.4	#111.2
Sunnyside Ave	Signalized	NB	Left / Through / Right	D	С	0.96	0.45	43.1	20.4	#128.8	45.7
		SB	Left / Through / Right	В	С	1.14dl	0.91	16.2	20.6	30.9	#99.6
		Overa	II Intersection	С	D	0.96	1.15	34.9	45.7		

Intersection	Intersection	-	oproach /	LC	os	V/C	C		otal ay (s)		
	Control	М	ovement	AM	PM	AM	PM	AM	PM	95th AM 1.6 3.1 19.2 48.5 67.2 1.4 0.5 0.3 0.3 0.4	PM
		ND	Left	Α	Α	0.06	0.06	8.3	9.1	1.6	1.7
QED & Princess	Minor Stop	NB	Through	Α				0			
Patricia Way	Willion Stop	EB	Left / Right	В	С	0.12	0.42	14.1	23.7	3.1	15.2
		Overall Intersection		Α	Α	0.10	0.42	1.8	2.6		
		EB	Left / Right	С	С	0.23	0.34	23.8	31.8	19.2	26.3
Queen Elizabeth Dr	Signalized	NB	Left / Through	С	В	0.50	0.44	21.3	15.0	48.5	42.6
& Fifth Ave	Signalized	SB	Through / Right	С	С	0.64	0.77	24.5	23.2	67.2	119.7
		Overal	I Intersection	С	С	0.64	0.77	23.2	21.9		
Bank St &	Minor Stop	WB	Right	В	Α	0.08	0.16	12.8	9.5	1.4	4.5
Marche Way	Willion Stop	Overal	I Intersection	Α	Α	0.08	0.16	0.4	0.9		
		EB	Left / Through	Α	Α	0.15	0.16	8.4	8.6	0.5	0.6
		WB	Right	Α	Α	0.09	0.13	7.3	7.5	0.3	0.4
Fifth Ave & O'Connor St	All-Way Stop	NB	Left / Through / Right	А	Α	0.10	0.13	7.9	8.2	0.3	0.5
		SB	Right	Α	Α	0.13	0.12	7.5	7.5	0.4	0.4
		Overall Intersection		Α	Α	0.15	0.16	7.8	8		

Table 4.12: 2028 Future Weekday AM and PM Peak (Internal Lansdowne Intersections)

Intersection	Intersection		roach /	LC	os	V	/C		tal y (s)	Queue 95th (m)	
	Control	Mov	rement	AM	PM	AM	PM	AM	PM	AM	PM
Exhibition	All-Way Stop	EB	Left / Through	А	А	0.19	0.28	8.1	8.7	0.7	1.1
Way and Service		WB	Through / Right	Α	Α	0.11	0.23	7.6	8.4	0.4	0.9
Service	0.00	SB	Left / Right	Α	Α	0.01	0.01	7.4	7.7	0	
Roadway		Overall I	ntersection	Α	Α	0.20	0.53	7.9	8.5		
Marché Way	All-Way Stop	EB	Left / Through	Α	Α	0.00	0.01	6.7	6.6		
and Service		WB	Left / Through	Α	А	0.15	0.01	7.7	7.1	0.6	
Roadway	Сюр	NB	Left / Right	Α	Α	0.01	0.01	7.1	6.8		
		Overall I	ntersection	Α	Α	0.16	0.01	7.6	6.9		
Marchá Way		EB	Through / Right	Α	Α	0.00	0.01	7.1	7.4		
Marché Way and Exhibition	All-Way Stop	WB	Left / Through	Α	Α	0.17	0.21	8.4	9	0.6	0.8
Way	2.00	NB	Left / Right	Α	Α	0.21	0.29	8.2	8.5	8.0	1.3
		Overall I	Α	Α	0.21	0.30	8.3	8.7			

		EB	Left	Α	Α	0.04	0.07	7.7	7.8	1.0	1.8
Garage Access at Princess	Two-Way		Through	Α	Α			0			
Patricia Way	Stop	SB	Left / Right	Α	В	0.03	0.17	9.8	11.4	0.6	4.6
		Overall I	ntersection	Α	Α	0.04	0.17	2.2	4.7		

As illustrated in the tables above, all study area intersections are projected to continue to operate with overall acceptable levels of service under the 2028 Future Weekday AM and PM peak hour conditions.

The intersection of Bank Street and Sunnyside Avenue is projected to continue to operate with specific movements at or close to theoretical capacity in the southbound approach (AM Peak) and westbound approach (PM Peak).

In addition, the eastbound approach at intersection of Bank Street and Wilton Crescent is projected to continue to operate with a LOS F due to vehicle delays during the PM peak hour. The delays are associated with limited gaps in traffic in the southbound direction associated with the recently installed 3-lane cross-section of Bank Street.

Table 4.13: 2028 Future Weekend Saturday Peak Hour (Study Area Intersections)

Intersection	Intersection Control		oroach / vement	LOS	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
		EB	Left / Through /	С	0.39	20.6	27.0
			Right Left	С	0.28	24.7	19.9
Davids Of 8		WB	Through / Right	В	0.25	13.2	16.5
Bank St & Fifth Ave	Signalized	NB	Left / Through / Right	В	0.36	12.9	51.0
		SB Left / Through Right		А	0.38	9.2	32.2
		Overall	Intersection	В	0.39	12.7	
		EB	Left / Through / Right	D	0.55	38.8	27.2
Bank St & Holmwood	Signalized	NB	Left / Through / Right	А	0.31	2.3	9.0
Ave	Ave	SB	Left / Through / Right	А	0.32	3.9	22.0
		Overall	Intersection	Α	0.55	6.0	
		WB	Left	С	0.37	33.9	22.2
		VVD	Right	В	0.31	11.8	9.7
Bank St & Exhibition	Signalized	NB	Left / Through / Right	А	0.29	4.5	23.3
Way		O.D.	Left	Α	0.25	6.9	5.5
		SB	Through	Α	0.23	4.5	9.5
		Overall	Intersection	Α	0.37	5.9	
		NB	Left	В	0.20	11.9	6.0
Bank St &	Minor Stop	140	Through	Α		2	
Wilton Cr	Willion Gtop	EB	Right	D	0.62	33.5	41.9
		Overall	Intersection	Α	0.62	6.0	
Bank St &	Minor Stop	EB	Right	В	0.08	14.9	3.6
Echo Dr		Overall	Intersection	Α	0.08	0.4	
		EB	Left / Right	С	0.23	30.2	16.7
Bank St & Signali	Signalized	NB	Left / Through	А	0.39	5.8	28.1
Aylmer Ave	_	SB	Through / Right	A	0.42	7.4	41.0
		Overall	Intersection	Α	0.42	7.4	

Intersection	Intersection Control		oroach / vement	LOS	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
		EB	Left / Through / Right	D	0.59	43.8	40.4
Bank St &		WB	Left / Through / Right	С	0.63	31.3	42.9
Sunnyside Ave	Signalized	NB	Left / Through / Right	С	0.55	22.1	55.8
		SB	Left / Through / Right	А	0.53	4.6	9.7
		Overall	Intersection	В	0.63	17.1	
		NB	Left	Α	0.07	8.4	1.6
QED & Princess	Minor Stop	IND	Through	Α		0	
Patricia Way	Millor Stop	EB	Left / Right	С	0.36	17.6	11.9
		Overall	Intersection	Α	0.36	3.8	
		EB	Left / Right	С	0.38	32.7	29.7
QED &	Signalized	NB	Left / Through	В	0.45	14.6	49.9
Fifth Ave	Oignaii20a	SB	Through / Right	В	0.53	15.9	69.1
		Overall	Intersection	В	0.53	17.5	
D = = 1 Ot 0		WB	Right	В	0.14	12.4	3.0
Bank St & Marche Way	Minor Stop	SB	Left	Α	0.00	9.3	0
·		Overall	Intersection	Α	0.14	0.9	
		EB	Left / Through	Α	0.18	8.4	
		WB	Right	Α	0.13	8.4	
Fifth Ave & O'Connor St	All-Way Stop	NB	Left / Through / Right	Α	0.12	7.6	
		SB	Right	Α	0.13	7.5	
		Overall	Intersection	Α	0.18	8	

Table 4.14: 2028 Future Weekend Saturday Peak Hour (Internal Lansdowne Intersections)

Intersection	Intersection Control		roach / vement	LOS	V/C	Total Delay (s)	Queue 95th (m)
Exhibition		EB	Left / Through	А	0.27	8.6	
Way	All-Way	WB	Through / Right	А	A 0.27 8.6		
Service Roadway	Stop	SB	Left / Right	А	0.01	7.6	
Noadway			verall section	Α	0.27	8.4	
		EB	Left / Through	Α	0.01	7	
Marché Way and	All-Way	WB	Left / Through	Α	0.02	7	
Service Roadway	Stop	NB	Left / Right	Α	0.1	7.4	
	Todaway		verall section	Α		7.3	
		EB	Through / Right	Α	0.31	9.2	
Marché Way and	All-Way	WB	Left / Through	Α	0.03	7.7	
Exhibition Way	Stop	NB	Left / Right	Α	0.14	8.6	
		_	verall section	Α		9	
		EB	Left	Α	0.08	7.9	1.9
Garage Access at	Two-Way		Through	А		0	
Princess Patricia Way	Stop	SB	Left / Right	В	0.34	13.4	11.2
			verall section	Α	0.34	6.2	

As illustrated in the tables above, all study area intersections are projected to continue to operate with overall acceptable levels of service under the 2028 Future Weekend Saturday peak hour conditions.

Table 4.15: 2028 Future Weekend Sunday Peak Hour (Study Area Intersections)

Intersection	Intersection Control	-	pproach / ovement	LOS	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
		EB	Left / Through / Right	С	0.38	22.6	26.8
			Left	С	0.48	29.3	33.0
Bank St &	Signalized	WB	Through / Right	В	027	16.6	20.2
Fifth Ave	Oignaii200	NB	Left / Through / Right	В	0.36	10.4	48.2
		SB	Left / Through / Right	Α	0.38	9.0	30.9
		Overal	I Intersection	В	0.48	13.0	
		EB	Left / Through / Right	D	0.55	38.5	26.9
Bank St & Holmwood	Signalized	NB	Left / Through / Right	Α	0.36	2.4	11.1
Ave		SB	Left / Through / Right	Α	0.31	9.3	44.5
		Overal	I Intersection	Α	0.55	8.2	
		WB	Left	D	0.55	37.9	28.9
		***	Right	В	0.27	11.0	8.5
Bank St & Exhibition	Signalized	NB	Left / Through / Right	В	0.36	11.5	38.1
Way		SB	Left	Α	0.38	8.4	11.1
		35	Through	Α	0.22	4.2	12.3
		Overal	l Intersection	В	0.55	10.8	
		NB	Left/Through	В	0.18	11.7	5.4
Bank St & Wilton Cr	Minor Stop	EB	Right	D	0.52	27.5	32.4
		Overal	I Intersection	Α	0.52	4.8	
Bank St &	Minor Ston	EB	Right	С	0.23	18.6	8.3
Echo Dr	Minor Stop	Overal	I Intersection	Α	0.23	1	
		EB	Left / Right	D	0.43	36.0	23.1
Bank St &		NB	Left / Through	Α	0.29	2.6	15.0
Aylmer Ave	Signalized	SB	Through / Right	Α	0.32	3.6	28.4
		Overal	I Intersection	Α	0.43	4.9	
		EB	Left / Through / Right	Е	0.77	65.0	34.8
Bank St &		WB	Left / Through / Right	С	0.71	34.0	36.5
Sunnyside Ave	Signalized	NB	Left / Through / Right	В	0.39	17.0	48.7
		SB	Left / Through / Right	Α	0.51	5.2	11.8
		Overal	I Intersection	В	0.77	16.8	

Intersection	Intersection Control		pproach / ovement	LOS	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
QED &		NB	Left / Through	Α	0.06	7.7	3.3
Princess	Minor Stop	EB	Left / Right	В	0.39	13.3	13.3
Patricia Way		Overal	Intersection	Α	0.39	6.4	
		EB	Left / Right	С	0.59	29.9	35.1
QED &		NB	Left / Through	Α	0.38	9.3	30.5
Fifth Ave	Signalized	SB	Through / Right	Α	0.06	6.4	6.8
		Overal	I Intersection	Α	0.59	16.6	
Bank St &	Minor Ston	WB	Left / Right	С	0.33	15.1	9.3
Marche Way	Minor Stop	Overal	Intersection	Α	0.33	2	
		EB	Left / Through	Α	0.244	10	
		WB	Right	Α	0.315	0.6	
Fifth Ave & O'Connor St	All-Way Stop	NB	Left / Through / Right	В	0.351	10.7	
		SB	Right	Α	0.15	8.6	
		P EB Overall WB Overall WB Overall WB SB SB SB	Intersection	Α		9.9	

Table 4.16: 2028 Future Weekend Sunday Peak Hour (Internal Lansdowne Intersections)

Intersection	Intersection Control		roach / vement	LOS	V/C	Total Delay (s)	Queue 95th (m)
Exhibition		EB	Left / Through	Α	0.32	9.1	
Way and	All-Way Stop	WB	Through / Right	А	0.22	8.4	
Service Roadway	Сюр	SB	Left / Right	Α	0.01	7.8	
Noauway		Overall I	ntersection	Α	0.32	8.8	
Marché Way		EB	Left / Through	Α	0.01	7.2	
and Service	All-Way Stop	WB	Left / Through	А	0.02	7.1	
Roadway	Оюр	NB	Left / Right	Α	0.21	8	
		Overall I	ntersection	Α	0.21	7.9	
Marché Way		EB	Through / Right	А	0.4	9.6	
and Exhibition	All-Way Stop	WB	Left / Through	Α	0.03	7.8	
Way		NB	Left / Right	Α	0.1	8.4	
		Overall I	ntersection	Α	0.40	Delay (s)  2 9.1  2 8.4  7.8  8.8  7.2  7.1  8 8  7.9  9.6  7.8  8.4	

Intersection	Intersection Control		roach / rement	LOS	V/C	Total Delay (s)	Queue 95th (m)
		EB	Left	Α	0.09	7.9	2.2
Garage Access at Princess	Two-Way		Through	Α		0	2.2
Patricia Way	Stop	SB	Left / Right	С	0.5	16.9	20.7
	'	Overall Intersection			0.5	8.9	

As illustrated in the tables above, all study area intersections are projected to continue to operate with overall acceptable levels of service under the 2028 Future Weekend Sunday peak hour conditions.

Table 4.17: 2028 Future Minor Event Peak Hour (Study Area Intersections)

Intersection	Intersection	-	oproach /	LC	os	V/	c	To Dela		Queue 95th (m)	
	Control	IVI	ovement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
		EB	Left / Through / Right	С	В	0.45	0.25	24.4	17.5	32.8	16.9
			Left	С	С	0.30	0.22	25.1	23.6	20.5	16.6
Bank St &		WB	Through / Right	В	В	0.28	0.16	12.7	12.7	17.4	11.6
Fifth Ave	Signalized	NB	Left / Through / Right	В	В	0.37	0.31	13.5	11.4	53.4	39.7
		SB	Left / Through / Right	А	А	0.41	0.27	9.5	8.2	35.1	21.5
		Overal	I Intersection	В	В	0.45	0.31	13.5	11.4		
		EB	Left / Through / Right	D	D	0.56	0.48	38.5	38.1	28.3	22.9
Bank St & Holmwood	Signalized	NB	Left / Through / Right	А	А	0.38	0.29	3.0	3.8	13.0	22.0
Ave		SB	Left / Through / Right	А	А	0.33	0.21	3.6	2.6	9.7	7.0
		Overal	I Intersection	Α	Α	0.56	0.48	6.1	6.1		

Intersection	Intersection		oproach /	LC	os	V/	C	To Dela		Que 95th	
	Control	М	ovement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
		WB	Left	D	D	0.48	0.63	35.1	36.7	28.2	40.2
		VVB	Right	В	Α	0.33	0.56	10.9	9.8	10.3	15.5
Bank St & Exhibition	Signalized	NB	Left / Through / Right	А	А	0.33	0.18	5.0	4.8	27.1	12.5
Way		SB	Left	А	А	0.38	0.26	6.5	5.8	8.1	8.7
		36	Through	А	Α	0.21	0.15	3.0	4.1	8.7	7.7
		Overal	I Intersection	Α	В	0.48	0.63	7.2	11.0		
		EB	Right	F	С	0.89	0.33	62.1	19.4	93.9	13.3
Bank St &	Minor Stop	NB	Left	В	В	0.23	0.07	12	10.4	7.4	1.8
Wilton Cr	William Grop	113	Through	Α	А			2.5	0.6	7.4	1.8
		Overal	I Intersection	С	Α	0.89	0.33	12.7	3.2		
Bank St &	Minan Ctan	EB	Right	С	В	0.11	0.01	16.3	10.4	5.4	0.7
Echo Dr	Minor Stop	Overal	I Intersection	Α	Α	0.11	0.01	0.4	0.2		
		EB	Left / Right	D	С	0.36	0.03	36.7	27.2	26.6	4.4
Bank St &	Signalized	NB	Left / Through	А	А	0.40	0.09	5.0	4.0	20.7	5.0
Aylmer Ave	Signalized	SB	Through / Right	А	А	0.34	0.11	6.5	5.3	29.5	9.7
		Overal	I Intersection	Α	Α	0.40	0.11	7.5	5.1		
		EB	Left / Through / Right	E	С	0.78	0.26	62.2	32.8	#58.0	20.1
Bank St &		WB	Left / Through / Right	D	В	0.81	0.20	40.2	16.3	#67.2	12.4
Sunnyside Ave	Signalized	NB	Left / Through / Right	С	В	0.49	0.24	21.2	17.8	51.4	25.1
		SB	Left / Through / Right	А	А	0.59	0.33	7.5	7.1	18.1	19.4
		Overal	I Intersection	С	В	0.81	0.33	21.4	12.5		
QED &		NB	Left / Through	А	А	0.14	0.01	9.5	7.7	4.6	2.2
Princess Patricia Way	Minor Stop	EB	Left / Right	D	С	0.51	0.65	29.3	17.9	29.8	37.1
I diliola vvay		Overall Intersection		Α	В	0.51	0.65	4.8	11.8		
		EB	Left / Right	С	С	0.41	0.35	33.4	31.8	31.3	27.5
Queen Elizabeth Dr	Signalized	NB	Left / Through	С	В	0.67	0.45	23.0	14.6	65.8	53.2
& Fifth Ave	Oignalized	SB	Through / Right	С	В	0.82	0.25	26.1	11.8	#148.1	28.9
		Overal	Overall Intersection		В	0.82	0.45	26.0	16.3		

Intersection	Intersection Control		Approach / Movement		os	V/C		Total Delay (s)		Queue 95th (m)	
	Control	IVI	ovement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
		WB	Left / Right	В	В	0.11	0.28	13	14	3.0	9.9
Bank St & Marche Way	Minor Stop	SB	Through	А		0.00		9.4			
		Overal	I Intersection	Α	Α	0.11	0.28	0.6	2.2		
		EB	Left / Through	А	А	0.16	0.07	8.7	7.7		
		WB	Right	А	Α	0.17	0.07	7.9	7.1		
Fifth Ave & O'Connor St	All-Way Stop	NB	Left / Through / Right	А	А	0.19	0.08	8.7	7.3		
		SB	Right	Α	Α	0.10	0.11	7.7	7.1		
		Overal	I Intersection	Α	Α	0.19	0.11	8.3	7.3		

Table 4.18: 2028 Future Minor Event Peak Hour (Internal Lansdowne Intersections)

Intersection	Intersection Control		.pproach/ lovement	LC	os	V/	С	To Dela		Que 95th	eue (m)
	Control	, N	iovement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
Exhibition		EB	Left / Through	В	А	0.42	0.27	10.1	9		
Way	All-Way	WB	Through / Right	Α	В	0.25	0.48	8.7	10.9		
Service Roadway	Stop	SB	Left / Right	Α	Α	0.01	0.01	8	8.2		
Roddway			Overall ersection	A	В	0.42	0.48	9.6	10.2	1	
		EB	Left / Through	А	А	0.02	0.03	7	7.2		
Marché Way and	All-Way	WB	Left / Through	Α	А	0.06	0.18	7.3	7.9	-	
Service Roadway	Stop	NB	Left / Right	А	А	0.01	0.01	7	7.2		
			Overall ersection	A	A	0.06	0.18	7.2	7.8		
		EB	Through / Right	Α	А	0.03	0.04	8.3	7.9		
Marché Way and	All-Way	WB	Left / Through	Α	А	0.26	0.12	10	8.6		
Exhibition Way	Stop	NB	Left / Right	В	Α	0.53	0.37	12.6	9.8		
			Overall ersection	В	A	0.53	0.37	11.7	9.4		
Carago		EB	Left	Α	А	0.09	0.00	8.6	7.4	2.5	0
Garage Access at Princess	Two-Way		Through	Α	Α			0	0	2.5	
Patricia Way	Stop	SB	Left / Right	С	С	0.33	0.58	16.3	15.3	11.3	29.5
			Overall ersection	Α	В	0.33	0.58	4.8	11.3		

As illustrated above, all study area intersections are projected to operate acceptably under Future 2028 operating conditions with overall acceptable levels of service during Minor Events held at the Arena at TD Place.

The eastbound approach at intersection of Bank Street and Wilton Crescent is expected to operate with a LOS F. This occurs during the event Ingress period which overlaps with the regular PM peak period. The delays at this intersection are not directly attributed to event traffic held at Lansdowne and are associated with limited gaps in traffic in the southbound direction associated with the recently installed 3-lane cross-section of Bank Street. No mitigation measures are recommended to improve intersection operations.

#### 4.8.3 2033 Total Future Conditions

### **Intersection Capacity Analysis**

Intersection operational analysis under Future 2033 Full Build-Out Conditions are summarized in this section.

Detailed Synchro level of service analysis results can be found in Appendix D.

Table 4.19: 2033 Future Weekday AM and PM Peak Hour

Intersection	Intersection		proach/	LC	os	V/	С		otal ay (s)		eue ı (m)
	Control	Mc	vement	AM	РМ	AM	PM	AM	PM	AM	РМ
		EB	Left / Through / Right	D	С	0.63	0.45	36.4	22.8	30.4	32.7
			Left	С	С	0.35	0.25	31.8	24.3	15.6	17.5
Bank St &		WB	Through / Right	С	В	0.38	0.21	20.1	13.7	18.1	14.7
Fifth Ave	Signalized	NB	Left / Through / Right	А	В	0.36	0.37	1.6	15.1	5.1	53.9
		SB	Left / Through / Right	А	В	0.30	0.48	5.6	10.3	26.0	42.4
			Overall ersection	A	В	0.63	0.48	8.4	14.0	-	
		EB	Left / Through / Right	D	D	0.48	0.56	37.7	38.8	23.5	27.8
Bank St & Holmwood	Signalized	NB	Left / Through / Right	Α	Α	0.33	0.35	1.9	2.1	6.6	10.4
Ave		SB	Left / Through / Right	А	А	0.23	0.37	3.2	3.4	15.1	16.1
			Overall ersection	Α	Α	0.48	0.56	4.9	5.5		
		WB	Left	С	D	0.43	0.57	34.6	36.1	25.4	34.7
		VVD	Right	В	Α	0.27	0.31	11.5	9.7	8.9	9.7
Bank St & Exhibition	Signalized	NB	Left / Through / Right	В	А	0.42	0.40	11.3	6.8	48.8	34.8
Way	-	0.0	Left	В	Α	0.19	0.43	10.5	8.0	14.2	9.5
		SB	Through	Α	Α	0.17	0.28	7.5	3.9	24.5	11.4
			Overall ersection	В	A	0.43	0.57	11.9	8.8		
		NB	Left	В	С	0.22	0.41	11.3	15.1	6.7	16.9
Bank St &		IND	Through	Α	Α			2.2	4.3	6.7	16.9
Wilton Cr	Minor Stop	EB	Right	D	F	0.58	0.95	26.7	82.1	32.7	101
			Overall ersection	D	D	0.58	0.95	5.7	15.1		

Intersection	Intersection	_	proach/	LC	os	V/	C		otal ay (s)		
	Control	Mc	vement	AM	PM	AM	PM	AM	РМ	AM	PM
Bank St &		EB	Right	В	С	0.07	0.11	13.5	20.9	2.4	3.5
Echo Dr	Minor Stop		Overall ersection	Α	Α	0.07	0.11	0.3	0.3	2.4 22.1 M17.3 32.6 37.4 #76.1 #87.9 1.7 5.7 21.1 26.1	
		EB	Left / Right	С	С	0.30	0.38	29.7	31.6	95th AM 2.4 3 22.1 M17.3 32.6 2 37.4 2 #76.1 0 91.0 0 #87.9 1 1.7 3 5.7 7 21.1 7 26.1 5 34.5 4 1 2.1	24.5
Bank St &	Signalized	NB	Left / Through	Α	Α	0.46	0.44	4.1	4.7	M17.3	m17.4
Aylmer Ave	Signalized	SB	Through / Right	А	А	0.37	0.50	7.6	8.2	32.6	51.0
			Overall ersection	A	A	0.46	0.50	6.9	7.8		
		EB	Left / Through / Right	D	F	0.65	1.23	38.3	184.2	37.4	#79.2
Bank St &		WB	Left / Through / Right	С	F	0.88	1.14	33.7	116.2	#76.1	#116.6
Sunnyside Ave	Signalized	NB	Left / Through / Right	В	С	0.69	0.48	15.4	21.0	91.0	50.2
		SB	Left / Through / Right	С	С	1.20dl	0.95	21.4	27.0	#87.9	#117.3
			Overall ersection	С	D	0.88	1.23	21.6	53.0		
QED &		NB	Left / Through	Α	Α	0.07	0.07	8.3	9.1	1.7	1.8
Princess Patricia Way	Minor Stop	EB	Left / Right	С	С	0.21	0.43	15	24.3	5.7	16.2
			Overall ersection	A	A	0.21	0.43	2.4	3.5		
		EB	Left / Right	С	С	0.35	0.28	30.8	30.7	21.1	23.1
Queen Elizabeth Dr	Signalized	NB	Left / Through	Α	В	0.26	0.43	5.2	14.7	26.1	42.4
& Fifth Ave	Olgridii2ed	SB	Through / Right	Α	С	0.32	0.79	5.7	24.5	34.5	#129.4
			Overall ersection	A	A	0.32	0.79	2.4	22.4		
Bank St &	Minor Stop	WB	Left / Right	В	В	0.12	0.19	13.5	14.1	2.1	5.4
Marche Way			Overall ersection	Α	Α	0.12	0.19	0.7	1		
		EB	Left / Through	А	Α	0.16	0.17	8.5	8.6		
Fifth Ave &	All-Way	WB	Right	Α	Α	0.09	0.13	7.4	7.6		
O'Connor St	Stop	NB	Left / Through / Right	А	А	0.13	0.15	8	8.3		
		SB	Right	Α	Α	0.13	0.12	7.5	7.6		

Intersection	Intersection	Approach/ Movement	LOS		V/C		Total Delay (s)		Queue 95th (m)	
	Control		AM	PM	AM	PM	AM	PM	AM	PM
		Overall Intersection	Α	Α	0.16	0.17	7.9	8		

As illustrated above, all study area intersections are projected to continue to operate with overall acceptable levels of service under the 2033 Future Weekday AM and PM peak hour conditions.

The intersection of Bank Street and Sunnyside Avenue is projected to continue to operate with specific movements at or close to theoretical capacity in the southbound approach (AM Peak) and westbound approach (PM Peak).

In addition, the eastbound approach at intersection of Bank Street and Wilton Crescent is projected to continue to operate with a LOS F due to vehicle delays during the PM peak hour. The delays are associated with limited gaps in traffic in the southbound direction associated with the recently installed 3-lane cross-section of Bank Street.

No mitigation measure are recommended to improve intersection operations.

Table 4.20: 2033 Future Weekend Saturday Peak Hour (Study Area Intersections)

Intersection	Intersection Control	Appro Move	oach / ment	Los	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
		EB	Left / Through / Right	С	0.40	20.9	28.0
			Left	С	0.27	24.6	19.2
Bank St &		WB	Through / Right	В	0.27	12.8	17.0
Fifth Ave	Signalized	NB	Left / Through / Right	В	0.39	14.3	56.9
		SB	Left / Through / Right	А	0.43	9.6	36.6
		Overall In	tersection	В	0.43	13.3	
		EB	Left / Through / Right	D	0.56	38.9	27.7
Bank St & Holmwood	Signalized	NB	Left / Through / Right	А	0.34	2.3	11.2
Ave		SB	Left / Through / Right	А	0.36	3.9	28.4
		Overall In	tersection	Α	0.56	5.8	

Intersection	Intersection Control		oach / ment	LOS	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
		MD	Left	D	0.50	35.3	29.7
		WB	Right	В	0.36	10.6	11.0
Bank St & Exhibition	Signalized	NB	Left / Through / Right	А	0.34	5.4	29.8
Way		SB	Left	Α	0.40	7.0	9.9
		35	Through	Α	0.24	3.1	9.9
		Overall In	tersection	Α	0.50	7.4	
		NB	Left	В	0.19	12.3	6.5
Bank St &	Minor Stop	IND	Through	Α		2.3	6.5
Wilton Cr	Millor Stop	EB	Right	Е	0.68	39	64.1
		Overall In	tersection	Α	0.68	6.7	
Bank St &	Minor Ston	EB	Right	С	0.10	15.6	4.0
Echo Dr	Minor Stop	Overall In	tersection	Α	0.10	0.4	
		EB	Left / Right	С	0.24	30.0	17.3
Bank St &	Signalized	NB	Left / Through	Α	0.42	6.6	35.6
Aylmer Ave	-	SB	Through / Right	А	0.45	7.7	44.2
		Overall In	tersection	Α	0.45	7.9	
		EB	Left / Through / Right	D	0.61	45.0	#43.8
Bank St &		WB	Left / Through / Right	С	0.64	32.0	#44.2
Sunnyside Ave	Signalized	NB	Left / Through / Right	С	0.59	23.1	61.7
		SB	Left / Through / Right	А	0.57	4.9	10.3
		Overall In	tersection	В	0.64	17.7	
QED &		NB	Left / Through	А	0.07	8.4	1.7
Princess Patricia Way	Minor Stop	EB	Left / Right	С	0.37	17.8	12.3
		Overall In	tersection	Α	0.38	3.9	
		EB	Left / Right	С	0.35	31.9	27.5
QED & Fifth Ave	Signalized	NB	Left / Through	В	0.43	14.4	49.4
I IIII AVE		SB	Through / Right	В	0.55	16.3	72.1
		Overall In	tersection	В	0.55	17.3	

Intersection	Intersection Control	Appro Move		LOS	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
Bank St &	Minor Stop	WB	Left / Right	В	0.188	13.8	5.9
Marche Way		Overall In	tersection			1	
		EB	Left / Through	Α	0.133	8.5	
		WB	Right	Α	0.12	7.7	
Fifth Ave & O'Connor St	All-Way Stop	NB	Left / Through / Right	А	0.21	8.6	
		SB	Right	Α	0.13	7.6	
		Overall In	tersection	Α	0.21	8.1	

As illustrated above, all study area intersections are projected to continue to operate with acceptable levels of service under 2033 Future Weekend Saturday conditions.

Table 4.21: 2033 Future Weekend Sunday Peak Hour (Internal Lansdowne Intersections)

Intersection	Intersection Control		oach / ment	LOS	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
		EB	Left / Through / Right	С	0.39	22.9	27.3
			Left	С	0.47	29.0	32.2
Bank St &		WB	Through / Right	В	0.29	16.4	21.3
Fifth Ave	Signalized	NB	Left / Through / Right	А	0.38	10.0	46.7
		SB	Left / Through / Right	А	0.43	9.6	36.0
		Overall In	tersection	В	0.47	12.8	
		EB	Left / Through / Right	D	0.55	38.6	27.3
Bank St & Holmwood	Signalized	NB	Left / Through / Right	А	0.39	2.4	13.4
Ave		SB	Left / Through / Right	В	0.35	10.2	53.0
		Overall In	tersection	Α	0.55	8.5	
		WB	Left	D	0.63	38.2	36.7
Bank St &	Ciama elie e el	VVD	Right	Α	0.31	9.4	9.6
Exhibition Way	Signalized	NB	Left / Through / Right	В	0.48	14.3	47.5

Intersection	Intersection Control		oach / ement	LOS	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
		0.0	Left	В	0.61	17.3	#25.1
		SB	Through	Α	0.25	4.6	12.6
		Overall In	tersection	В	0.63	14.0	
		ND	Left	В	0.19	12	6.0
Bank St &	Min on Oton	NB	Through	Α		2.1	6.0
Wilton Cr	Minor Stop	EB	Right	D	0.56	30.8	38.1
		Overall In	tersection	Α	0.56	5.2	
Bank St &	Min on Oton	EB	Right	С	0.25	19.8	9.4
Echo Dr	Minor Stop	Overall In	tersection	Α	0.25	1.0	
		EB	Left / Right	D	0.43	35.9	23.2
Bank St &	Signalized	NB	Left / Through	А	0.31	3.1	20.6
Aylmer Ave		SB	Through / Right	А	0.34	3.7	30.8
		Overall In	tersection	Α	0.43	5.1	
		EB	Left / Through / Right	E	0.78	65.8	34.9
Bank St &		WB	Left / Through / Right	С	0.73	34.9	37.5
Sunnyside Ave	Signalized	NB	Left / Through / Right	В	0.43	17.7	54.1
		SB	Left / Through / Right	А	0.55	5.8	12.4
		Overall In	tersection	В	0.78	17.3	
QED &		NB	Left / Through	А	0.07	7.7	1.6
Princess Patricia Way	Minor Stop	EB	Left / Right	В	0.39	13.2	14.1
		Overall In	tersection	Α	0.39	6.5	
		EB	Left / Right	С	0.56	28.9	32.6
QED & Fifth Ave	Signalized	NB	Left / Through	Α	0.37	9.1	30.3
, nar/wc		SB	Through / Right	Α	0.06	6.3	7.1
		Overall In	tersection	В	0.56	15.7	
Bank St & Marche Way	Minor Stop	WB	Left / Right	С	0.39	16.3	12.3
-		Overall In	tersection	Α	0.39	2.3	
Fifth Ave & O'Connor St	All-Way Stop	EB	Left / Through	В	0.26	10.3	

Intersection	Intersection Control	Appro Move	oach / ement	LOS	V/C	Total Delay (s)	Queue 95 <sup>th</sup> (m)
		WB	Right	Α	0.33	9.9	
		NB	Left / Through / Right	В	0.39	11.3	
		SB	Right	Α	0.16	8.8	
		Overall Intersection		В	0.39	10.3	

As illustrated above, all study area intersections are projected to continue to operate with acceptable levels of service under 2033 Future Weekend Sunday conditions.

Table 4.22: 2033 Future Minor Event Peak Hour (Study Area Intersections)

Intersection	Intersection		proach /	LC	os	V/	C	To Dela		Que 95th	
	Control	Mo	vement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
		EB	Left / Through / Right	D	С	0.67	0.52	37.5	32.2	33.9	19.6
			Left	С	С	0.44	0.36	33.2	35.0	19.6	16.3
Bank St &		WB	Through / Right	В	В	0.40	0.32	15.9	19.2	18.1	13.1
Fifth Ave	Signalized	NB	Left / Through / Right	В	А	0.33	0.25	11.1	6.4	56.1	37.3
		SB	Left / Through / Right	Α	А	0.38	0.21	6.9	3.7	38.3	17.2
			verall rsection	В	Α	0.67	0.52	13.1	9.2		
		EB	Left / Through / Right	D	D	0.55	0.48	38.2	37.9	28.8	23.3
Bank St & Holmwood	Signalized	NB	Left / Through / Right	А	А	0.40	0.30	3.0	3.8	15.2	23.1
Ave		SB	Left / Through / Right	А	А	0.35	0.22	4.9	4.6	9.3	26.8
			verall rsection	A	A	0.55	0.48	6.5	6.8		
		WB	Left	D	D	0.54	0.66	35.5	36.6	33.6	45.0
		VVB	Right	В	D	0.38	0.58	10.1	9.4	11.3	16.1
Bank St & Exhibition Way	Signalized	NB	Left / Through / Right	А	А	0.39	0.18	5.8	5.0	30.4	13.3
		SB	Left	В	Α	0.54	0.28	12.3	6.3	19.0	10.0
		SD	Through	А	А	0.23	0.15	3.6	4.4	9.4	8.1

Intersection	Intersection		proach /	LC	os	V/	C	To Dela		Que 95th	
	Control	Mo	vement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
			verall rsection	Α	В	0.54	0.66	8.9	11.5		
		EB	Right	F	С	0.94	0.34	72.4	19.8	103.7	14.2
Bank St &		NB	Left	В	В	0.25	0.08	12.2	10.4	7.8	1.9
Wilton Cr	Minor Stop		Through	Α	Α			2.7	0.7	7.8	1.9
		_	verall rsection	D	Α	0.94	0.34	14.3	3.2		
Bank St &	N4: 01	EB	Right	С	В	0.121	0.02	16.8	10.5	5.7	0.7
Echo Dr	Minor Stop		verall rsection	Α		0.12	0.02	0.4	0.2		
		EB	Left / Right	D	С	0.36	0.03	36.7	27.2	27.1	4.4
Bank St &	Signalized	NB	Left / Through	А	А	0.42	0.09	5.5	5.4	26.2	8.8
Aylmer Ave	Signalized	SB	Through / Right	А	А	0.34	0.11	6.6	5.3	31.0	10.0
			verall rsection	A	Α	0.42	0.11	7.8	5.7		
		EB	Left / Through / Right	D	D	0.71	0.50	48.8	45.9	#47.4	19.7
D1- 04 9		WB	Left / Through / Right	С	В	0.76	0.33	33.3	19.9	#59.8	12.3
Bank St & Sunnyside Ave	Signalized	NB	Left / Through / Right	А	А	0.34	0.14	8.9	3.7	35.2	12.1
		SB	Left / Through / Right	А	А	0.59	0.27	8.6	4.2	24.3	23.0
			verall rsection	В	A	0.76	0.50	15.6	7.6		
OFD 8		NB	Left / Through	Α	А	0.144	0.02	9.5	7.7	4.0	0.5
QED & Princess Patricia Way	Minor Stop	EB	Left / Right	D	С	0.457	0.625	26.3	17.4	17.5	33.7
Fauloia Way			verall rsection					4.2	10.9		
		EB	Left / Right	С	С	0.40	0.41	29.0	29.0	23.7	24.3
Queen Elizabeth Dr	Signalized	NB	Left / Through	А	А	0.37	0.33	7.2	6.7	31.3	30.8
& Fifth Ave	Oignanizou	SB	Through / Right	В	А	0.67	0.21	11.7	5.7	88.0	19.4
			verall rsection	В	Α	0.67	0.41	12.0	10.0		
Bank St &	Minor Stop	WB	Left / Right	В	В	0.13	0.29	12.7	13.6	3.3	1.2
Marche Way	Willion Stop		verall rsection	Α	Α	0.13	0.29	0.7	2.1		

Intersection	Intersection		oroach /	LC	os	V/	С	To Dela		Que 95th	
	Control	Мо	vement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
		EB	Left / Through	А	А	0.172	0.076	8.8	7.8		
		WB	Right	Α	Α	0.181	0.06	8	7.1		
Fifth Ave & O'Connor St	All-Way Stop	NB	Left / Through / Right	А	А	0.213	0.008	8.9	7.3		
		SB	Right	Α	Α	0.11	0.113	7.7	7.2		
			verall rsection	A	A			8.4	7.3		

As illustrated above, all study area intersections are projected to continue to operate with overall acceptable levels of service in the 2033 Future horizon year for Minor Events held at TD Place.

The eastbound approach at intersection of Bank Street and Wilton Crescent is projected to continue to operate with a LOS F due to vehicle delays incurred on the minor approach. This occurs during the Ingress period which overlaps with the regular PM peak period. The delays at this intersection are not directly attributed to event traffic held at Lansdowne and are associated with limited gaps in traffic in the southbound direction as a result of the recently installed 3-lane cross-section of Bank Street.

No mitigation measures are recommended to improve intersection operations.

Table 4.23: 2033 Future Major Event Peak Hour (Study Area Intersections)

Intersection	Intersection		proach /	LC	os	V/	С	To Dela		Que 95th	
	Control	Mo	vement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
		EB	Left / Through / Right	D	D	0.69	0.76	36.5	46.5	36.3	35.7
			Left	С	С	0.43	0.21	30.7	24.3	20.8	12.7
Bank St &		WB	Through / Right	В	В	0.42	0.58	17.5	18.9	21.8	29.6
Fifth Ave	Signalized	NB	Left / Through / Right	А	А	0.35	0.24	6.9	6.4	31.6	20.5
		SB	Left / Through / Right	А	А	0.47	0.27	8.0	6.5	46.8	23.3
			verall rsection	В	В	0.69	0.76	12.0	13.8		-
		EB	Left / Through / Right	D	D	0.62	0.62	38.5	38.9	35.3	34.2
Bank St & Holmwood	Signalized	NB	Left / Through / Right	А	А	0.52	0.27	4.2	3.6	47.6	20.1
Ave		SB	Left / Through / Right	А	А	0.47	0.25	7.5	5.2	43.7	19.1
			verall rsection	Α	Α	0.62	0.62	8.8	9.5		
		WB	Left Right		Moven	nents Temp	orarily Re	stricted Du	ring Major	Events	
Bank St & Exhibition	Signalized	NB	Left / Through / Right	А	С	0.36	0.15	4.9	2.4	31.8	13.7
Way		SB	Left		Moven	nents Temp	orarily Re	stricted Du	ring Major	Events	
		35	Through	Α	Α	0.28	0.14	3.8	1.8	18.7	10.1
			verall rsection	Α	A	0.36	0.15	5.8	2.6		
		EB	Right	F	В	1.09	0.01	119	13.5	131.7	0.4
Bank St &		NB	Left	В	Α	0.21	0	12.6	0	6.4	0.0
Wilton Cr	Minor Stop	LIND	Through	Α				2.6	0	6.4	0.0
			verall rsection	E	Α	1.09	0.01	20.5	0.1		
Bank St &		EB	Right	С	В	0.25	0.06	19.4	10.5	13.2	1.8
Echo Dr	Minor Stop		verall rsection	Α	Α	0.25	0.06	0.9	0.5		

Intersection	Intersection		oroach /	LC	os	V/	С	To Dela		Que 95th	
	Control	Mo	vement	Ingress	Egress	Ingress	Egress	Ingress	Egress	Ingress	Egress
		EB	Left / Right	D	С	0.52	0.17	38.8	23.5	35.4	11.9
Bank St & Aylmer Ave	Signalized	NB	Left / Through	Α	Α	0.44	0.21	8.2	6.0	48.3	18.2
Ayimei Ave	3	SB	Through / Right	Α	A	0.46	0.18	8.2	5.6	51.7	15.7
			verall rsection	В	A	0.52	0.21	10.3	6.6		
		EB	Left / Through / Right	E	D	0.88	0.56	72.0	43.6	#67.4	26.7
Bank St &		WB	Left / Through / Right	D	С	0.86	0.48	49.0	28.4	#78.0	22.2
Sunnyside Ave	Signalized	NB	Left / Through / Right	Α	Α	0.39	0.16	8.3	4.4	34.7	15.4
		SB	Left / Through / Right	В	Α	0.76	0.19	15.4	4.3	#67.4	17.3
			verall rsection	С	В	0.88	0.56	22.8	10.8		
QED &		NB	Left / Through	В	А	0.16	0.05	10.2	8.3	4.9	1.3
Princess Patricia Way	Minor Stop	EB	Left / Right	F	E	0.93	0.93	82.4	50.0	75.2	86.8
i atticia vvay			verall rsection	С	С	0.93	0.93	14	23.5		
		EB	Left / Right	D	D	0.68	0.72	36.9	39	#45.2	#53.5
Queen Elizabeth Dr &	Signalized	NB	Left / Through	В	А	0.69	0.41	17.9	8.9	#70.0	40.7
Fifth Ave	Olgitalized	SB	Through / Right	С	А	0.87	0.41	23.7	8.7	#169.4	42.0
			verall rsection	С	В	0.87	0.72	24.1	15.5		
Bank St &	Minor Stop	WB	Left / Right		Movem	nents Temp	orarily Pa	stricted Du	rina Major	Events	
Marche Way	willor stop	1	verall rsection		wovell	ιστιιο τ στημ	оганіу Ке	รถเดเซน ปนเ	ınıy ivlajül	LVEIIIS	
		EB	Left / Through	В	А	0.21	0.13	10.1	9		
		WB	Right	Α	Α	0.28	0.16	9.7	8.4		
Fifth Ave & O'Connor St	All-Way Stop	NB	Left / Through / Right	Α	В	0.26	0.49	9.2	11.4		
		SB	Right	Α	Α	0.19	0.08	8.6	7.7		
			verall rsection	A	В	0.28	0.49	9.5	8.8		

As illustrated above, all study area intersections are projected to continue to operate with overall acceptable levels of service during the 2033 Future horizon year for Major Events held at TD Place.

The eastbound approach at intersection of Bank Street and Wilton Crescent is projected to continue to operate with a LOS F due to vehicle delays incurred on the minor approach. This occurs during the event Ingress period which overlaps with the regular PM peak period. The delays at this intersection are not directly attributed to event traffic held at Lansdowne and are associated with limited gaps in traffic in the southbound direction due to the recently installed 3-lane cross-section of Bank Street.

In addition, the eastbound approach at the Queen Elizabeth Drive and Princess Patricia Way intersection is shown to operate with an LOS rating of E for the Ingress periods. Although the analysis indicates that the movements are operating with delays, the performance of these intersections are expected to continue to be adequately managed through the deployment of Ottawa Police Point duty as part of the traffic management measures for Major Events at Lansdowne.

No mitigation measures are recommended to improve intersection operations.

## 5. SUMMARY AND CONCLUSIONS

This Transportation Impact Assessment (TIA) was prepared in support of a Site Plan Application (SPA) for the proposed multi-purpose Event Centre at Lansdowne Park located in the Glebe community of Ottawa, Ontario.

The proposed multi-purpose Event Centre represents Phase 1 of the Lansdowne 2.0 plan which seeks to replace existing city-owned infrastructure while adding additional density to the site. The overall Lansdowne 2.0 proposed plan includes the following phases of development:

**Phase 1** (Anticipated completion of 2028) consists of building a new 5,500 seat (up to 6,500 spectators) multipurpose event centre that will be home to the OHL's Ottawa 67's, the CEBL's Ottawa BlackJacks, the PWHL Ottawa, and other indoor events such as shows and concerts. As this phase of Lansdowne 2.0 replaces the programming provided at the existing 9,800 seat TD Place Arena, it is not expected to generate additional transportation demands to Lansdowne.

**Phase 2** (Anticipated completion between 2030 and 2031) consists of replacing the existing functionally obsolete north stadium stands and arena complex at TD Place Stadium with a new 11,200 seat (12,100 spectator) north stand structure. This new facility replaces the existing north stadium stands, which currently has a capacity of 14,028 spectators, and would result in a reduction of approximately 2,000 spectator capacity at TD Place Stadium. This venue will continue to be the home of the CFL's Ottawa RedBlacks and the CPL's Ottawa Atlético. As this phase of Lansdowne 2.0 replaces existing programming currently provided at TD Place Stadium, it is not expected to generate additional transportation demands to Lansdowne.

**Phase 3** (Anticipated completion between 2032 and 2036) represents the full build-out of Lansdowne 2.0 and consists of replacing the existing 41,000 ft² of commercial retail and box office annex to the Stadium on Exhibition Way with 49,635 ft² of new podium-level commercial retail space. This represents a net increase of 8,635 ft² of commercial retail space from what is currently provided today. In addition, this phase includes the construction of two new residential towers with a total of 770 new dwelling units. Additional underground parking space will be constructed by extending the existing facility to accommodate an additional 386 parking spaces to service the new residential units and additional retail space, resulting in a total of 1,766 underground parking spaces at Lansdowne.

Under Phase 1, no additional trip generation demands are forecasted as the proposed multipurpose event centre replaces the existing programming at the Arena at TD Place. It is anticipated that internal circulation and access within Lansdowne will be altered in an interim operating condition in 2028 during the construction of subsequent phases of Lansdowne 2.0.

The full build-out of Lansdowne 2.0 development is anticipated to generate between 130 and 180 net new auto trips (two-way) during the Weekday AM, Weekday PM, and Weekend Saturday and Sunday peak periods.

An analysis of study area intersections was completed under Existing Conditions, the interim 2028 Future Conditions (i.e. the completion of the new event centre and construction of subsequent phases of Lansdowne 2.0, as well as the 2033 Future Conditions (Full Build-Out of Lansdowne 2.0).

All study area intersections were shown to operate acceptably with similar levels of services currently observed today.

In conclusion, the analysis found that the anticipated Phase 1 of Lansdowne 2.0 will result in minimal impact to the overall traffic operations in the area. From a transportation standpoint, the proposed multi-purpose Event Centre can be accommodated by the future transportation network with the continued adoption of the existing comprehensive Transportation Demand Management strategy.

# APPENDIX A - TURNING MOVEMENT COUNT DATA



#### **Transportation Services - Traffic Services**

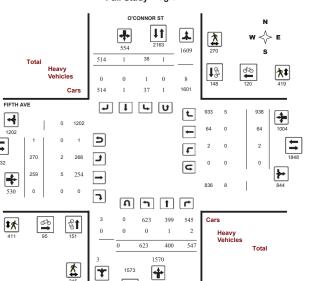
#### **Turning Movement Count - Study Results**

#### FIFTH AVE @ O'CONNOR ST

Survey Date: Friday, August 05, 2022 WO No: Start Time: 16:00 Device:

40983 Miovision

#### **Full Study Diagram**



**Ottawa** 

Start Time: 16:00

**Transportation Services - Traffic Services** 

**Turning Movement Count - Study Results** 

FIFTH AVE @ O'CONNOR ST

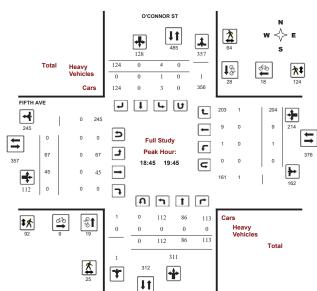
WO No:

40983

Miovision

Survey Date: Friday, August 05, 2022 Device:

#### Full Study Peak Hour Diagram



June 16, 2023 Page 1 of 8 June 16, 2023 Page 2 of 8

40983

Miovision

## **Ottawa**

Start Time: 16:00

#### **Transportation Services - Traffic Services**

11

#### **Turning Movement Count - Study Results**

FIFTH AVE @ O'CONNOR S'
-------------------------

Survey Date: Friday, August 05, 2022 WO No:

Full Study 15 Minute Increments

O'CONNOR ST													FII	FIHA	VE				
		No	orthbo	und		Sc	uthbou	ind			E	astbou	nd		We	estbour	nd		
Time I	Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	
16:00	16:15	8	4	8	20	10	0	35	45	65	13	7	0	20	0	1	23	24	
16:15	16:30	12	11	9	32	2	0	26	28	60	7	10	0	17	0	0	30	30	
16:30	16:45	18	10	8	36	1	0	21	22	58	18	10	0	28	0	0	28	28	
16:45	17:00	15	11	7	33	3	0	27	31	64	10	6	0	16	0	0	35	35	
17:00	17:15	9	9	10	28	2	0	13	15	43	11	18	0	29	0	4	28	32	
17:15	17:30	19	13	22	54	6	0	17	23	77	6	13	0	19	0	1	27	28	
17:30	17:45	30	15	32	77	1	0	24	25	102	8	12	0	20	0	3	39	42	
17:45	18:00	24	17	19	60	3	0	27	30	90	10	6	0	16	0	6	52	58	
18:00	18:15	36	14	27	77	0	0	28	28	105	18	7	0	25	0	9	51	60	

623 400 547 1570 38 1 514 554 2124 270 259 0 530 2 64 938 1004 1534

Note: U-Turns are included in Totals.



#### **Transportation Services - Traffic Services**

#### **Turning Movement Count - Study Results**

#### FIFTH AVE @ O'CONNOR ST

Survey Date: Friday, August 05, 2022 WO No: 40983 Start Time: 16:00 Miovision Full Study Cyclist Volume

		O'CONNOR ST		-	FIFTH AVE		
Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
16:00 16:15	3	6	9	4	6	10	19
16:15 16:30	3	2	5	7	3	10	15
16:30 16:45	4	4	8	5	7	12	20
16:45 17:00	4	7	11	4	4	8	19
17:00 17:15	5	4	9	9	7	16	25
17:15 17:30	9	12	21	6	3	9	30
17:30 17:45	2	5	7	0	8	8	15
17:45 18:00	2	13	15	3	4	7	22
18:00 18:15	4	4	8	2	6	8	16
18:15 18:30	2	6	8	1	6	7	15
18:30 18:45	5	9	14	5	5	10	24
18:45 19:00	4	4	8	0	9	9	17
19:00 19:15	7	8	15	4	0	4	19
19:15 19:30	4	8	12	4	5	9	21
19:30 19:45	4	8	12	1	4	5	17
19:45 20:00	2	5	7	1	5	6	13
20:00 20:15	1	2	3	1	1	2	5
20:15 20:30	5	2	7	1	3	4	11
20:30 20:45	0	8	8	1	4	5	13
20:45 21:00	0	0	0	4	5	9	9
21:00 21:15	0	3	3	2	3	5	8
21:15 21:30	5	3	8	8	5	13	21
21:30 21:45	3	5	8	2	4	6	14
21:45 22:00	10	6	16	4	2	6	22
22:00 22:15	22	5	27	7	4	11	38
22:15 22:30	18	2	20	4	1	5	25
22:30 22:45	5	0	5	3	3	6	11
22:45 23:00	10	6	16	0	0	0	16
23:00 23:15	1	0	1	1	2	3	4
23:15 23:30	3	0	3	0	1	1	4
23:30 23:45	0	1	1	0	0	0	1
23:45 00:00	4	0	4	1	0	1	5
Total	151	148	299	95	120	215	514



#### **Transportation Services - Traffic Services**

#### **Turning Movement Count - Study Results**

#### FIFTH AVE @ O'CONNOR ST

Start Time	Friday, Aug : 16:00	,			Device:		Miovision
		F	ull Stuc	dy Pedestriai	n Volume		
		O'CONNOR ST		.,	FIFTH AVE		
Time Period (E	NB Approach or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
16:00 16:15	2	9	11	13	8	21	32
16:15 16:30	5	7	12	10	4	14	26
16:30 16:45	6	14	20	18	11	29	49
16:45 17:00	5	3	8	6	7	13	21
17:00 17:15	9	18	27	10	7	17	44
17:15 17:30	6	1	7	18	7	25	32
17:30 17:45	7	7	14	17	7	24	38
17:45 18:00	3	8	11	10	21	31	42
18:00 18:15	9	8	17	11	13	24	41
18:15 18:30	15	21	36	19	35	54	90
18:30 18:45	3	14	17	21	29	50	67
8:45 19:00	5	17	22	20	16	36	58
19:00 19:15	7	21	28	33	39	72	100
19:15 19:30	10	17	27	25	48	73	100
19:30 19:45	3	9	12	14	21	35	47
19:45 20:00	12	7	19	17	17	34	53
20:00 20:15	5	10	15	3	4	7	22
20:15 20:30	10	3	13	3	2	5	18
20:30 20:45	8	0	8	4	1	5	13
20:45 21:00	6	6	12	0	4	4	16
21:00 21:15	11	4	15	3	4	7	22
21:15 21:30	17	10	27	8	11	19	46
21:30 21:45	4	5	9	6	5	11	20
21:45 22:00	13	10	23	8	14	22	45
22:00 22:15	16	9	25	35	28	63	88
2:15 22:30	22	6	28	49	20	69	97
2:30 22:45	26	3	29	20	17	37	66
22:45 23:00	0	10	10	6	7	13	23
23:00 23:15	0	3	3	1	0	1	4
23:15 23:30	0	0	0	0	1	1	1
23:30 23:45	n	7	7	n	9	9	16



#### **Transportation Services - Traffic Services**

#### **Turning Movement Count - Study Results** FIFTH AVE @ O'CONNOR ST

Survey Date: Friday, August 05, 2022 WO No: 40983 Start Time: 16:00 Device: Miovision

**Full Study Heavy Vehicles** 

			0,00	ONNO	R ST				,	,,		FII	FTH A	VE					
	No	orthbo	und		Sc	uthbou	ind			Е	astbou	nd		We	estbour	nd			
Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
16:00 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	2	1
17:00 17:15	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1
17:15 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	2	1
17:45 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00 18:15	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	1	1
18:15 18:30	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	1	1
18:30 18:45	0	0	0	0	0	0	0	1	1	0	1	0	1	0	0	1	2	3	2
18:45 19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00 19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15 19:30	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	1	1
19:30 19:45	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	1	1	1
19:45 20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00 20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15 20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30 20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45 21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00 21:15	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	2	1
21:15 21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30 21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45 22:00	0	0	1	1	0	0	0	0	1	0	1	0	1	0	0	0	2	3	2
22:00 22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15 22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30 22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45 23:00	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3	3	3	3
23:00 23:15	0	1	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	1
23:15 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30 23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45 00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total: None	0	1	2	3	1	0	0	9	12	2	5	0	7	0	0	5	13	20	16

June 16, 2023 June 16, 2023 Page 6 of 8 Page 7 of 8



#### **Transportation Services - Traffic Services**

## Turning Movement Count - Study Results FIFTH AVE @ O'CONNOR ST

Survey Date:	Friday, August 05, 2022		WO No:	40983
Start Time:	16:00		Device:	Miovision
		Full Study 15 Min	ute U-Turn Total	
		O'CONNOR ST	FIFTH AVE	

			O'CONNO	R ST	FI	FTH AVE	
	Time I	Period	Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
	16:00	16:15	0	0	0	0	0
_	16:15	16:30	0	0	0	0	0
-	16:30	16:45	0	0	0	0	0
_	16:45	17:00	0	1	0	0	1
_	17:00	17:15	0	0	0	0	0
	17:15	17:30	0	0	0	0	0
	17:30	17:45	0	0	0	0	0
_	17:45	18:00	0	0	0	0	0
	18:00	18:15	0	0	0	0	0
	18:15	18:30	0	0	0	0	0
	18:30	18:45	0	0	0	0	0
	18:45	19:00	0	0	0	0	0
	19:00	19:15	0	0	0	0	0
	19:15	19:30	0	0	0	0	0
	19:30	19:45	0	0	0	0	0
	19:45	20:00	0	0	0	0	0
	20:00	20:15	0	0	0	0	0
	20:15	20:30	0	0	0	0	0
Ξ	20:30	20:45	0	0	0	0	0
	20:45	21:00	0	0	0	0	0
Ξ	21:00	21:15	0	0	0	0	0
	21:15	21:30	0	0	1	0	1
Ξ	21:30	21:45	0	0	0	0	0
	21:45	22:00	0	0	0	0	0
Ξ	22:00	22:15	0	0	0	0	0
	22:15	22:30	0	0	0	0	0
Ξ	22:30	22:45	0	0	0	0	0
Ξ	22:45	23:00	0	0	0	0	0
Ξ	23:00	23:15	0	0	0	0	0
Ξ	23:15	23:30	0	0	0	0	0
Ξ	23:30	23:45	0	0	0	0	0
	23:45	00:00	0	0	0	0	0

5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC
Tue May 3, 2022
Full Length (6:30 AM-9:30 AM, 11:30 AM-2 PM, 3:30 PM-6 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 947989, Location: 45.399403, -75.68617



Leg	North					East					South					
Direction	Southbou	nd				Westbour	nd				Northbou	nd				
Time	T	L	U	App	Ped*	R	L	U	App	Ped*	R	T	U	App	Ped*	
2022-05-03 6:00AM	115	0	0	115	0	5	0	0	5	15	2	105	0	107	16	2
7:00AM	296	1	0	297	2	13	0	0	13	47	1	302	0	303	34	6
8:00AM	359	0	0	359	3	30	0	0	30	77	5	507	0	512	24	9
9:00AM	181	0	0	181	2	14	0	0	14	40	2	230	0	232	3	4
11:00AM	244	0	0	244	4	32	0	0	32	96	6	229	0	235	6	
12:00PM	452	0	0	452	1	58	1	0	59	205	10	435	0	445	13	9
1:00PM	455	0	0	455	1	56	2	0	58	155	9	455	0	464	22	9
3:00PM	279	0	0	279	0	37	1	0	38	118	6	234	0	240	7	
4:00PM	571	1	0	572	1	68	2	0	70	296	7	509	0	516	29	11
5:00PM	559	1	1	561	2	89	4	0	93	244	14	482	1	497	25	1
Total	3511	3	1	3515	16	402	10	0	412	1293	62	3488	1	3551	179	74
% Approach	99.9%	0.1%	0%	-	-	97.6%	2.4%	0%	-	-	1.7%	98.2%	0%	-	-	
% Total	47.0%	0%	0%	47.0%	-	5.4%	0.1%	0%	5.5%	-	0.8%	46.6%	0%	47.5%	-	
Lights and Motorcycles	3258	0	1	3259	-	369	10	0	379	-	58	3237	1	3296	-	65
% Lights and Motorcycles	92.8%	0%	100%	92.7%	-	91.8%	100%	0%	92.0%	-	93.5%	92.8%	100%	92.8%	-	92.
Heavy	173	0	0	173	-	23	0	0	23	-	0	152	0	152	-	3
% Heavy	4.9%	0%	0%	4.9%	-	5.7%	0%	0%	5.6%	-	0%	4.4%	0%	4.3%	-	4.
Bicycles on Road	80	3	0	83	-	10	0	0	10	-	4	99	0	103	-	1
% Bicycles on Road	2.3%	100%	0%	2.4%	-	2.5%	0%	0%	2.4%	-	6.5%	2.8%	0%	2.9%	-	2.0
Pedestrians	-	-	-	-	15	-	-	-	-	1271	-	-	-	-	179	
% Pedestrians	-	-	-	-	93.8%	-	-	-	-	98.3%	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	22	-	-	-	-	0	
Dicycles on Crosswalk																

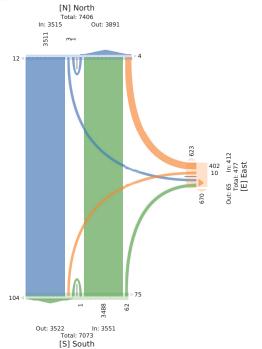
<sup>\*</sup>Pedestrians and Bicycles on Crosswalk, L: Left, R: Right, T: Thru, U: U-Turn

Page 8 of 8 1 of 8

#### 5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

Deboto 14 - CUVID - DAING 31 & WINKLEH WIT - INKL.
THE MAY 3, 2022 — 9-30 AM, 11:30 AM-2 PM, 3:30 PM-6 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 947989, Location: 45.399403, -75.68617





5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

5360614-CUVID - DAINS ST @ MARCHE WAY - MAY... - TMC
Tue May 3, 2022
F M leaf.ngt30 F M h(130 F M6
F:: Aaa--e-19 P)C asi Md/daryr:e-, c eaHy, l ei e-@las-, v kyr:e- ds Bdai , v kyr:e- ds
Adr-Ra£l6
F:: MdHwesG
Intt (110 g), 9dra@lst 1478(1103, H048g85D



	_					_	_									_
9eP	OdoG					Ja-C					Edu <b>G</b>					
mitter Cirls	EduG. dus	si				S e-Cdus	i				OdoG. dusi					
Tlwe	T	9	W	FNN	l ei U	В	9	W	FNN	l ei U	В	T	W	FNN	l ei U	ls C
2022h04h03 gt30F M	(3	0	0	(3	5	50	0	0	50	5I	3	5I 0	0	5I 3	2	21
gtI 4F M	52I	0	0	52I	0	(	0	0	(	24	2	54D	0	54(	I	2(
(t00F M	(I	0	0	(I	0	D	0	0	D	25	0	52(	0	52(	2	23
(t54F M	gD	0	0	gD	2	D	0	0	D	5(	2	505	0	503	5	5(
Td@:	3(g	0	0	3(g	3	33	0	0	33	D(	D	42D	0	43I	(	(8
* FNvidar)	500*	0*	0*	h	h	500*	0*	0*	h	h	573*	(g7D*	0*	h	h	
* TdG:	I52*	0*	0*	I572*	h	371*	0*	0*	37 *	h	07D*	4I78*	0*	4473*	h	
1 c %	07g00	h	h	07g00	h	07g00	h	h	07g00	h	07824	07g3D	h	07g3I	h	07g2
91P)Gasi Md@doryr:e-	3DD	0	0	3DD	h	2D	0	0	2D	h	4	ID(	0	I gI	h	gg
* 91P)Gasi Md@loryr:e-	(17D*	0*	0*	(17D*	h	g57g*	0*	0*	g57g*	h	D57I*	(07(*	0*	(078*	h	(270*
c eaHy	20	0	0	20	h	4	0	0	4	h	0	30	0	30	h	4
* c eaHy	470*	0*	0*	470*	h	5472*	0*	0*	5472*	h	0*	47D*	0*	478*	h	47D*
v Iryr:e- ds Bdai	5	0	0	5	h	5	0	0	5	h	2	5g	0	20	h	2:
* v lryr:e- ds Bdai	073*	0*	0*	073*	h	370*	0*	0*	370*	h	2g78*	37/*	0*	37D*	h	273*
l ei e-Glas-	h	h	h	h	3	h	h	h	h	D4	h	h	h	h	(	
* 1 ei e-Glas-	h	h	h	h	500*	h	h	h	h	(I7(*	h	h	h	h	500*	
v Iryr:e- ds AodRa:L	h	h	h	h	0	h	h	h	h	I	h	h	h	h	0	
* v lryr:e- ds AodRa:L	h	h	h	h	0*	h	ŀ	h	h	475*	h	h	h	h	0*	

<sup>U</sup>l ei e-@las- asi v lryr:e- ds Aod--Ra:L79t 9ebÇBt B1P) ÇTt T) ou, Wt WhTuos

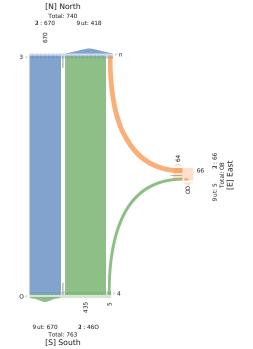
2 of 8 3 of 8

5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC
Tue May 3, 2022

AM Peak (8:30 AM -9:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 947989, Location: 45.399403, -75.68617





5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC
Tue May 3, 2022
Mfl lay Lean g ZiB0 LM (tiB0 LM6
: Ak- A9599 giP (90 as I Mi G dryo As I reacy, Lel e9 (Jas S, Hiōyo As 9 is vial, Hiōyo As 9 is - d 995a As 6
: A Whice Res 9
k hml Dram 1 i oa (fish 1786 mml 03, (DF 8545 t D

Ldi cff el. yh- IVŷ i bf (GaB) t 00 - i s9@Abd ff s kc OeNeas, f O, p 2K 76m - :
,, p =, .

1eP	Oi dCi					Ja9C					Ei uŒ					
k RieoŒis	Ei uG. i us	sl				S e9Ciusl					Oid).iusl					
TIRe	Т	1	W	: NN	Lel U	v	1	W	: NN	Lel U	v	T	W	: NN	Lel U	<b>v</b> εC
2022(07(03 t 2lB0LM	t 0D	0	0	t 0D	0	t3	t	0	tΙ	73	7	t 0m	0	ttI	5	237
t 2H 7LM	t 25	0	0	t 25	0	t D	0	0	t D	Im	3	t t m	0	t 22	0	257
t l00LM	ttm	0	0	ttm	0	t5	0	0	t5	3t	3	t 2D	0	t 30	I	257
t lt 7LM	ttI	0	0	ttI	0	t3	0	0	t3	Im	t	t 0m	0	tt0	m	230
Ti QA	I 55	0	0	I 55	0	7m	t	0	50	t 42	t 2	I5I	0	I DS	t m	t 002
* : NNi ao)	t 00*	0*	0*	(	(	m#88*	t 8D*	0*	(	(	287*	nD87*	0*	(	(	(
* Ti G/	I 587*	0*	0*	I 587*	(	78n#	* 80	0*	580*	(	t 82*	I588*	0*	I D87*	(	(
Lr %	08n82	(	(	0an82	(	08454	02270	(	08142	(	08770	08n82	(	08x8t	(	08mi3
1 PP) © asl Mi€doyoAe9	121	0	0	I2I	(	72	t	0	73	(	t t	I3t	0	II2	(	nt n
* 1PP) Oasl Mi@doyo&e9	nt 80*	0*	0*	nt 80*	(	448 *	t 00*	0*	448*	(	nt 8D*	n28n#	0*	n28ı#	(	mt 8D*
r eacy	3t	0	0	3t	(	D	0	0	D	(	0	20	0	20	(	74
* r eacy	58D*	0*	0*	58D*	(	tt8m*	0*	0*	tt8D*	(	0*	188*	0*	182*	(	781*
HRoyo.Ae9is vial	t t	0	0	tt	(	0	0	0	0	(	t	t 3	0	tΙ	(	27
* HRoyo Az9is vial	28 *	0*	0*	28*	(	0*	0*	0*	0*	(	48*	284*	0*	28n#	(	287*
Lel e9@fas9	(	(	(	(	0	(	(	(	(	t 4t	(	(	(	(	t m	
* Lel e9@las9	(	(	(	(	(	(	(	(	(	m87*	(	(	(	(	t 00*	(
HlōyoAz9 i s - di 99BaAu	(	(	(	(	0	(	(	(	(	ī	(	(	(	(	0	
* HRyoAr9is - di99BaAn	(	(	(	(	(	(	(	(	(	087*	(	(	(	(	0*	(

ULel e9@las9asl HlöyoAs9is - di 99BaAs81h1ebÇvhvlP)ÇThT)du, WhW(Tuds

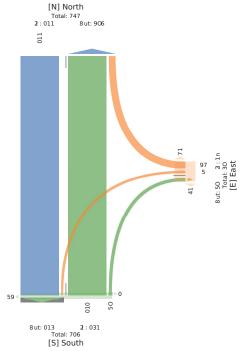
4 of 8

#### 5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

5300014 - CUVID - DAING SI @ MURICHE WAY - MAY... - INC.
Tue May 3, 2002 - MAPPay kea( 8 2-30 kM 9: -30 kM)
1 Gs Gillel & Aghti an P Middoryr@L, c eatly, kePelto\nnl, v Ayr@Ldn BdaP, v Ayr@Ldn sdilRac()
1 (CMdfewent.
nb - D47D5D) i drat\nln-4. GDD003, 97. G51: 7







#### 5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

Tue May 3, 2022 FM Feal Ing h FM (hg h FM6(: Ae-a9Feal 1 Pu-) 9 CClasses II dur o aH/ MPdP-B/Bhs, 1 ea/sy, Fevese-daHs, RdbyBhs PHwPav, RdbyBhs PH C-Pssk ad 6

) 9MPAemeHs IDg4n7484, i PBacPHgnh5344n03, (7h5 8. t 7

i eo	OP-a					J asc					EPua					
Dd-eBrdPH	EPua bPul	Hv				S esdPuF	Š/				OP-α bPu	ΗV				
Tdne	T	i	W	) NN	FevU	W	i	W	) NN	FevU	W	T	W	) NN	FevU	IHc
2022(0h(03 ng hFM	t3t	0	0	t3t	0	t 4	t	0	20	. 4	0	t n3	0	t n3	n	2
ng80FM	t.t	0	0	t.t	t	t3	0	0	t3	. 7	t	tt7	0	118	h	2
ngnhFM	t nh	0	0	t nh	0	t 8	t	0	t 4	84	t	t 3n	0	t 3h	t n	- 2
hg0FM	t h0	t	0	t ht	t	22	3	0	2h	1.	h	t 28	t	t 3n	t 2	
TPas	h87	t	0	h88	2	72	h	0	77	28.	7	h22	t	h30	3h	t
* ) NN-PaBr	4438*	052*	0*	(	(	435h*	. 5h*	0*	(	(	t 53*	485h*	052*	(	(	
* TPas	n43:*	05 *	0*	n452*	(	. 50*	05n*	0*	. 5n*	(	05*	n357*	03 *	nn5n*	(	
F1 %	03848	(	(	05848	(	057. t	05nt 7	(	05720	(	053h0	0988.	052h0	05400	(	05
i dor os aHv MPdP-ByBBes	hn4	0	0	hn4	(	. h	h	0	70	(	7	n4t	t	n44	(	t
* i dores aHv MPdP-ByBBes	435h*	0*	0*	435n*	(	4053*	t 00*	0*	4054*	(	t 00*	4n3 *	t 00*	4n52*	(	43
1 eaAy	t h	0	0	t h	(	2	0	0	2	(	0	t 2	0	t2	(	
* 1 eaAy	25 *	0*	0*	25 *	(	25B*	0*	0*	25 *	(	0*	253*	0*	253*	(	2
RdByBBes PHwPav	23	t	0	2n	(	h	0	0	h	(	0	t 4	0	t 4	(	
* RdByBBes PHwPav	354*	t 00*	0*	n3 *	(	. 54*	0*	0*	. 5h*	(	0*	35 *	0*	35 *	(	n
Feveso-diHs	(	(	(	(	2	(	(	(	(	283	(	(	(	(	3h	
* Feveso-daHs	(	(	(	(	t 00*	(	(	(	(	4450*	(	(	(	(	t 00*	
RdByBles PHC-Pssk a9	(	(	(	(	0	(	(	(	(	3	(	(	(	(	0	
* RdByB9es PHC-Pssk a9	(	(	(	(	0*	(	(	(	(	t 50*	(	(	(	(	0*	

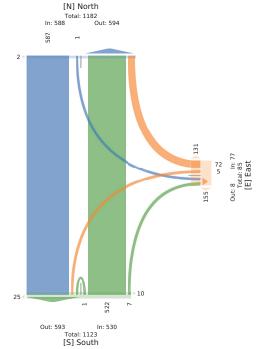
UFevesc-daHs aHv RdByBBes PHC-Pssk ag 5i gi efc, wgwdorc, TgTr-u, WgW(Tu-H

6 of 8

5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC
Tue May 3, 2021 9 - 8 - AM) 91 Cesall.AeaPi gus
AM AeaPi (8 - AM 9-8 - AM) 91 Cesall.AeaPi gus
Hit Lamend loct dia vB Mgigls/Ren, i eaCy, AeBenbloavn, wdkyRlen gv mgaB, wdkyRlen gv
t sgml aIP)
Hit MgcDevth
47 85(, 565, dgRalfqv8(- B55(03, 9 - b6b: .





5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

5566814 - COVID - BANKS 1 (@ HULMWOULD AVE - mi... - mi...
The May 3, 202 Fall Length (6:30 AM-9:30 AM, 11:30 AM-2 PM, 3:30 PM-6 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 947992, Location: 48599. 96, -785s. 6863



7 of 8

Leg	North						East						South						West					1
Direction	Southb	ound					Westbo	und					Northb	ound					Eastbox	ind				
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U Ap	p Ped⁴	Int
2022-08-03 6:00AM	9	108	3	0	117	8	0	0	0	0	0	1.	2	99	7	0	10.	6	11	0	7	0 1	. 12	2
7:00AM	10	260	3	0	273	11	0	1	1	0	2	46	6	299	-	0	313	21	32	2	20	0 8	4 23	6
.:00AM	20	331	11	0	362	30	2	3	0	0	8	. 2	23	496	10	0	829	42	26	19	22	0 6	7 81	9
9:00AM	10	169	2	0	1.1	18	0	2	0	0	2	41	10	227	11	1	249	1.	14		12	0 3	4 28	4
11:00AM	10	219	-	0	237	28	1	0	1	0	2	106	12	227	9	0	24.	24	16	4	9	0 2	9 27	8
12:00PM	19	436	1.	0	473	73	2	2	0	0	4	223	32	437	18	0	4.4	79	27	13	3.	0 7	. 106	10
1:00PM	26	416	13	0	488	4.	1	0	1	0	2	206	30	484	29	0	813	80	3.	18	21	0 7	4 .6	10
3:00PM	12	266	10	0	2	29	0	0	1	0	1	132	21	242	12	0	278	40	17	10	18	0 4	2 8.	6
4:00PM	28	821	24	0	870	77	0	1	3	0	4	266	81	468	30	0	846	112	47	19	32	0 9	. 97	12
8:00PM	31	820	17	0	86.	9.	1	1	1	0	3	273	8.	471	26	1	886	9.	37	17	24	0 7	. 102	12
Total	172	3243	109	0	3824	411	7	10	-	0	28	1393	248	3417	187	2	3. 21	490	268	107	200	0 87	2 8.7	79
% Approach	459%	9250%	351%	0%	-	-	2. 50% 4	1050%	3250% (	196		-	654%	. 954%	451%	051%		-	4653%	1.57%	3850% (	196		П
% Total	252%	405 %	154%	0%	1451%		051%	051%	051% (	196	053%	-	351%	4350%	250%	0%	1.51%	-	35%	153%	258% (	1% 7529	6	
Lights and Motorcycles	164	3027	108	0	3296		2	0	0	0	2	-	227	3164	144	2	3837	-	244		191	0 82	3	73
% Lights and																								
Motorcycles							2.56%	0%	0% 0		. 50%	-	9257%		915%	100% 5					9898% (	1% 91549		923
Heavy	3	147		0	182		0	0	1	0	1	-	1	176	4	0	1.1		12	3		0 2	_	- 3
% Heavy	157%		15 %		43%		0%		1258% (	196	450%	-	054%		298%		457%				450% (	1% 4509		49
Bicycles on Road	8	69		0	76		8	10	7	0	22	-	17	77	9	0	103		9	16	1	0 2	_	- 2
% Bicycles on Road	259%	23%	15 %	0%	252%		7154%	100%	. 798% (	196.	. 50%	-	639%	253%	857%	0%	257%		354%	1850%	058% (	1% 4989		25
Pedestrians	-			-	-	3. 6	-		-	-	-	1364	-	-	-	-	-	4.0		-	-		- 877	
% Pedestrians	-			-	-	9359%	-		-	-	- 5	9759%	-	-	-	-	- 5	9. 50%		-	-		- 9. 58%	
Bicycles on Crosswalk	-			-	-	28	-		-	-	-	29	-	-	-	-	-	10		-	-		- 10	
% Bicycles on Crosswalk	-			-		651%						251%	-					250%				-	- 157%	

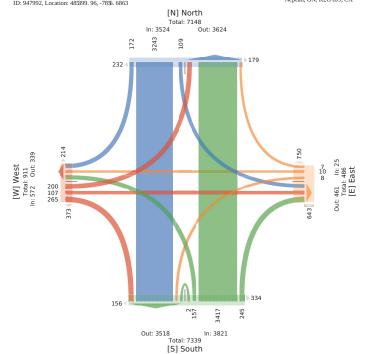
\*Pedestrians and Bicycles on Crosswalk5L; Left, R; Right, T; Thru, U; U-Turn

8 of 8 1 of 8

#### 5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

5360614 - CUVID - DAINN 31 & HOLLWWOOD AVE - M... - INNC Tue May 3, 2022 — 9:30 AM, 11:30 AM-2 PM, 3:30 PM-6 PM) All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 947992, Location: 485399. 96, -7856. 6863





#### 5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC



9eP	CobO						Ja-C						EduG						S e-C						
mker Ods	EduG 5	dusi					S e-G	lus i					OdoG5	dusi					Ja-Gd	lus i					
The	В	Т	9	W	FNN	l ei U	В	Т	9	W	FNN	l ei U	В	T	9	W	FNN	l ei U	В	T	9	W	FNN	l ei U	ls C
2022h04h03 gt30F M	I	gf	I	0 0	(2	I	2	0	0	0	2	f8	8	f3(	2	0	fID	(	I	(	8	0	f(	f8	28
gtI 4F M	g	ff8	2	0	f 28	ff	0	2	0	0	2	24	ff	f 44	3	0	f8(	f8	ff	I	(	0	21	f0	32
(t00F M	D	(2	. 0	0	((	f0	0	f	0	0	f	2f	4	ff(	g	f	f33	4	f0	8	D	0	23	f2	2
(tf 4F M	3	DE	) 2	0	g2	4	0	f	0	0	f	20	4	f0g	3	0	ff8	f3	I	2	4	0	ff	f 3	2f
TdG:	22	388	ff	0	3((	30	2	I	0	0	8	g2	2D	42f	f8	f	484	13	2(	2f	2D	0	DD	4f	fO
* FNNdar)	474*	(f7D*	2%+	0+	h	h	3373*	887D°	0+	0+	h	h	17g+	(272*	27g+	072*	h	h	3DID+	2D3+	347 *	0+	h	h	
* TdG:	27 *	3470*	f 7 *	0*	3g7f *	h	072*	07.*	0+	0+	078*	h	278*	I(7g*	f 74*	07F+	41 70°	h	27g*	270*	27B*	0*	DR+	h	
1 c %	07Bgg	070(3	073(3	h	070(8	h	h	ŀ	ı l	h	h	h	0788D	07g2f	07 3g	07240	07428	h	0784(	07448	07040	h (	07g28	h	078
9 IP) G asi MdGdcryr:e-	2f	311	ff	0	3DB	h	0	0	0	0	0	h	2I	IDE	f3	f	4f 0	h	2g	20	21	0	ID2	h	(4
* 9 IP) G asi MdQdryr:e-	(474*	(I70+	f 00*	0+	(172*	h	0*	0*	0+	0+	0+	h	gg (*	(078*	gf 73*	f 00*	(073*	h	(878*	(472*	gg7*	0+ (	374*	h	(f74
c eaHy	f	2f	0	0	22	h	0	0	0	0	0	h	0	31	f	0	34	h	f	0	3	0	I	h	
* c eaHy	174*	47D*	0+	0+	474*	h	0+	0+	0+	0+	0+	h	0*	874*	873*	0+	872*	h	37.*	0+	ff7e	0+	472*	h	4%
v Iryr:e- ds Bdai	0	f	0	0	f	h	2	I	0	0	8	h	3	f4	2	0	20	h	0	f	0	0	f	h	
* v Iryr:e- ds Bdai	0+	073*	0+	0*	073*	h	f00*	f00*	0+	0+	f00*	h	ff7+	27(*	f 274*	0+	374*	h	0+	17g*	0+	0*	f 73*	h	270
l ei e-Glas-	h		1 1	ı h	h	24	h	ŀ	ı l	h	ı h	IB	h	h	1	ı h	h	Ιf	h	ı h	ı h	h	h	40	
* l ei e-Ghs-	h	- 1	1 1	n h	h	g373*	h	ŀ	ı l	h	h h	g(70*	h	h	ŀ	h h	h	(473*	h	h h	h	h	h	(g70*	
v Iryr:e- ds AndRa:L	h	- 1	1 1	n h	h	4	h	ŀ	ı l	h	h h	(	h	h	ŀ	h h	h	2	h	h h	h	h	h	f	
* v lryr:e- ds AddRa:L	h	- 1	1 l	ı h	h	f 87D*	h	ŀ	1	h	h hi	f f 70*	h	h	1	n h	h	17D°	h	n h	ı h	h	h	270+	

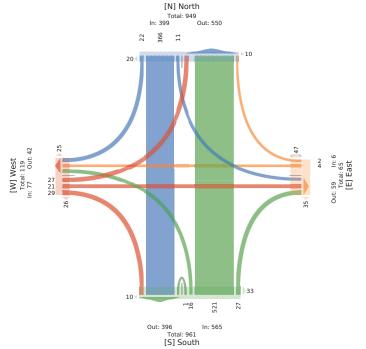
<sup>U</sup>l ei e-@las- asi v Iryr:e- ds Aod--Ra:L79t 9e.ÇBt BIP)ÇTt T) ou, Wt WhTuos

2 of 8

#### 5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC
Tue May 3, 2022
AM Peak (8:30 AM - 9:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on
Crosswalk)
All Movements
ID: 947992, Location: 45.399896, -75.686563





#### 5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC Tue May 3, 2020 LM (t180 LM6 : A - A999-0 g 1970 osl Mi G dvyo-k-9, reacy, Lele9Glas9, HByo-k-9 is vial, HByo-k-9 is - d-989-a-M6 : AMMI ceRe G vk hrd Dm2, 11 caGl sh1478mm8n5, (DK7885453

<b>Ottawa</b>
Lolc Flel.yh-Rÿibf CGaBa
t00 -is9@AACEskd,
OeNeas, f O, p 2K 4Gm - :

3 of 8

we min Dinz, 11 ond			, (																						
1 eP	Oi dG						J a9C						Ei uG					П	S e9C						
k RiboŒi s	Ei uG	i usl					S e9C	usl					Oidŋ.	iusl					Ja9Cit	asl					
TIRe	v	T	1	W	: NN	Lel U	v	7	1	W	: NN	Lel U	v	T	1	W	: NN Le	lU	v	T	1	W	: NN	Lel U	иC
2022(04(03 t 2lB0LM	8	n8	3	0	t 0m	t 8	0		0	0	0	I 4	D	tt5	4	0	t 28	28	m	3	m	0	2t	30	24
t 2H 4LM	t	t 23	t t	0	t 34	21	t	t	0	0	2	58	D	tt2	4	0	t 2I	t 5	5	4	t 2	0	23	23	28
t h00LM	n	t OE	2	0	tt8	t t	0		0	0	0	10	t O	t 25	D	0	tI3	t 4	t 2	3	4	0	20	30	28
t lt 4LM	Е	ttt	I	0	t 22	t t	0		0	0	0	4D	8	tt2	t 0	0	t 30	5	D	I	5	0	t D	2t	250
Ti QA	. 24	I 3m	20	0	181	5I	t	t	0	0	2	2t 0	32	155	2D	0	424	54	3I	t 4	32	0	8t	t OI	t Omi
* : NNi ao)	472*	m07D*	17*	0*	(	(	4070*	4070*	0*	0*	(	(	57.*	8878*	47.*	0*	(	(	I 270*	t 874*	3m4*	0*	(	(	
* Ti GA	273*	I 072*	t 76*	0*	1178*	(	07.*	07.*	0*	0*	072*	(	27m²	127D°	274*	0* :	187 *	(	37.*	t 7 *	27m²	0*	DI +	(	
Lr %	0.5mi	07h0t	07/44	(	07n94	(	(		(	(	(	(	0785t	07h25	0.75mi	(	07h2m	(	07800	07000	0755D	(	8 1870	(	0.754
1 IP) (9 as l Mi Cidoyo Ar9	24	3n8	t m	0	112	(	0	(	0	0	0	(	30	I 24	21	0	I Dm	(	32	t2	32	0	IΒ	(	mni
* 1 EP) © asl Mi Cobyo Ar9	t 00*	m07D*	n#70*	0*	mt 73*	(	0+	0*	0*	0*	0*	(	n878*	mt 72*	887 <del>11</del> *	0* :	nt 72*	(	mi7 *	8070*	t 00*	0* r	1878*	(	mt 73*
r eacy	0	3t	t	0	32	(	0		0	0	0	(	t	32	t	0	31	(	0	2	0	0	2	(	5
* r eacy	0*	DR *	470*	0*	575*	(	0*	0*	0*	0*	0*	(	37.*	57hf*	37D*	0*	574*	(	0*	t 373*	0*	0*	274*	(	572*
HRyoA9is vial	0	t 0	0	0	t O	(	t	t	0	0	2	(	t	m	1 2	0	t2	(	2	t	0	0	3	(	21
* HRoyoAr9is vial	0*	273*	0*	0*	27.*	(	t 00*	t 00*	0*	0* 1	*00	(	37.*	t 7hf	DH +	0*	278*	(	47hf	57D*	0*	0*	37D*	(	274*
Lel e9@las9	(	(	(	(	(	52	(		(	(	(	208	(	(	(	(	(	54	(	(	(	(	(	t 02	
* Lel e9dlis 9	(	(	(	(	(	пБ7пт	(		(	(	(r	*Orm	(	(	(	(	(t0	)+	(	(	(	(	(n	67 °	
HRiyoAe9 i s - di 99BaAa	(	(	(	(	(	2	(		(	(	(	2	(	(	(	(	(	0	(	(	(	(	(	2	
* HRyoAr9 is - di99BaAs	(	- (	(	- (	(	37.*	(		- (	(	- (	t 70*	(	(	(	(	( )	)+	(	(	(	- (	(	t 7hf	

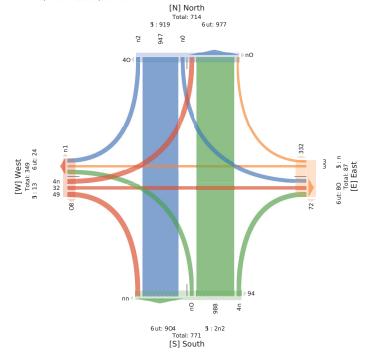
ULel e9@Bas9asl HRoyoAe9is - di 99BaAh71h1ebÇvhv IP) ÇThT) du, WhW(Tuds

4 of 8 5 of 8

#### 5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

- 5360614 COVID DAING ST & HOLLWWOOD AVE M... TWIC The May 3, 2022 MSP3 1 & HOLLWWOOD AVE M... TWIC The May 3, 2022 MSP3 1 & HOLLWWOOD AVE M... TWIC MSP 1 & Gallel & Both and P. Michael & M. A. Salvelland & M. Salvell





5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

3508014 - COVID - SANN ST & FILLIAWOOD AVE - M... - TIME.
THE MBy 3, 2022
FM Feal Ing h FM ( hg h FM6( : Ae-#9Feal 1 Pu9 9CSasses it dors alb/ MP4-ByBts, 1 ea/y, Fevesc-di-H, RdbyBts PHwPav, RdbyBts PH
C-Psk at 6 6
9 9MP/PemeHs
IDg4n7442, i PBadPHgnhB4454, , (7h8 5. h. 3

Ottawa
F-PAdvev bygCdry Pf: ccak a
t 00 CPHsœ9acdPHD-,
OeNeaH,: O, p 2K hGl, C)

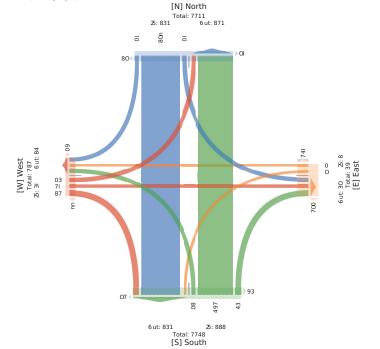
i eo	OP-œ						J as	ic					EPua						S esc						
DdeBdPH	EPua b	PuHv					S e	scbPuHv					OP-arb	PuH/					J asd P	υHν					
Tdne	W	T	i	W	) NN	FevU	w	T	i	W	) NN	FevU	w	T	i	W	) NN	FevU	w	T	i	W	) NN	FevU	IHt
2022(0h(03 ng hFM	h	ttn	5	0	t 27	22	0	0	t	0	t	7h	t 2	t 25	-	0	t n.	30	t n	7	5	0	24	23	300
ng80FM	5	t n7	4	0	t.n	20	0	t	0	0	t	. n	tt	tt4	n	0	t 3n	t 5	t n	3	n	0	2t	t7	32
ngnhFM	7	t 33		0	t n.	t.	0	0	2	0	2	. 5	t3	ttn	5	0	t 3h	3h	t t	n	t t	0	2.	27	30
hg00FM	7	t n2	n	0	th3	32	0	t	0	0	t	72	t 3	t 20	7	0	t n0	37	t 2	3		0	2t	27	3t
TPa9	27	h3.	27	0	h40	40	0	2	3	0	h	274	n4	n5t	2h	0	hhh	t 20	ht	t 7	24	- 0	47	4n	t 2n
* ) NN-PaBr	n8 *	4085*	n8 *	0*	(	(	0*	*080n	. 080+	0*	(	(	585*	5.87*	n8h*	0*	(	(	h28 *	t 78h+	2484*	0*	(	(	
* TPa9	282*	n380*	282*	0* 1	1788*	(	0*	*280	082*	0*	08h*	(	384*	358 *	280*	0* :	nn8h*	(	n@ *	t äh+	288*	0*	785*	(	
F1 %	085h7	0840.	08722	(	05543	(	(	(	(	(	(	(	08#t 7	0842h	085h7	(	08425	(	0&7h	08h7t	08 h4	(	0854 0	(	084.
i dores aHv MPdP-ByBBes	2n	h0h	2h	0	hhn	(	0	0	0	0	0	(	nn	nh.	2n	0	h2n	(	n5	t.	24	0	43	(	tt7
* idbresaHv MPdP-ByBBes		4n82*	428 *	0+ 4	1384*	(	0*	0*	0+	0*	0+	(	5485*	4n&*	4. 80*	0* .	4n8n*	(	4n8 *	4n8 +	t 00*	0+ 4	4h81*	(	4384
1 eaAy	0	t 3	t	0	t n	(	0	0	0	0	0	(	0	t n	0	0	t n	(	t	0	0	0	t	(	- 2
* 1 eaAy	0*	28n*	387*	0*	28n*	(	0*	0*	0+	0*	0+	(	0+	284*	0+	0*	28h*	(	280*	0+	0*	0*	t 80+	(	2884
RdByBBes PHwPav	3	t 5	t	0	22	(	0	2	3	0	h	(	h	t t	t	0	t7	(	2	t	0	0	3	(	n
<ul> <li>RdByBBes PHwPav</li> </ul>	t t 8 *	38n*	387*	0*	387*	(	0*	t 00*	t 00*	0* 1	100*	(	t 082*	28*	n80*	0*	38 *	(	384*	h84*	0*	0*	38 *	(	385*
FevesodiH	(	(	(	(	(	5t	(	(	(	(	(	273	(	(	(	(	(	t 20	(	(	(	(	(	4t	
* FevesodiHs	(	(	(	(	( -	4080°	(	(	(	(	(-	4785*	(	(	(	(	(	t 00*	(	(	(	(	(-	4. 85*	
RdByBles PHC-Pssk a9	(	(	(	(	(	4	(	(	(	(	(		(	(	(	(	(	0	(	(	(	(	(	3	
* RdByBles PHC-Pssk a9	(	(	(	(	(1	080°	(	(	(	(	(	282*	(	(	(	(	(	0+	(	(	(	(	(	382*	

<sup>&</sup>lt;sup>U</sup>Fevesc-daHs aHv RdByBBes PHC-Pssk a9 8i gi efç wgwdorç TgTr-u, WgW(Tu-H

6 of 8

5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

5566814 - COVID - BANK ST @ HOLLMWOOD AVE - M... - TMC
Tue May 3, 2021 9 - 8 - AM) 91 CesalLAeaPi gus
AM AeaPi (8 - AM 9 - 8 - AM) 91 CesalLAeaPi gus
Hit Lamend Icerdia vB Mgigls/Ren, i eaCy, AeBenbloavn, wdkyRlen gv mgaB, wdkyRlen gv
t sgml aIP)
Hit MgcDevth
47 85(, 552, dgRifkgv8(-685515b, 9 - 6b1b-b3



5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC
Tue May 3, 2022
Full Length (6:30 AM-9:30 AM, 11:30 AM-2 PM, 3:30 PM-6 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 947024, Location: 48:59... 2, -. 85:78408

All Classes (Lights and Mo Crosswalk) All Movements ID: 947024, Location: 4839				edestria	ns, Bic	ycles or	n Road,	Bic	ycles oi	1				led by: 0 100 Co	City of onstella	Ottawa tion Dr, 8J9, CA
Leg	North					Eouth					S est					
Direction	Eouthbou	nd				Northbou	nd				Wistbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2022-08-03 6:00AM	2	. 7	0	70	1	114	26	0	140	0	3.	1	0	37	13	287
.:00AM	1.	237	0	288	3	30.	101	0	407	0	112	1	0	113	20	6
7:00AM	26	314	0	340	2	8. 1	12.	0	697	0	176	1	0	17.	42	1228
9:00AM	8	1	0	172	2	284	89	0	313	4	66	3	0	69	17	864
11:00AM	20	207	0	227	2	236	48	0	271	0	6.	1	0	67	28	8
12:00PM	36	410	0	446	6	467	104	0	8. 2	2	181	2	0	183	60	11.1
1:00PM	36	430	0	466	4	496	92	0	877	1	14.	3	0	180	69	1204
3:00PM	31	272	0	313	3	267	. 9	0	34.	1	77	0	0	77	39	. 47
4:00PM	43	83.	0	870	1	889	209	0	. 67	0	231	3	0	234	66	1872
8:00PM	47	814	0	862	2	846	146	0	692	2	17.	3	0	190	78	1444
Total	264	3177	0	3482	26	3719	977	0	470.	10	12.2	17	0	1290	43.	9849
% Approach	. 56%	9254%	0%	-	-	. 954%	2056%	0%	-	-	9756%	154%	0%	-	-	-
% Total	257%	3354%	0%	3652%	-	4050%	1053%	0%	8053%	-	1353%	052%	0%	1398%	-	-
Lights and Motorcycles	282	2929	0	3171	-	3813	988	0	4467	-	1226	17	0	1244	-	7793
% Lights and Motorcycles	9898%	9159%	0%	9251%	-	9250%	965 %	0%	9259%	-	9654%	100%	0%	9654%	-	9351%
Heavy	8	18.	0	162	-	166	11	0	1	-	4	0	0	4	-	343
% Heavy	159%	459%	0%	45 %	-	453%	151%	0%	35 %	-	053%	0%	0%	053%	-	356%
Bicycles on Road		102	0	109	-	140	22	0	162	-	42	0	0	42	-	313
% Bicycles on Road	25 %	352%	0%	352%	-	35 %	252%	0%	354%	-	358%	0%	0%	353%	-	352%
Pedestrians	-	-	-	-	21	-	-	-	-	10	-	-	-	-	420	
% Pedestrians	-	-	-	-	7057%	-	-	-	-	100%	-	-	-	-	963.%	-

<sup>\*</sup>Pedestrians and Bicycles on Crosswalk5L: Left, R: Right, T: Thru, U: U-Turn

8 of 8 1 of 8

#### 5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC

Deboto 14 - CUVID - DAINN 51 & WILLTON CRES - MA... - INC Tue May 3, 2022 ... - 1202 ...



[N] North Total: 7289 In: 3452 Out: 3837 3188 264 12 [W] West Total: 2542 In: 1290 Out: 1252 1272 226 988

> Out: 4460 In: 4807 Total: 9267 [S] South

5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC

53000 14 - COVID - BANK 51 @ WILLION CRES - MA... - IMC
Tue May 3, 2022
F M | eal.ngth; F M 6: th; F MA
F - 9 allel F/9, Sil ado Mrir drlyHel, v eaBy, l eoelic/adl, R)HyHel r d wrao, R)HyHel r d
9 cr Ilk a-LA
F - Mr Bemedil
IDt: 4g024, PrHi)r dt 4(3:8882, 68(3:5g(40))

PeC	Ords					Jruis					E eli					
D)œH)r d	Jruis.ru	do				Ords.ru	do				Sali. rudo					
T)me	W	T	W	FNN	l eoU	T	P	W	FNN	l eoU	W	P	W	FNN	l eoU	Idi
202260( 603 gth( F M	8	5(	0	82	0	h23	2:	0	h(2	0	4h	0	0	4h	h3	25(
gt30F M	h0	8(	0	g(	2	h( (	34	0	hg:	0	(h	0	0	(h	hg	32(
gt4(FM	(	hh0	0	hh(	0	hg(	38	0	222	0	(4	0	0	(4	8	3: h
: t00F M	3	h0h	0	h04	2	h4(	3g	0	hg3	0	35	h	0	38	h0	324
Tria-	2(	3(h	0	385	4	50g	h3g	0	845	0	hg2	h	0	hg3	4g	h30(
* FNNraHs	575*	:374*	0*	6	6	gh7(*	hg7(*	0*	6	6	::7*	07(*	0*	6	6	6
* Tria-	h7 *	257.*	0*	2g7g*	6	4575*	h075*	0*	(872*	6	h37 *	07h*	0*	h470*	6	6
1 v %	0752(	078: 5	6	07gh5	6	07gh8	07552	6	07g2:	6	07g24	072(0	6	07g2:	6	07g2(
P)Csi1 ado Mr ir cHyHe1	24	330	0	3(4	6	(3h	h2:	0	550	6	h88	h	0	h8g	6	hh: 2
* P)Csi1 ado MrircHyHe1	: 570*	: 470*	0*	: 47h*	6	g873*	:37(*	0*	gg7(*	6	:873*	h00*	0*	: 873*	6	: h73*
v eaBy	h	h8	0	hg	6	4h	2	0	43	6	h	0	0	h	6	52
* v eaBy	470*	47g*	0*	47g*	6	578*	h74*	0*	(7g*	6	07(*	0*	0*	07(*	6	4%*
R)HyHe1rd wrao	0	4	0	4	6	35	8	0	43	6	4	0	0	4	6	(h
* R)HyHe1rd wrao	0*	h7h*	0*	h7h*	6	(7*	(7h*	0*	(7g*	6	272*	0*	0*	272*	6	37 *
l eoe1ic)ad1	6	6	6	6	2	6	6	6	6	0	6	6	- 6	6	48	
* l eoe1ic)ad1	6	6	6	6	(070*	6	6	6	6	6	6	6	6	6	: 87 *	6
R)HyHe1 r d 9 cr 11k a-L	6	6	6	6	2	6	6	6	6	0	6	6	- 6	6	h	
* R)H/He1rd9 cr11k a-L	6	6	6	6	(070*	6	6	6	6	6	6	6	6	6	27h*	6

Ul eoe1ic)ad1 ado R)HyHe1 r d 9 cr 11k a-L7Pt Peli, wt w)Csi, Tt Ts cu, Wt W6Tucd

2 of 8 3 of 8

5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC
Tue May 3, 2022
AM Peak (8:-9 AM ) 1:-9 AMC
Ass.Lsairei (glt nd aor McctHyvsei, BeaRy, Pereidhaoi, whyvsei co mcar, whyvsei co LtHi II akC
Ass.McReDeod
47:158025, gcvadro: 59.316662, )69.189509



5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC
Tue May 3, 2022
Mfl lay Lean g 2180 LM ( t 180 LM6
: Ak- M9599 1970 gas I Mi G dryo Ak-9; r eacy, Lel e 90dlas 9, Hilloyo Ak-9 is v i al , Hilloyo Ak-9 is - d 3958 al

<b>Ottawa</b>
Loic Fiel. yh- FGyibf CGaBa
t00 -is9@iAAdEskd,
OeNeas, f O, p 2K 40m - :

Oi dt)					JiuG					E e9C					
JiuG.ius	1				OidG.ius	sl				Sa9Ci usl					
v	T	W	: NN	Lel U	T	1	W	: NN	Lel U	v	1	W	: NN	Lel U	vs C
D	n2	0	t 00	0	t 22	34	0	t 48	2	34	2	0	38	t 8	2mi
D	tt2	0	t 20	4	t 23	28	0	t 40	0	15	0	0	15	t 5	3t 5
4	tt4	0	t 20	Ţ	t 35	23	0	t 4m	0	40	t	0	4t	t 4	330
D	t 03	0	ttt	1	t 20	24	0	tI4	0	3I	t	0	34	20	2mt
. 2m	I 22	0	I4t	8	40t	t t 0	0	5t t	2	t 54	I	0	t 5m	5D	t 23t
571*	n875*	0*	(	(	D270*	t DØ*	0*	(	(	n875*	27/*	0*	(	(	(
27/*	3I 73*	0*	3575*	(	1078*	Dhf	0*	I m/5*	(	t 37I *	073*	0*	t 378*	(	(
07h05	07h08	(	07h80	(	07h2I	078125	(	07h54	(	OTEN I	07400	(	07218	(	07hBI
2D	3D4	0	It3	(	I 5I	0.11	0	48I	(	t St	I	0	t 54	(	t t 42
n575*	m 2*	0*	mt 75*	(	n275*	t 00*	0*	n87h#	(	n875*	t 00*	0*	n875*	(	n875*
t	24	0	25	(	2I	0	0	2I	(	t	0	0	t	(	4t
371*	47h₹	0*	47D*	(	I 7D*	0*	0*	37h#	(	075*	0*	0*	075*	(	17*
0	t 2	0	t 2	(	t 3	0	0	t3	(	3	0	0	3	(	2E
0*	27D*	0*	278*	(	275*	0*	0*	27 *	(	t 7D*	0*	0*	t 7D*	(	273*
(	(	(	(	5	(	(	(	(	2	(	(	(	(	58	
(	(	(	(	D478*	(	(	(	(	t 00*	(	(	(	(	mD21*	(
(	(	(	(	t	(	(	(	(	0	(	(	(	(	t	
				t173*					0*					t 74*	
	Jiug.ius  v D D 4 D 2m 57* 27* 0705 2D m65* t 37*	Jiufj. ius    V   T   T   T   T   T   T   T   T	Video   Vide	Judy, us   T   W   : NN	Ji i j j i i j i j i j i j i j i j i j		$\begin{array}{c ccccccccccccccccccccccccccccccccccc$				$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$			

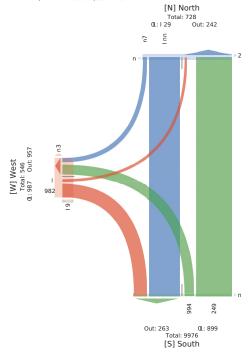
4/ :158025, g cvadīco: 59.3l 6662, )69.189509	[N] North Total: 728 In: 453
	68 489
[W] West Total: 403 In: 924 out: 934    936   99   96   97   97   97   97   98   99   99   99	4
	942
	0 ut: 844 In: 503 Total: 9657 [S] South

4 of 8 5 of 8

#### 5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC

5300014 - CUVID - DAINN ST & WILLTON CRES - MA... - INVC TUE May 3, 2020 kM 9: -30 kM) 1 Gs Gillel & Aghtl an P Midror yr @L, c early, kePelto\u00e4nl, v Ayr @Ldn BdaP, v Ayr @Ldn s dill Rac() 1 (CMdfewent. nb - D47024, i drat\u00e4ln-45.310662, 955.175405





5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC

5566814 - COVID - BANK Tue May 3, 2022 FM Feal 13rgt FM hgrgt F. P – ) -aCCCIs idorCacHM1r ) ACCva-l (	M(h6:	eAa Fe	al 9	1uA			R1aH,	Biv	yv-eC1c			F	AL: il	O HeH. yn	tta iry 11	<b>W</b>
P – M1: ek ecrC													∩oNi	f 00 ) 1 ac, 6 O		
nh nDg402g, s 1vari1cngt 731		8t 754t g	0t										OCI	ac, o o	, p 210	i di
s ed	O1Ao	**				J 1uro	**				E eG					
I iAevri1c	J 1uro. 1u	cH T	Y-7			O1Ao. 1uc		Y-1	2000		SaG: 1ucF		Y-7	2007	V) 181	-
Tik e 2022h0t h03 3nat FM	R f5	f g2	W 0	PNN fr4	FeHU 0		s 35	W 0	P NN f85	FeHU 0	R 13	s 0	W 0	PNN t3	FeHU f3	nor
2022IDLIDS SIRLEM gr00FM	15 f4	f 3f	0	fgD	0		18	0	f85	0	g8	2	0	gD	13 f5	
gift FM	ff	f 33	0	fgg	0		82	0	2f2	0	80	f f	0	gD 8f	ft	
giB0FM	3	f 3D	0	f g2	0	. D	g2	0	f43	0	15	0	0	15	f5	
Tira-	g4	t gt	0	t DB	0	- B-	208	0	8g8	0	225	3	0	22D	50	
* PNNtavo	475*	Di 7De	0*	h h	h	. D	2878*	0*	ogo h	h	D178*	f78*	0*	22D	JU h	
* Tira-	37 *	3g78*	0*	3874*	h	3g%*	f372*	0*	g875*	h	fg%*	072*	0*	fg75*	h	
F99		07DeD	h	07028	h	070:3	07832	h	0748D	h	074f3	0738t	h	074f2	h	
s idorCacHM1r1Avv-eC		100	0	111	h	T0D	203	0	8f2	h	22f	3	0	22g	h	
* s idorCacHM1r1Ayv-eC		DB7g*	0*	D875*	h	Dg73*	D47f *	0*	D: 73*	h	D874*	f00*	0*	D874*	h	I
9 ea: y	f	ft	0	f5	h	f8	2	0	fD	h	0	0	0	0	h	
* 9 ea: y	27/*	274*	0*	278*	h	37f*	f 70*	0*	27.*	h	0*	0*	0*	0*	h	
Bivyv-eC1c R1aF	f	2f	0	22	h	fg	2	0	f5	h	t	0	0	t	h	
* Bivyv-eC1c R1aH	27/*	37D*	0*	378*	h	275*	f 70*	0*	27/*	h	272*	0*	0*	272*	h	
FeHeGAac0	h	h	h	h	0	h	h	h	h	0	h	h	h	h	t 8	
* FeHeGAacC	h	h	h	h	h	h	h	h	h	h	h	h	h	h	Dt 70*	
Bivyv-eC1c ) ACGwa-l	h	h	h	h	0	h	h	h	h	0	h	h	h	h	3	
* Bivvv-eC1c ) AlGwa-l	h	h	h	h	h	h	h	h	h	- 1	h	h	h	h	+(7)+	

UFeHeGAacCacHBivyv-eC1c ) AlGsva-l 7s ns ebr, RnRidor, TnToAu, WhWhTuAc

6 of 8

#### 5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC

5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC
Tue May 3, 2021 - (8): AMP -) 1 eGas Aeap Li uC
g sh sattet landro a H/ Mi d Gl/Bet, Leal y, AevetddaH, RdlyBet i Hwi av, RdlyBet i H
h G ttmsaP9
g ssMil el eHt
II (785028, ni Badl H 8: .376662, -6: .15: 80:

[N] North Total: 7728 01: 9I 2 4ut: 952 959 26

3n0

[W] West Total: 565 I: 331 4 ut: 399

338 22



5566814 - COVID - BANK ST @ ECHO DR - MAY 03... - TMC

5566814 - COVID - BANKS I @ ECHO DR - MAY 05... - I MC The May 3, 202 Fill Length (630 AM-930 AM, 11:30 AM-2 PM, 3:30 PM-6 PM) All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswall) All Movements ID: 947081, Location: 4839987. 9, -. 8%74334



7 of 8

ID: 94/081, Locatio	n: 485	6987.	9, 8	30/4	334																				
Leg	North						East						South						West						
Direction	Southb	ound					Westbo	und					Northbo	ound					Eastbox	ind					
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2022-08-03 6:00AM	0	118	0	0	118	0	1	0	0	0	1	12	0	140	0	0	140	0	1	0	0	0	1	17	21
.:00AM	0	340	1	0	341	2	7	0	1	0	9	16	7	403	0	0	411	2	14	0	0	0	14	2.	
7:00AM	0	494	2	0	496	4	9	0	0	0	9	43	6	694	0	0	. 00	0	17	0	0	0	17	. 0	123
9:00AM	0	242	4	0	246	0	4	0	1	0	8	14	4	30.	0	0	311	1	4	0	0	0	4	24	8
11:00AM	0	267	4	0	2. 2	2	8	0	0	0	8	20	3	277	0	0	291	0	7	0	0	0	7	36	8.
12:00PM	0	880	7	0	887	1	9	1	9	1	20	. 2	13	862	1	0	8.6	0	16	0	1	0	1.	69	11.
1:00PM	0	8. 2	10	0	872	0	28	0	-	- 1	33	97	26	84.	0	0	8.3	3	14	0	0	0	14	63	120
3:00PM	1	3.1	2	0	3.4	1	9	0	1	0	10	71	-	326	0	0	333	0	- 11	0	0	0	11	81	
4:00PM	2	. 70	6	0	. 77	1	17	0	4	0	22	127	17	. 88	0	0	3	0	23	0	0	0	23	112	16
8:00PM	2	690	6	1	699	10	13	0	4	0	1.	130	11	673	0	0	694	1	32	0	0	2	34	76	144
Total	8	4422	43	1	44.1	21	101	1	2.	2	131	614	96	4.08	1	0	4702	-	141	0	1	2	144	886	98-
% Approach	051%	9759%	150%	0%			51%	057%	2056%	158%	-	-	250% 9	9750%	0% 0	96		-	9. 59%	0% (	05 %	154%	-	-	
% Total	051%	4653%	058%	0%	4657%		151%	0%	053%	0%	154%	-	150% 4	4953%	0% 0	96 8	1053%	-	158%	0%	0%	0%	158%	-	
Lights and Motorcycles	1	4137	40	1	4170		. 0	0	26	2	97	-	67	43.9	0	0	444.	-	138	0	1	2	137	-	77
% Lights and Motorcycles		9356%	9350% :	100%	9358%		6953%	0%	9653% 1	100% .	457%		. 057% 9	9351%	0% 0	965	1256%		985 %	0% 1	100% 1	00%	9857%	-	9257
Heavy	0	162	0	0	162		1	0	0	0	1	-	1	170	1	0	172	-	1	0	0	0	1	-	3
% Heavy	0%	35 %	0%	0%	356%		150%	0%	0%	0%	057%		150%	357%	100% 0	96	357%	-	05 %	0%	0%	0%	05 %	-	356
Bicycles on Road	4	122	3	0	129		30	1	1	0	32		2.	146	0	0	1.3	-	8	0	0	0	8	-	3.
% Bicycles on Road	7050%	257%	. 50%	0%	259%		295 %	100%	35 %	0%2	2454%		2751%	351%	0% 0	96	356%	-	338%	0%	0%	0%	338%	-	35
Pedestrians		-				19	-			-	-	604		-		-		6					-	471	
% Pedestrians		-				9058%	-			-	-	9754%		-		-	- 7	785 %					- 7	763B%	
Bicycles on Crosswalk	-	-	-	-	-	2				-		10	-		-	-		- 1	-	-	-	-		. 8	

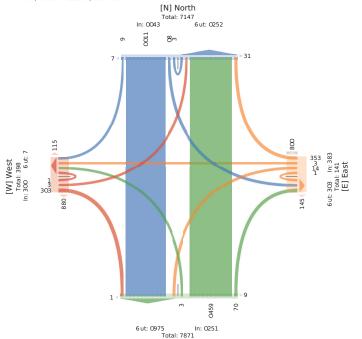
\*Pedestrians and Bicycles on Crosswalk5L: Left, R: Right, T: Thru, U: U-Turn

8 of 8 1 of 8

#### 5566814 - COVID - BANK ST @ ECHO DR - MAY 03... - TMC

5300014 - CUVID - DAINN 31 @ CEUTO DR - MAT US... - 1 MC TUE May 3, 2022 — 9:30 AM, 11:30 AM-2 PM, 3:30 PM-6 PM) All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 947081, Location: 485987. 9, -. 8574334





[S] South

5566814 - COVID - BANK ST @ ECHO DR - MAY 03... - TMC

\$556814 - CUVID - BARN ST @ ECHO DR - MAT 135... - TIME
The May 3, 2022

F M I eaL right (F M 6: tht (F MA
F - 9 a Hle 14P)Csil ado Mrir dlyHel, v eaBy, I eoelicjadl, R)HyHel rd wrao, R)HyHel rd
F - Mr Bemedil
IDt: 4g0(h, Pr Hi)r dt 4(78: (g8: , 68(75g4334



PeC	Or	ds					J a1i						Er uis						S e1i						
D)ceH)r d	Erι	is. rud	lo				S eli.	rudo					Ords.	r udo					Jali.	r ud	Ю				
T)me	W	T	. P	W	FNN	l eoU	W	T	P	W	FNN	l eoU	W	T	P	W	FNN	l eoU	W	1	ΓР	W	FNN	l eoU	Idi
202260(603 gth(FM	0	h04	0	0	h04	h	4	0	0	0	4	h2	2	h(4	0	0	h(5	0	4	1 (	0	0	4	2(	25
gt30F M	0	h20	) h	0	h2h	3	4	0	0	0	4	h0	3	hg4	0	0	hg8	0	(	(	0	0	(	23	3h
gt4(FM	0	h(:	0	0	h(:	0	0	0	0	0	0	h0	h	2h(	0	0	2h5	0	8	, (	0	0	g	hg	36
: t00F M	0	h42	. 2	0	h44	0	3	0	h	0	4	g	h	hg2	0	0	hg3	0	2	. (	0	0	2	hh	33
Tria-	0	(2(	3	0	(2g	4	hh	0	h	0	h2	40	8	83(	0	0	842	0	h:	(	0	0	h:	88	h30
* FNNtraHs	0*	::74*	0万*	0*	6	6	:h78*	0*	g73*	0*	6	6	07.*	::7h*	0*	0*	6	6	h00*	0*	0*	0*	6	6	
* Tria-	0*	4074*	072*	0*	4075*	6	0%*	0*	07h*	0*	07.*	6	* )70	(57(*	0*	0* (	(870*	6	h7(*	0*	0*	0*	h7(*	6	
l v %	6	07gh4	0738(	6	07gh:	6	072(0	6	072(0	6	072(0	6	072(0	07g(0	6	6	07g(h	6	07(:4		6 (	6	07:4	6	0波:
P)Gsi1ado MrirdHyHe1	0	(00	3	0	(03	6	2	0	h	0	3	6	h	55h	0	0	552	6	h:	(	0	0	h:	6	hhạ
* P)Csi1 ado MrircHyHe1	0*	:(2*	h00*	0*	:(28*	6	hg72*	0*	h00*	0* :	2(70*	6	h473*	g: 7.*	0*	0* 8	g: 72*	6	h00*	0*	0*	0*	h00*	6	: h72
v eaBy	0	hg	, 0	0	hg	6	0	0	0	0	0	6	0	43	0	0	43	6	0	) (	0	0	0	6	
* v eaBy	0*	374*	0*	0*	374*	6	0*	0*	0*	0*	0*	6	0*	(7.*	0*	0*	(Ze*	6	0*	0*	0*	0*	0*	6	478
R)HyHe1rd wrao	0	8	0	0	8	6		0	0	0	:	6	5	3h	0	0	38	6	0	) (	0	0	0	6	(
* R)HyHe1rd wrao	0*	h73*	0*	0*	h23*	6	gh%*	0*	0*	0*	B( 70*	6	g(78*	472*	0*	0*	(70*	6	0*	0*	0*	0*	0*	6	47h
l eoe1ic)ad1	6	5 6	s 6	6	6	3	6	6	- 6	6	6	38	6	5 6	6	6	6	0	- 1	6 1	6 (	6	6	5(	
* l eoe1ic)ad1	6	6 6	s 6	6	68	8(70*	6	6	- 6	6	6:	27(*	6	6 6	6	6	6	6	-	ŝ	6 (	ŝ 6	6	g474*	
R)HyHe1 rd 9 α 11k a-L	6	5 6	s 6	6	6	h	6	6	- 6	6	6	3	6	5 6	6	6	6	0	- 1	6 1	6 (	6	6	h2	
* R)HyHe1rd9 cr11k a-L	6	6 6	6 6	6	63	2(70*	6	6	- 6	6	6	87(*	6	6 6	6	6	6	6		ŝ 1	6 (	6	6	h( 75*	

U eoe1ic)ad1 ado R)HyHe1 r d 9 cr 11k a-L7Pt Peli, wt w)Csi, Tt Ts cu, Wt W6Tucd

2 of 8 3 of 8

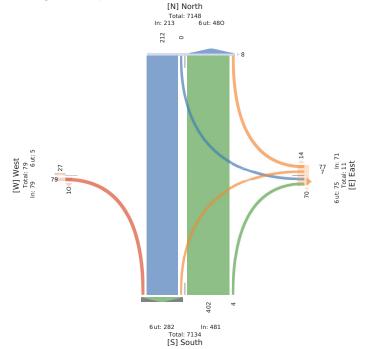
5566814 - COVID - BANK ST @ ECHO DR - MAY 03... - TMC

5566814 - COVID - BANK ST @ ECHO DR - MAY 03... - TMC
Tue May 3, 2022

AM Peak (8:-9 AM )1:-9 AMC
AssLsatiei (glind aor MccHyysei, BeaRy, PereidHaoi, whyysei co mcar, whyysei co
Lititi asC
Ass McReDeod

1 1809-, gcvadro: 59,3l 986l, )69.185335





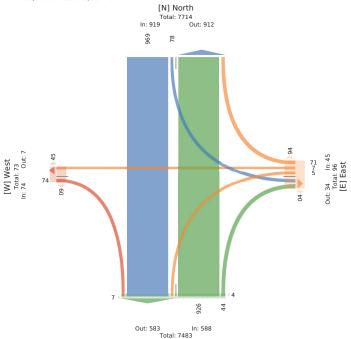
1eP	Oi	10					Ja9C						Ei uG						S e90						
k RiboCli s	Εiτ	G. i us	1				S e9Ci	usl					OidG.	iusl					J a9C	usl					
TIRe	v	T	1	W	: NNI	el U	v	T	1	W	: NN	Lel U	v	T	1	W	: NN	Lel U	v	T	1	W	: NN L	el U	wC
2022(04(03 t 2l80LM	0	t 24	2	0	t 28	0	3	0	0	0	3	t 4	I	tI4	0	0	t I m	0	I	0	0	0	I	20	2Γ
t 2H 4LM	0	t 4I	t	0	t 44	0	2	t	t	0	I	24	2	t 45	0	0	t 4D	0	3	0	0	0	3	t 4	32
t h00LM	0	t 5D	4	0	t 83	0	4	0	I	0	m	25	D	t I 8	0	0	t 44	0	2	0	0	0	2	tΙ	33
t ht 4LM	0	t 3D	2	0	t I O	0	m	0	t	0	t O	2D	D	t 30	0	0	t 3D	3	3	0	0	0	3	22	2n
Ti G	0	4D4	t O	0	4m4	0	t m	t	5	0	25	nĭ	22	48E	0	0	500	3	t 2	0	0	0	t2	8t	t 23
* : NNi ao)	0*	mD3*	t 78*	0*	(	(	837 *	37D*	237 *	0*	(	(	378*	n573*	0*	0*	(	(	*00 t	0*	0* (	)*	(	(	
* Ti G/	0*	187*	07D*	0*	1 D3*	(	t 74*	07/*	074*	0*	27 *	(	t 7D*	I57hf	0*	0* 1	DB*	(	t 70*	0*	0* (	)* t	70*	(	
Lr %	(	07D85	07400	(	07D54	(	0743t	(	07384	(	0753m	(	07508	07h2I	(	(	07hi 0	(	07840	(	(	(0)	7840	(	07h0
1P) Oasl Mi Cobyo A-9	0	4I I	t 0	0	44I	(	t 8	0	5	0	23	(	t 8	43n	0	0	445	(	t 2	0	0	0	t2	(	ttI
* 1P)@asl																									
Mi Cdbyo&9	0*	nB70*		0*		(	Dn94*	0*	t 00*	0*	DDR1*	(	8873*	n873*		0* 1	n278*	(	*00 t	0*	0* (	)* t	00*	(	n27hf
r eacy	0	28	0	0	28	(	0	0	0	0	0	(	0	23	0	0	23	(	0	0	0	0	0	(	4
* r eacy	0*	175*	0*	0*	I 74*	(	0*	0*	0*	0*	0*	(	0*	I 70*	0*	0*	37D*	(	0*	0*	0* (	)*	0*	(	17
Hi∂yoAe9is vial	0		0	0	tΙ	(	2	t	0	0	3	(	4	t 5	0	0	2t	(	0	0	0	0	0	(	3
* HRoyoAr9is vial	0*	27/*	0*	0*	27 *	(	t 074*	*00 t	0*	0*	t t 74*	(	2278*	27D*	0*	0*	374*	(	0*	0*	0* (	)*	0*	(	37 *
Lel e9@läs9	(	(	(	(	(	0	(	(	(	(	(	mi	(	(	(	(	(	3	(	(	(	(	(	8t	
* Lel e9@las9	(	(	(	(	(	(	(	(	(	(	( t	*00	(	(	(	(	(1	*00 t	(	(	(	(	(10	*00	
HPoyoAe9is - di99BaAu	(	(	(	(	(	0	(	(	(	(	(	0	(	(	(	(	(	0	(	(	(	(	(	0	
* HlovoAe9 is - di99BaAu	(	(	(	. (	(	(	(	(	(	(	(	0*	(	(	- (	(	(	0*	(	- (	(	(	(	0*	

ULele9@Tas9asl HToyoAs9is - di99BaAs71h1ebCvhvEP)C,ThT)du,WhW(Tuds

4 of 8 5 of 8 5566814 - COVID - BANK ST @ ECHO DR - MAY 03... - TMC

5-3000 14 - COVID - DAING ST. & CUID DR - MAT US... - TIME THE MAY 3, 2022 MAPPay kea( & 2-30 kM) 9: -30 kM) I GS GILLE & Aghtt an P Mitdoryr @L, c early, kePelto lan L, v Ayr @Ldn Bda P, v Ayr @Ldn s dill Rac () I (CMd Ewent. nb. - D4705: , i d rat Alin - 45.3 (E761) 955.174334





[S] South

5566814 - COVID - BANK ST @ ECHO DR - MAY 03... - TMC

53668 (4 - CUVID - BAIN S I (@ ECHO DR - MAY U3... - I MIC Tue May 3, 2022 FM Feal In FM gt FMhg( 6e:aAMFeal - 9u: 1 APA Ja)) Els dig Jar c M9:9:HyHk), - ea6y, Fece) osar), vsHyHk) 9r B9ac, vsHyHk) 9r P:9))RaAh 1 AMM56ewer) ImI Di-l0t 7, C9Ha09r Int 8ID 45D g5t 8 4n33n



Cei	O9:α	1					Ja)o						E9ual						S e)o					
ms: eHs9r	E9ua	db9ur c					S e)dos	9ur c					O9: adb	9ur c					Ja)ob9	ur c				
Tswe	В	3 T	C	W	1 NN	FecU	В	T	С	W	1 NN	FecU	В	T	C	W	1 NN	FecU	В	T	С	W 1NN	FecU	kro
2022g0t g03 nI00FM	(	755	t	0	742	0	n	0	7	0	t	34	2	74n	0	0	74.	0	D	0	0	0 D	3n	342
nI7t FM	(	0 7D	0	0	7D	7	5	0	7	0	4	32	3	202	0	0	20t	0	3	0	0	0 3	3n	n7.
nI30FM	7	7 204	0	0	20D	0	2	0	0	0	2	3t		755	0	0	743	0	-	0	0	0 .	27	n00
nInt FM	- 7	7 7DD	7	0	207	0	t	0	2	0	5	23	5	7D2	0	0	7DD	0	t	0	0	0 t	23	n7.
T9aA	2	2 540	-	0	544	7	74	0	n	0	22	724	74	St t	0	0	553	0	23	0	0	0 23	772	7. 0.
* 1 NN 9aHl	088*	DD80*	081*	0*	g	g	4781*	0*	7482*	0*	g	g	288*	D585*	0*	0*	g	g	700*	0* (	)* 0	* g	g	
* T9aaA	087*	n48 *	08n*	0*	nD87*	g	787*	0*	022*	0*	78h*	g	787*	n580*	0*	0* :	n487*	g	78n*	0* (	)* 0	* 78h*	g	
F- %		g 08Dn2	082t 0	g	08Dn4	g	01 80	g	08 00	g	05504	g	0350	08027	g	g	.9380	g	08 3D	g	g	g08 3D	g	080
Csi do) ar c M9o9:HyHh)	(	530	t	0	53t	g	73	0	n	0	75	g	7t	57.	0	0	537	g	23	0	0	0 23	g	7t 0.
* Csido) arc M9o9:HyHh)		D88 *	4388*	0*	D88*	g	5282*	0*	700*	0*	5588*	g	4388*	Dn84*	0*	0*	Dn8 *	g	700*	0* (	)* 0	* 700*	g	D881*
- ea6y	(	0 7.	0	0	7.	g	0	0	0	0	0	g	0	75	0	0	75	g	0	0	0	0 0	g	3
* - ea6y	0*	287*	0*	0*	280*	g	0*	0*	0*	0*	0*	g	0*	288*	0*	0*	282*	g	0*	0* (	)* 0	* 0*	g	287*
vsHyHh) 9r B9ac	- 2	2 3n	7	0	35	g	t	0	0	0	t	g	3	22	0	0	2t	g	0	0	0	0 0	g	!
* vsHyHk) 9r B9ac	700*	n8h*	7.85*	0*	n85*	g	2584*	0*	0*	0*	2285*	g	7.85*	28D*	0*	0*	382*	g	0*	0* (	)* 0:	* 0*	g	n82*
Fece)asar)		g g		g g	g	- 7	g	g	g	g	g	72t	8		g g	g	g	0	g	g	g	g g	IP.	
* Fece)asar)		g g			g7	*00	g	g	g	g	gl	*88	8		g g	g	g	g	g	g	g	g g	4287*	
vsHyHh) 9r P:9))RaA		g g		g g	g	0	g	g	g	g	g	3	8		g g	g	g	0	g	g	g	g g		
* vsHvHh) 9r P:9))RaA		g g		3 g	g	0*	8	g	g	g		288*	8		3 g	g	g		g	g	g	g g	758D*	

UFece)αsar) arc v sHyH&) 9r P:9))RaAl8Cl Cefq Bl Bsi dq Tl Td:u, Wl WgTu:r

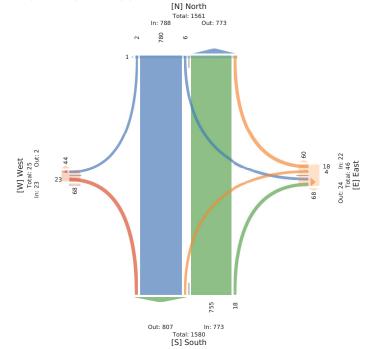
6 of 8 7 of 8

5566814 - COVID - BANK ST @ ECHO DR - MAY 03... - TMC

5566814 - COVID - BANK ST @ ECHO DR - MAY 03... - TMC
Tue May 3, 2022

MA éa9 k, AM 8: AM 8: AM-89 ) ela©AeaP s Lul
i © @ Glibeh ki norba cHMLrll vyv@h, s ea) y, AeFebrinich, Bruyv@h Lc RLaH, Bruyv@h Lc
i ILihwa@i CML) emech
ID47(50:.., t LvanLc4(: 67: 517, 81: 665(33)





5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC
Tue May 3, 2022
Full Length (6:30 AM-9:30 AM, 11:30 AM-2 PM, 3:30 PM-6 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 947085, Location: 48.3986, -58.674156

Provided by: City of Ottaw Provided by: City of Ottaw Nepean, ON, K2G 819, CA

Leg	North					Eouth					S est					
Direction	Eouthbou	nd				Northbou	nd				Wistbound	ı				
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	
2022-08-03 6:00AM	15	211	1	229	16	238	2	0	235	8	0	10	0	10	17	4
5:00AM	42	476	0	827	24	689	18	0	654	21	5	89	0	66	57	12
7:00AM	84	409	0	463	18	815	5	0	824	9	4	35	0	41	39	10
9:00AM	21	218	0	236	6	242	5	0	249	5	8	10	0	18	20	8
11:00AM	38	262	0	295	13	277	7	0	296	6	1	12	0	13	39	6
12:00PM	80	830	0	870	29	827	15	0	848	22	10	44	0	84	73	11
1:00PM	49	882	0	601	30	811	9	0	820	35	13	32	0	48	65	11
3:00PM	80	367	0	417	21	384	10	0	364	10	13	23	0	36	84	- :
4:00PM	65	662	0	529	48	626	18	0	641	27	12	83	0	68	100	14
8:00PM	66	827	0	894	83	842	21	0	863	48	14	43	0	85	103	12
Total	481	4223	1	4658	282	4802	111	0	4613	190	59	323	0	402	601	96
% Approach	9.6%	90.3%	0%	-	-	95.6%	2.4%	0%	-	-	19.5%	70.3%	0%	-	-	
% Total	4.5%	43.6%	0%	47.2%	-	46.8%	1.1%	0%	45.6%	-	0.7%	3.3%	0%	4.1%	-	
Lights and Motorcycles	343	4046	0	4379	-	4226	105	0	4333	-	52	274	0	386	-	91
% Lights and Motorcycles	56.1%	98.7%	0%	93.9%	-	93.9%	96.4%	0%	93.9%	-	91.1%	75.9%	0%	77.6%	-	93.
Heavy	15	139	1	185	-	149	4	0	183	-	8	15	0	22	-	3
% Heavy	3.7%	3.3%	100%	3.4%	-	3.3%	3.6%	0%	3.3%	-	6.3%	8.3%	0%	8.8%	-	3.4
Bicycles on Road	91	37	0	129	-	125	0	0	125	-	2	22	0	24	-	- 2
% Bicycles on Road	20.2%	0.9%	0%	2.7%	-	2.7%	0%	0%	2.7%	-	2.8%	6.7%	0%	6.0%	-	2.5
Pedestrians	-	-	-	-	230	-	-	-	-	169	-	-	-	-	473	
% Pedestrians	-	-	-	-	91.3%	-	-	-	-	77.9%	-	-	-	-	70.4%	
								-	-	21		-			117	
Bicycles on Crosswalk	-	-	-	-	22	-	-							-	117	

\*Pedestrians and Bicycles on Crosswalk, L: Left, R: Right, T: Thru, U: U-Turn

8 of 8 1 of 8

# 5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC

Deboto 14 - CUVID - DAINN 51 & ATLINER AVE - MAT... - IMC The May 3, 2022 — 9:30 AM, 11:30 AM-2 PM, 3:30 PM-6 PM) All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 947085, Location: 48.3986, -58.674156



[N] North Total: 7289 1: 45n2 Out: 4635 4330 429 923 [W] West Total: 754 1:483 Out: 253 900 ▶77 666 4283

> Out: 4083 1 : 4590 Total: 6792 [S] South

[N] North Total: 7289 In: 005 Out: 934

085 08

5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC

53000 14 - CUVID - DANK 51 @ AYLMER AVE - MAY... - TMC
Tue May 3, 2022
F M | eal.rgth; F M 6: th; F MA
F - 9 allel r]% Sil ado Mrir dtyHel, v eaBy, l eoelic]adl, R)HyHel r d wrao, R)HyHel r d
9 cr Ilk a-LA
F - Mr Bemedil
IDt 47: 0(g, PrHi)r dt 7(84(5, fg(8: 7hg5)

PeC	Ords					Jruis					E eli					
D)œH)r d	Jruis.ru	do				Ords.ru	do				Sali. rud	0				
T)me	W	T	W	FNN	l eoU	T	P	W	FNN	l eoU	W	P	W	FNN	l eoU	Idi
202260( 603 gth( F M	4	h0(	0	hh7	h3	h74	2	0	h(h	5	7	hg	0	2h	37	2:5
gt30F M	h0	h33	0	h73	3	h40	(	0	h4(	h	2	hg	0	h4	hg	3(g
gt7(FM	h7	h(2	0	h55	3	h40	g	0	h4g	hh	0	h3	0	h3	h(	3g5
: t00F M	hg	hh4	0	h35	2	h5h	0	0	h5h	2	0	hh	0	hh	h0	30:
Tr ia-	(0	(04	0	((4	2h	540	h7	0	g07	20	5	(:	0	57	g5	h32g
* FNNraHs	: 84*	4h8h*	0*	6	6	4: 80*	280*	0*	6	6	487*	4085*	0*	6	6	6
* Tria-	38 *	3:87*	0*	728h*	6	(280*	h8h*	0*	(38h*	6	* 380	787*	0*	78 *	6	6
1 v %	085g2	08 3:	6	08 7g	6	08 43	08(00	6	08 g4	6	08bg(	08:3	6	08gg5	6	08 g5
P)Csi1 ado MrirdHyHe1	7h	743	0	(37	6	52(	h3	0	53:	6	5	7:	0	(7	6	h225
* P)Csi1 ado MrircHyHe1	: 280*	4581*	0*	4(8*	6	4085*	4281*	0*	4085*	6	h00*	: 28 *	0*	: 787*	6	4287*
v eaBy	2	h3	0	h(	6	35	h	0	3g	6	0	(	0	(	6	(g
* v eaBy	780*	285*	0*	28/8	6	(22*	g8h*	0*	(8*	6	0*	: 85*	0*	g8 *	6	788*
R)HyHe1rd wrao	g	3	0	h0	6	24	0	0	24	6	0	(	0	(	6	77
* R)HyHe1rd wrao	h789*	*380	0*	h8 *	6	782*	0*	0*	78h*	6	0*	: 85*	0*	g8 *	6	388*
l eoe1ic)ad1	6	6	6	6	h4	6	6	6	6	20	6	6	6	6	(4	
* l eoe1ic)ad1	6	6	6	6	408(*	6	6	6	6	h00*	6	6	6	6	gg&*	6
R)HyHe1 r d 9 cr 11k a-L	6	6	6	6	2	6	6	6	6	0	6	6	6	6	hg	
* R)H/He1rd9 cr11k a-L	6	6	6	6	48 *	6	6	6	6	0*	6	6	6	6	2287*	6

U eoe1ic)ad1 ado R)HyHe1 r d 9 cr 11k a-L8Pt Peli, wt w)Csi, Tt Ts cu, Wt W6Tucd

2 of 8

# 5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC

5566814 - COVID - BANK ST ⊚ AYLMER AVE - MAY... - TMC
Tue May 3, 2022

AM Peak (8:-9 AM )1:-9 AMC
AssLsatiei (glind aor MccHbyvsei, BeaRy, PereidHaoi, whyvsei co mcar, whyvsei co
Lititi asC
Ass McReDeod

#:5.1098, gcvadco:.963591, )89611.-81

5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC
Tue May 3, 2022
Mfl lay Lean gt 180 ( M 6t 2180 LM:
( Ak. A959-9g 11P) Oas I Mi G dryo Akg r eacy, Lel e9Glas 9, Hibyo Akg is vial, Hibyo Akg is
- d 995a Ak:
( ASMic CRES O
k Mrl DD47, 1 i oadi sh I 488m45, 67485 Dt 75

<b>Ottawa</b>
Loic Fiel. yh- FGyibf CGaBa
t00 -is9@eAAaŒiskd,
OeNeas, f O, p 2K 4Gn - (

3 of 8

1eP	Oi dt)					JiuG					E e9C					
k RieoClis	JiuG.ius	ıl				OidG. i us	sl				Sa9Ci usl					
TIRe	v	T	W	( NN	Lel U	T	1	W	(NN	Lel U	v	1	W	(NN	Lel U	vs C
2022604603 t t l80( M	t 4	tt4	0	t 30	m	tIt	3	0	tII	3	0	7	0	7	2t	20
ttH4( M	20	t I 7	0	t 57	I	t I 7	4	0	t 42	3	t	4	0	5	t D	324
t 2100LM	t 4	tI2	0	t 47	3	t I m	2	0	t 4t	5	2	m	0	tt	t m	3t
t 2lt 4LM	t I	t 32	0	tI5	t 2	t 33	3	0	t 35	I	2	t 0	0	t 2	27	2m
Tì GA	. 5I	435	0	500	2D	470	t 3	0	4D8	t 5	4	3t	0	35	D4	t 2t
* ( NNi ao)	t 087*	DnB*	0*	6	6	n780*	282*	0*	6	6	t 38n#	D58 *	0*	6	6	
* Ti GA	48*	1180*	0*	I n82*	6	I58D*	t 8 *	0*	I78D*	6	* 80	284*	0*	380*	6	
Lr %	08000	08n03	6	InCB0	6	08m44	08540	6	08ntD	6	08524	08700	6	0@DD	6	08n8
1 IP) Olas I Mi Cidoyo Ar9	13	40m	0	442	6	435	t3	0	4I m	6	4	24	0	30	6	113
* 1 EP) © asl MiCidoyo.4e9	5782*	m480*	0*	m280*	6	mi 80*	t 00*	0*	mi 82*	6	t 00*	D085*	0*	D88*	6	m28D*
r eacy	4	22	0	27	6	22	0	0	22	6	0	3	0	3	6	4
* r eacy	78D*	18*	0*	I 81*	6	381#	0*	0*	38D*	6	0*	n87*	0*	DB*	6	188*
HRyoAr9is vial	t 5	4	0	2t	6	t 2	0	0	t2	6	0	3	0	3	6	3.
* HRyoAe9is vial	2480*	08n#	0*	381*	6	28 *	0*	0*	28 *	6	0*	n87*	0*	DB*	6	380*
Lel e9@fis9	6	6	6	6	27	6	6	6	6	t 5	6	6	6	6	72	
* Lel e9@fis9	6	6	6	6	* B3n	6	6	6	6	t 00*	6	6	6	6	DI 87*	
HlōyoAr9 is - di 99BaAr	6	6	6	6	t	6	6	6	6	0	6	6	6	6	t 3	
* HRovo 4:9 i s - d 99Ba Au	6	6	6	6	385*	6	6	6	6	0*	6	6	6	6	t 488*	

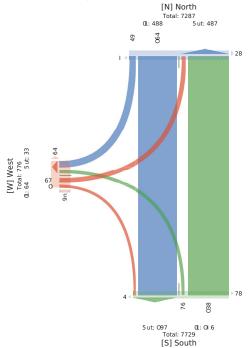
[W] West Total: 764 In: 13 Out: 13	76
	Out: 070 In: 983 Total: 7675 [S] South

4 of 8 5 of 8

# 5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC

5300014 - CUVID - DAINN ST. @ ATLINER AVE - MAY... - TIME
The May 3, 2021 9 M.): 2-30 kMJ
90 GS GILLE & Aghtta an Pidridoryr@L, c eatly, kePelto\nnl, v\Ayr@Ldn BdaP, v\Ayr@Ldn
s dillRa@L
9 (CMdfewent).
nb - D4705., i drat\nln-45\text{BISI}, ). 5\text{G174}: 1





5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC



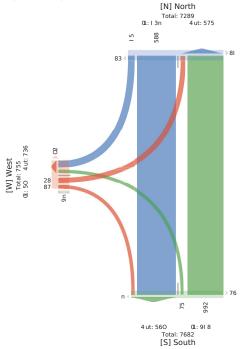
Cei	O9:ad					J 9uad					E e)o					
ms:eHs9r	J 9uadb9ur	c				O9:adb9u	rc				Sa)do9uro					
Tswe	В	T	W	1 NN	FecU	T	C	W	1 NN	FecU	В	C	W	1 NN	FecU	kro
2022g04g03 3r80FM	32	.15	0	22D	. 2	. 7.	t	0	. 74	3	2	I	0		30	t.
3rt 4FM	. D	. 72	0	.10	I	. DB	5	0	. 🛚	7		. t	0	24	2t	t (
t r00FM	. 4	. 5t	0	. 71	. I	. 7.	5	0	. 77	3	7	. 7	0	2t	24	31
t n 4FM	22	.10	0	2. 2	E	. t 0		0	.t.	. 0		. 2	0	. 3	24	35
T9osA	D7	722	0	D0I	t E	554	. 7	0	5D2	23	2.	42	0	73	. Ot	. 45
* 1 NN9aHI	. 08D*	DI 82*	0*	g	8	I 784*	284*	0*	g	g	2D8D*	7.82*	0*	g	g	
* T90aA	485*	t 582*	0*	4.87*	8	t 284*	.8*	0*	t 385*	8	. 88*	388*	0*	t 87*	g	
F- %	08524	I.B0	g	08005	8	08 2D	0870D	g	0E 20	8	0842D	08740	g	0872D	g	083
Csido) arc M9o9:HyHke)	4I	5I 5	0	744	8	532	. 7	0	5t I	8	. I	t 7	0	55	g	. t
* Csido) arc M9o9:HyHNe)	578D*	I58 *	0*	1388*	8	I 480*	. 00*	0*	I 482*	8	I 084*	108*	0*	I 08 *	g	It 80
- ea6y		. 7	0	. D	8	. 0	0	0	. 0	g	0	-	0		g	- 2
* - ea6y	.8*	28 *	0*	282*	8	. 81*	0*	0*	. 81*	8	0*	. a*	0*	.8*	g	. а
v sHyHh) 9r B9ac	27	I	0	35	8	23	0	0	23	g	2	t	0	5	g	
* vsHyHb) 9r B9ac	3.80*	. 82*	0*	t 8 *	8	384*	0*	0*	38 *	8	I 84*	787*	0*	D82*	g	t 82
Fece)asar)	g	g	g	g	t 2	g	g	g	g	. 5	g	g	g	g	77	
* Fece)asar)	g	g	g	g	D781*	g	g	g	g	5I 85*	g	g	g	g	7t 80*	
vsHyHe) 9r P:9))RaA	g	g	g	g	5	g	g	g	g	7	g	g	g	g	27	
* vsHyHe) 9r P:9))RaA	g	g	g	g	. 281*	g	g	g	g	308 *	g	g	g	g	2580*	

UFece) gsar) arc v sHyHa) 9r P:9))RaAl 8CnCefq BnBsi dq TnTd:u, WnWgTu:r

6 of 8 7 of 8

# 5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC

5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC
Tue May 3, 2020 8: (30 AM-89 ) ela@CAeaP s Lul
i @ Galthelk indohacHMLrLlvyv@h, s ea) y, AeFebrlinch, Bruyv@h Lc RLaH, Bruyv@h Lc
Il Lihwa@i @ML-| emecch
ID(4: 705., t LvanLc(: 569451, 8 567: b. 1



5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC
Tue May 3, 2022
Full Length (6:30 AM-9:30 AM, 11:30 AM-2 PM, 3:30 PM-6 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 947066, Location: 485403921, -. 835719. 4

Leg	North					Eouth					S est					
Direction	Eouthbou	nd				Northbour	nd				Wistbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2022-08-03 6:00AM	8	42	0	4.	13	32	1	0	33	11	3	4	0			
.:00AM	23	1.4	0	19.	22	141		0	147	2.	8	1.	0	22	13	3
7:00AM	44	2. 1	0	318	4.	212	21	0	233	2.	18	46	0	61	20	6
9:00AM	24	107	0	132	18	73	13	0	96	11	11	20	0	31	7	2
11:00AM	30	131	0	161	19	61	8	0	66	23	9	17	0	2.	16	2
12:00PM	86	286	0	312	83	132	2.	0	189	. 2	16	38	0	81	26	8
1:00PM	83	240	0	293	46	13.	26	0	163	88	12	23	0	38	24	4
3:00PM	26	233	0	289	48	9.	23	0	120	3.	17	18	0	33	16	4
4:00PM	68	808	0	8.0	8.	16.	36	0	203	66	32	39	0	. 1	22	7
8:00PM	69	408	0	4.4	71	191	34	0	228	100	22	4.	0	69	39	-
Total	398	2368	0	2.60	397	1283	193	0	1446	429	143	264	0	40.	191	46
% Approach	1453%	785 %	0%	-	-	765 %	1353%	0%	-	-	3851%	6459%	0%	-	-	
% Total	756%	8153%	0%	8957%	-	2.52%	452%	0%	3153%	-	351%	85 %	0%	757%	-	
Lights and Motorcycles	36.	2329	0	2696	-	1222	193	0	1418	-	137	284	0	392	-	48
% Lights and Motorcycles	9259%	9758%	0%	9.5%	-	9.58%	100%	0%	9. 59%	-	9638%	9652%	0%	9653%	-	9. 5
Heavy	9	18	0	24	-	10	0	0	10	-	2	4	0	6	-	
% Heavy	253%	056%	0%	059%	-	057%	0%	0%	05 %	-	154%	158%	0%	158%	-	03
Bicycles on Road	19	21	0	40	-	21	0	0	21	-	3	6	0	9	-	
	457%	059%	0%	154%	-	15 %	0%	0%	158%	-	251%	253%	0%	252%	-	15
% Bicycles on Road				-	290	-	-	-	-	369	-	-	-	-	174	
% Bicycles on Road Pedestrians	-	-	-	_												
		-	-	-	. 259%	-	-	-	-	7630%	-	-	-	-	963%	
Pedestrians	-					-	-	-	-	7630% 60	-	-	-	-	9658%	

\*Pedestrians and Bicycles on Crosswalk5L: Left, R: Right, T: Thru, U: U-Turn

8 of 8 1 of 8

# 5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC

5300014 - COVID - QUEEN ELIZABETH DIWNT & PIR... - I MIC.
Tue May 3, 2022
Full Length (6:30 AM-9230 AM, 11:30 AM-2 PM, 3:30 PM-6 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 947066, Location: 485403921, - . 835719, 4

290

[N] North Total: 7288 1: 28n3 4ut: 0508 29n5 965

On3

23n

690 4 ut: 2530 1 : 077n Total: 9657 [S] South

[W] West Total: 665 1:738 4ut: 500

02n

n5



5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC

5360814-CVUIP-QUEEN ELIZABE H DRWY @ FIF... - IMC Tue May 3, 2022 F M l eal.ngth, F M 6: th (F MA F - 9 allel P/jScil ado Mrir drlyHel, v eaBy, l eoelicjadl, R)HyHel r d wrao, R)HyHel r d 9 cr Ilk a-LA F - Mr Bemedil ID: : 48077, Pr Hi)r dt 4(803: 2h, 66 (87gh: 54



PeC	Ords					Jruis					E eli					
D)œH)r d	Jruis. rud	lo				Ords.ru	do				Sali. rudo					
T)me	W	T	W	FNN	l eoU	T	P	W	FNN	l eoU	W	P	W	FNN	l eoU	Idi
202260( 603 gth( F M	hg	74	0	g2	h4	(h	7	0	(5	7	2	5	0		g	h4g
gt30F M	h0	gh	0	: h	g	7g	3	0	5h	(	4	h2	0	h7	4	h5g
gt4(FM	g	g3	0	: h	h7	(5	(	0	72	5	g	h(	0	23	4	h57
: t00F M	hh	(2	0	73	h0	4h	- 1	0	(0	(	3	h2	0	h(	(	h2g
Tria-	45	2g0	0	325	4g	2h5	23	0	240	23	h5	47	0	73	2h	73
* FNNraHs	h484*	g(87*	0*	6	6	: 084*	:87*	0*	6	6	2580*	5380*	0*	6	6	
* Tria-	58(*	4481*	0*	(h8*	6	3484*	385*	0*	3g8h*	6	285*	588*	0*	h030*	6	
l v %	08g0g	08g4g	6	08g:	6	085: g	0873:	6	08;4(	6	08(3h	085(0	6	08754	6	08gg
P)Csi1 ado Mr ir cHyHe1	40	25g	0	3hg	6	2h(	23	0	23g	6	h5	4(	0	72	6	7h
* P)Gsi1 ado MrircHyHe1	g(8h*	::8*	0*	: 582*	6	::8h*	h00*	0*	::82*	6	h00*	:58g*	0*	: g8t*	6	: g8h*
v eaBy	2	0	0	2	6	2	0	0	2	6	0	0	0	0	6	
* veaBy	48*	0*	0*	087*	6	* 80	0*	0*	08g*	6	0*	0*	0*	0*	6	087*
R)HyHe1rd wrao	(	2	0	5	6	0	0	0	0	6	0	h	0	h	6	
* R)HyHe1rd wrao	h087*	085*	0*	28h*	6	0*	0*	0*	0*	6	0*	282*	0*	h87*	6	h88*
l eoe1ic)ad1	6	6	6	6	33	6	6	6	6	hg	6	6	- 6	6	20	
* l eoe1ic)ad1	6	6	6	6	7g8g*	6	6	6	6	5g88*	6	6	6	6	:(82*	
R)HyHe1 rd 9 cr11k a-L	6	6	6	6	h(	6	6	6	6	(	6	6	- 6	6	h	
* R)H/He1rd 9 cr 11k a-L	6	6	6	6	3h88*	6	6	6	6	2h85*	6	6	6	6	48g*	

U eoe1ic)ad1 ado R)HyHe1 r d 9 cr 11k a-L8Pt Peli, wt w)Csi, Tt Ts cu, Wt W6Tucd

2 of 8 3 of 8

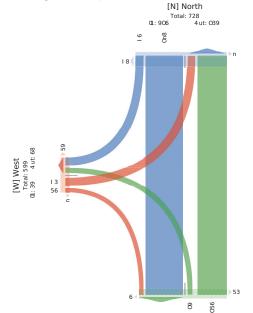
# 5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC

5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC
Tue May 3, 2022

AM Peak (8:-9 AM )1:-9 AMC
AssLsatiei (glind nor MccHyysei, BeaRy, PereidHaoi, whyysei co mcar, whyysei co
LHiII asC
Ass McReDeod

☐ 1580..., gcvadro: 5960312-, )1968-115

229



5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC
Tue May 3, 2022
Mfl lay Lean g 2 LM ht LM(
6: Aa-re-e \$\frac{1}{2}\text{BHP}\text{ aC MS}\sidyde-, o eary, Lel e-\hat{hBC}\, c \text{Elyde- sCHsal}\, c \text{Elyde- sC}
Ais--v an(
6: Msr eBeC)
Rekmt Db44, 9sda)B Ckt 78 03m2r\, 16784D m51

	Lisr II el . ykABy sb t 00 As G.)e::a OeNeaC, f O, p 2K	of))ava )EsCwi,
a		

9e1	Osi)P					Jsu)P					E e-)					
wffed)fsC	J su)P. su(	1				Osi)P. suC	1				Sa-). suCl					
TiBe	H	T	W	6 NN	Lel U	T	9	W	6 NN	Lel U	Н	9	W	6 NN	Lel U	RC)
2022h07h03 t 2l00LM	t m	40	0	5m	1.1	27	5	0	32	2t	7	t 2	0	t 5	3	t 2
t 2kt 7LM	t 3	47	0	5D	D	2m	7	0	3I	2t	4	7	0	tt	t t	t 2
t 2l80LM	t I	47	0	5m	t m	37	4	0	It	t 7	t	D	0	m	7	t2
t 2N 7LM	t 0	44	0	54	t 7	13	m	0	72	t 7	I	t 0	0	tΙ	5	t I
Ts)a:	74	274	0	3t 2	73	t 32	25	0	t 7m	52	t 4	37	0	7t	24	72
* 6 NNsadP	t 58hff	1288 *	0*	h	h	D880*	t 580*	0*	h	h	3t 8I *	4D81*	0*	h	h	
* Ts)a:	* d80 t	I n80*	0*	7n8D*	h	2788*	782*	0*	3087*	h	38:*	485*	0*	nBD*	h	
Lo %	08535	08:D	h	08nDI	h	085D0	08570	h	08557	h	08445	084DD	h	0&2t	h	08n2
9RP)- aCl Ms)sidyd:e-	74	272	0	30D	h	t 2D	25	0	t 77	h	t 4	32	0	ID	h	7t
* 9HP)- aCl Ms)sidyd:e-	t 00*	* BOin	0*	mD85*	h	n580*	t 00*	0*	n587*	h	t 00*	mt 81 **	0*	mi8:*	h	n58nt
o ear y	0	3	0	3	h	3	0	0	3	h	0	t	0	t	h	
* o ear y	0*	t 82*	0*	t 80*	h	288*	0*	0*	t Shiff	h	0*	28h#	0*	280*	h	t 88*
c Rlycke- sCHsal	0	t	0	t	h	t	0	0	t	h	0	2	0	2	h	
* c Rlycke- sCHsal	0*	*B0	0*	088*	h	08D*	0*	0*	081*	h	0*	785*	0*	38h#	h	080
Lel e-)illiC-	h	h	h	h	12	h	h	h	h	45	h	h	h	h	24	
* Lel e-)ilàG-	h	h	h	h	5n82*	h	h	h	h	n88 *	h	h	h	h	t 00*	
c Rdyd:e- sCAisv a:n	h	h	h	h	tt	h	h	h	h	7	h	h	h	h	0	
* c Edyd:e- s C Ais v a:n	h	h	h	h	208D*	h	h	h	h	48n#	h	h	h	h	0*	

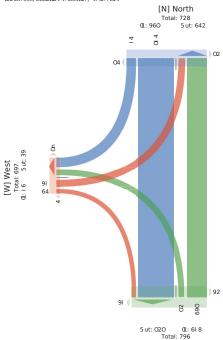
ULel e-)iTaG- aCl c Edyd:e- s C Ais--v a:n89 k9 eb), HkHFl P), TkTPiu, WkWhTuiC

4 of 8 5 of 8

# 5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC

Deboth 14 - COVID - QUEEN ELIZABETH DRAWT @ FIF... - TIMC Tue May 3, 20 224 ... : kM9 JI Classes ELAghs at P Mnhrdryoles, r eacy, kePesltilats, Habyoles nt v naP, Habyoles nt CdnssBal(9 JI MnceRet Is will Di7055, Lnoablat I 4. 6403 D2: , -1. 657: DI4





5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC



s ed	O1An					J 1uro					E eG					
I iAevri1c	J 1urob1u	:H				O1Aob1u	H				SaGb1ucF	I				
Tik e	R	T	W	PNN	FeHL	T	s	W	PNN	FeHL	R	S	W	PNN	FeHU	ner
2022h0t h03 3rgt FM	52	523	0	53t	5.	t g	4	0	72	5t	4	D	0	5.	55	25
gr00FM	5g	532	0	5g7	54	gt	D	0	tg	22	7	4	0	5g	g	25
gr6t FM	20	533	0	5t 3	54	g5	7	0	g.	54	D	50	0	5D	2	25
grB0FM	5.	55g	0	535		gD	5g	0	73	55	50		0	5.	7	25
T1ra-	73	t 02	0	t7t	70	54D	3.	0	227	77	33	3g	0	7.	23	4t
* PNN4avo	5582*	4481*	0*	h	ŀ	4387*	578g*	0*	h	h	gDB*	* 80 t	0*	h	h	
* T1ra-	. 88*	t 48 *	0*	7t 8D*	h	2280*	g88*	0*	278*	h	384*	g80*	0*	. 81*	h	
F9 %	08 44	08Dg3	h	08D2D	h	084. t	08775	h	081D	h	08475	084t 0	h	1 1480	h	0804
s idorCacHM1r1Ayv-eC	72	gD7	0	tt4	h	547	3.	0	223	h	35	33	0	7g	h	4g
* s idorCacHM1r1Aryv-eC	D48g*	D484*	0*	D481*	ŀ	D48g*	500*	0*	D48 *	h	D88D*	D 85*	0*	D:8*	h	D48 *
9 ea: y	5	2	0	3	h	3	0	0	3	h	0	5	0	5	h	
* 9 ea: y	587*	08g*	0*	* 80	h	587*	0*	0*	588*	h	0*	28D*	0*	58 *	h	084
Bivyv-eC1c R1aH	0	g	0	g	h	0	0	0	0	h	2	0	0	2	h	
* Bivyv-eC1c R1aH	0*	084*	0*	* 80	ŀ	0*	0*	0*	0*	h	785*	0*	0*	380*	h	08 *
FeHeQ:Aac C	h	h	h	h	3E	h	h	h	h	t 2	h	h	h	h	23	
* FeHeQAacC	h	h	h	h	7t 80*	h	h	h	h	. 481*	h	h	h	h	500*	
Bivyv-eC1c ) Al@va-l	h	h	h	h	25	h	h	h	h	5g	h	h	h	h	0	
* Bivyv-eC1c ) ACGwa-l	h	h	h	h	3t 80*	h	h	h	h	2582*	h	h	h	h	0*	

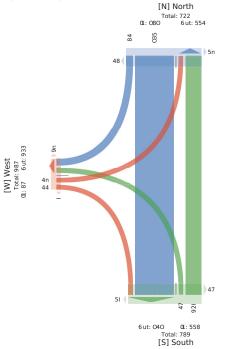
UFeHeGAacCacHBivyv-eC1c ) AlGwa-l 8s ns efr, RnRidor, TnToAı, WhWhTuAc

6 of 8 7 of 8

# 5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC

5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC
Tue May 3, 2022 - (86: AMP -) 1 e Gas Aeap Li uC
g sh sattet landro a H/r Mi d Gl/Bet, Leal y, Aevetd@H, RdlyBet i Hwi av, RdlyBet i H
h G ttmsaP9
g ssMil el eltt
Dl (7850..., ni Badd H 8: 8803721, -b: 6 517b8

[S] South



AG l dvev f y( h dy i O) cama 100 h i H cessacd H4 C, NepeaH, ) N, K2G: J7, h g

5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

\$566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC
Tue May 3, 2022
Full Length (6 :
Il Ala--e- (Light- anl MPtP)G/Ge-, s eai y, dele-t)9an-, o 9G/Ge- Pn r Pal, o 9G/Ge- Pa
AJP--c all E
: Il MPi ev entR wkm01 2m LPGrPmvDn8k71 8D 9 m87n7k3

Leg	NP)th					Ea-t					SPuth					
R9eG9n	SPuth. Pu	n1				We-t. Pu	n1				NP)th. Pu	n1				
T9v e	T	L	U	: pp	de1*	r	L	U	: pp	de1*	r	T	U	: pp	de1*	Bet
202250nf03 8v00: M	Ik	30	2	œ	I	k	m	0	Œ	(3)	a	kD	0	000	0	23
I w00: M	23m	n₹	0	2kD	2m	3D	30	0	8m	22	DO	288	0	30I	D	88
7w0: M	2k0	I m	0	38m	21	172	nk	0	000	88	kD	DBO	0	mm	22	002
kw00: M	OnD	2D	2	C70	00	7	20	0	27	CI7	33	2CI	0	2n0	m	D
CO.00: M	OFk	DO	2	232	2m	2I	38	0	8D	83	Dm	Ck0	0	238	I	mi
CP:W0dM	37k	10	0	D8O	Dr	mD	n2	0	008	OnD	73	373	0	D88	38	003
O@0dM	3kI	80	2	D80	10	nB	10	0	023	CBC	78	D02	0	DF7	30	(30)
3w0dM	2nB	33	0	278	D8	28	mO	0	H	000	mm	20k	0	28m	20	82
D@0dM	DBI	kD	3	n8D	kI	88	007	0	OPD	αc	000	IIB	0	mnD	37	CBO
m <b>0</b> 0dM	Dn8	COOL	3	n83	77	IO	ODD.	0	αm	C80	CB2	DO2	0	mDD	2m	023
TPtal	2k08	nkD	CB	3mOB	IDO	3k0	niD8	0	k3I	k0m	8k8	30I I	3	3118	C7I	722
%: pp)PaCh	724 %	OB4k%	04%	5	5	DO8%	n⊽48%	040%	5	5	CF4D%	704n%	040%	5	5	
% TPtal	3m8%	142%	042%	D24 %	5	D4 %	848%	0%	0040%	5	741%	3140%	0%	Dmk%	5	
L9ght- an1 MPtP)CyCle-	287m	ni 0	CB	32I O	5	38I	mOO	0	71 k	5	82m	27n0	3	3DI 7	5	182
% L9ght- an1 MPtP)CyCle-	k240%	k840%	000%	k340%	5	kD40%	k348%	000%	k347%	5	7k47%	k248%	000%	k240%	5	k24
s eai y	CDF	20	0	CBk	5	(3)	00	0	20	5	23	œ	0	OBD	5	31
% s eai y	m4O%	341%	0%	D#%	5	248%	O\$7%	0%	240%	5	348%	D8%	0%	DB%	5	D8
o 9GyCle- Pn r Pa1	13	3	0	18	5	CB	2m	0	37	5	D7	78	0	CBD	5	21
% o 9GyCle- Pn r Pa1	24196	041%	0%	242%	5	348%	D8%	0%	D40%	5	84k%	247%	0%	341%	5	340
de1e-t)9in-	5	5	5	5	E80	5	5	5	5	770	5	5	5	5	Ωk	
% de1e-t)9an-	5	5	5	5	kI 4n%	5	5	5	5	kI 42%	5	5	5	5	km4 %	
						5	5	5	5	2m	5	5	5	5	7	
o 9CyCle- Pn A)Pc alH	5	5	5	5	00	5		- 5					- 5		7	

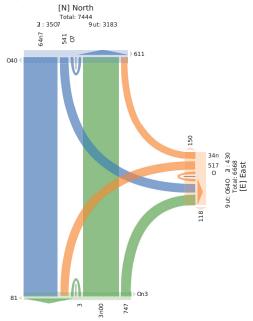
\*de1e-t)9an- an1 o 93yCle- Pn A)P--c alH4LwLebt, r wr 9ght, TwTh)u, UwU5Tu)n

8 of 8 1 of 8

# 5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

5300014 - CUVID - DAINS 31 @ EAFIIGHTON WAY -... - 1 INIC. Tue May 3, 2022 Full Length (6 : Il Ala--e- (Lgbh- an1 MPtP)Q:Qe-, s eai y, de1e-t)9an-, o 9Q:Qe- Pn r Pa1, o 9Q:Qe- Pn A)P-c all E : Il MPi ev ent-R: wkn01 2m L PQ:QPmvDn8k71 8D 9 m87n7k3





9 ut: 3155 2 : 3007 Total: 0630 [S] South

# 5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

\$556814 - CUVID - BARN ST @ EARIDITION WATER - ... - TIME.
THE MAY 3, 2022

F M I eaL right (F M 6: th (F MA)
F - 9 - 31le 1 P)Csi1 ado Mrir dy'He1, v eaBy, I eoclicjad1, R)Hy'He1rd wrao, R)Hy'He1rd
F - Mr Bemedi1
IDt: (042(, Pr Hai)rd t 7(8: g457, 64(85g(g: 3)

h00 9 r d1ie-ai)r d Dc, OeNead, f O, p 2K (G, 9 F

PeC	Ords					J a1i					Eruis					
D)œH)r d	Eruis. rud	lo				S eli. rud	0				Ords. ruc	do				
T)me	T	P	W	FNN	l eoU	W	P	W	FNN	l eoU	W	T	W	FNN	l eoU	Idi
202260(603 gth(FM	52	20	0	g2	- :	h0	h0	0	20	2h	3h	: h	0	h22	4	2
gt30F M	45	h7	0	:0	(	h7	hg	0	32	h5	25	h2g	0	h(7	:	2
gt7(FM	h04	22	0	h2:	7	5	h3	0	h:	h(	22	h(3	0	h4(	2	32
: t00F M	g4	g	0	:(	5	2	h0	0	h2	h2	2h	h23	0	h77	7	2
Tria-	332	57	0	3:5	27	32	(h	0	g3	57	h00	7: (	0	(:(	22	h0-
* FNNraHs	g38g*	h582*	0*	6	6	3g85*	5h87*	0*	6	6	h58g*	g382*	0*	6	6	
* Tria-	308 *	580*	0*	358 *	6	380*	784*	0*	481*	6	:88*	758h*	0*	((87*	6	
1 v %	0844h	08424	6	08457	6	08(4h	085: 7	6	0857h	6	08g30	08g0h	6	08g77	6	08g
P)Cs i1 ado Mr ir cHyHe1	3h5	50	0	345	6	3h	74	0	4g	6	g4	77h	0	(2g	6	
* P)Csi1 ado MrircHyHe1	:(82*	:38g*	0*	: 78 *	6	:58 *	: 282*	0*	: 780*	6	g480*	g: 8h*	0*	gg81*	6	: h8
v eaBy	h7	7	0	hg	6	h	3	0	7	6	5	33	0	3:	6	
* v eaBy	782*	588*	0*	78(*	6	38h*	(8*	0*	78g*	6	580*	584*	0*	585*	6	(84
R)HyHe1rd wrao	2	0	0	2	6	0	h	0	h	6	4	2h	0	2g	6	
* R)HyHe1rd wrao	085*	0*	0*	* 380	6	0*	280*	0*	h82*	6	480*	782*	0*	781*	6	28
l eoe1ic)ad1	6	6	6	6	27	6	6	6	6	50	6	6	- 6	6	2h	
* l eoe1ic)ad1	6	6	6	6	h00*	6	6	6	6	:38g*	6	6	6	6	:(8(*	
R)HyHe1 r d 9 cr 11k a-L	6	6	6	6	0	6	6	6	6	7	6	6	- 6	6	h	
* R)HyHe1rd9 cr11k a-L	6	6	6	6	0*	6	6	6	6	588*	6	6	- 6	6	78 *	

U eoe1ic)ad1 ado R)HyHe1 r d 9 cr 11k a-L8Pt Peli, wt w)Csi, Tt Ts cu, Wt W6Tucd

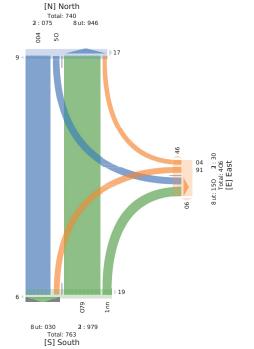
2 of 8

5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

5566814 - COVID - BANK ST ⊚ EXHIBITION WAY -... - TMC
Tue May 3, 2022

AM Peak (8:-9 AM )1:-9 AMC
AssLsatiei (glind aor MccHyvsei, BeaRy, PereidHaoi, whyvsei co mcar, whyvsei co
Lititi asC
Ass McReDeod

# : 190529, gcvadco: . 968 851., )596 89813



5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC
Tue May 3, 2022
Mfl lay Lean g ZiB0 LM (tiB0 LM6
: A& A999-g BP / O sal Mi G dryo As r eacy, Lel e9 (Das S, Hiōyo As 9 is vial, Hiōyo As 9 is - d 995a As 6
: A SMiceRes O
k hm 10121, 1 i o a G is h 41 / 25 m 8 L5 4, (LT 25 8 18 m 8

3 of 8

1eP	Oi dij					J a9C					Ei uG					
k RiboŒis	Ei uG. i u	sl				S e9Ci us	1				Oid).ius	il				
TIRe	T	1	W	: NN	Lel U	v	1	W	: NN	Lel U	v	T	W	: NN	Lel U	νεC
2022(0I (03 t 2lB0LM	8I	t m	0	t 04	n	t2	t I	0	2D	2m	23	t 02	0	t 2I	D	2I
t 2hH LM	t 0m	18	t	t 28	I I	2t	t 0	0	3t	3D	23	nD	0	t 20	t 4	20
t h00LM	t 05	t I	0	t 2t	1.8	t D	t3	0	30	34	2t	110	0	t3t	t 3	28
t h I L M	mB	23	0	tt5	t E	t 5	23	0	3m	35	t 8	nD	0	ttI	8	20
Ti QA	3n8	п	t	45m	H	55	5t	0	t 2D	t 35	81	405	0	4m	42	t 08
*: NNi ao)	8378*	t 570*	072*	(	(	1270*	4870*	0*	(	(	t DB*	827D*	0*	(	(	
* Ti GA	3572*	57h#	07.*	437 *	(	57:*	175*	0*	tt7D*	(	DB*	3D##	0*	4I 72*	(	
Lr %	07h05	078t I	07210	07h20	(	07063	075m0	(	0.181.0	(	07h20	07h4I	(	07h48	(	07h5
1 PP) Olasl Mi€doyo Ar9	318	D0	t	42m	(	50	ID	0	ttD	(	DD	3D8	0	4I I	(	t 00
* 1 IP) Olas I Mi Cobyo As9	nt 7 *	nB73*	t 00*	nt 71*	(	n07hf	n874*	0*	n27t*	(	n075*	n87t*	0*	n27D*	(	n27.*
r eacy	25	I	0	3t	(	t	t	0	2	(	4	t m	0	23	(	I
* r eacy	575*	57D*	0*	575*	(	t 7I *	t 75*	0*	t 75*	(	47D*	47D*	0*	47D*	(	I 72*
HRyoAe9is vial	m	0	0	m	(	I	3	0	8	(	4	m	0	t3	(	3
* HRyoAe9is vial	273*	0*	0*	t 7hf	(	D5*	47hf	0*	573*	(	47D*	272*	0*	275*	(	278*
Lel e9@fas 9	(	(	(	(	13	(	(	(	(	t 34	(	(	(	(	4t	
* Lel e9@fas9	(	(	(	(	n574*	(	(	(	(	n871*	(	(	(	(	mD5*	
HRyoAe9is - di99BaAa	(	(	(	(	2	(	(	(	(	2	(	(	(	(	t	
* HlöyoAz9 is - di 99BaAn	(	(	(	(	375*	(	(	(	(	t7I*	(	(	(	(	274*	

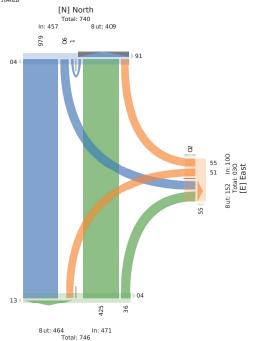
ULel e9@das9as1 HFoyoAs9is - di 99BaAn71h1ebCvhvFP)C,ThT)du, WhW(Tuds

4 of 8 5 of 8

# 5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

5300014 - COVID - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 3, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 3, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 3, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 1, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 1, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 1, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. @ CATHOTHON WAY - ... - TIME.
The May 2, 2022 - DAING ST. & CATHOTHON WAY - ... - TIME.
The May 2, 2022





[S] South

# 5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

Tue May 3, 2022 FM Feal Ing h FM (hg h FM6(: Ae-a9Feal 1 Pu-) 9 CChasses II dur o aH/ MPdP-B/Bhs, 1 ea/sy, Fevese-daHs, RdbyBhs PHwPav, RdbyBhs PH C-Pssk ad 6

) 9MPAemeHs IDg4h072h, i PBaαPHgnh88457. n, (7h8 5h543



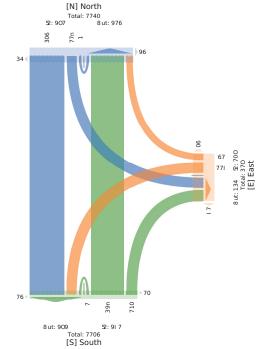
i eo	OP-a					J asc					EPua					
DdeBxPH	EPua bPu	Hv				S esdPul	ł/				OP-œ bPu	Hv				
Tdne	T	i	W	) NN	FevU	W	i	W	) NN	FevU	W	T	W	) NN	FevU	IH:
2022(0h(03 ng hFM	113	t 4	t	t 33	2n	2n	3t	0	hh	n.	24	tt2	t	t n2	4	3
ng80FM	t 2n	25	t	t h3	20	t 0	24	0	34	3n	2h	t 07	0	t 32	7	3
ngnhFM	tt2	30	0	t n2	30	t n	27	0	nt	3n	37	tt4	0	t h.	7	3
hg00FM	t 27	3.	0	t.3	22	t3	3t	0	nn	n3	3.	tth	0	t ht	t 0	3
TPa9	n7.	tt3	2	h4t	4.	. t	tt5	0	t 74	t h7	t 27	nh3	t	h5t	33	t3
* ) NN-PaBr	508h*	t 48 *	088*	(	(	3n8t *	. h84*	0*	(	(	2t 84*	7580*	082*	(	(	
* TPa9	3h82*	58h*	08:*	n387*	(	n8h*	587*	0*	t 382*	(	48n*	338h*	08 *	n380*	(	
F1 %	084t 0	08500	08h00	08554	(	08 2h	08542	(	08773	(	08574	084. h	082h0	084n7	(	084
i dores aHv MPdP-ByBBes	nn0	tt2	2	hhn	(	. 0	t 07	0	t.7	(	tth	n22	t	h35	(	t 2
* idorosaHvMPdP-ByBBes	428h*	448 *	t 00*	4387*	(	458n*	4087*	0*	4388*	(	408 *	4382*	t 00*	428 *	(	438
1 eaAy	t h	0	0	t h	(	0	0	0	0	(	t	t n	0	t h	(	
* 1 eaAy	382*	0*	0*	28h*	(	0*	0*	0*	0*	(	085*	38:*	0*	28 *	(	28
RdByBBs PHwPav	2t	t	0	22	(	t	tt	0	t 2	(	t t	t 7	0	25	(	
* RdByBles PHwPav	n8h*	084*	0*	387*	(	* 81	48*	0*	.87*	(	587*	385*	0*	n85*	(	n8
Feveso-daHs	(	(	(	(	4t	(	(	(	(	t ht	(	(	(	(	30	
* FevesodaHs	(	(	(	(	4n85*	(	(	(	(	4.82*	(	(	(	(	4084*	
RdByBBes PHC-Pssk a9	(	(	(	(	h	(	(	(	(		(	(	(	(	3	
* RdByBles PHC-Pssk ag	- (	- (	- (	- (	h82*	(	- (	- (	- (	385*	- (	- (	- (	- (	48 *	

<sup>U</sup>Feveso-daHs aHv RdByBBes PHC-Pssk a9 8i gi efc, wgwdorc, TgTr-u, WgW(Tu-H

6 of 8

5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC
Tue May 3, 2021 9-8 - AM) 91 CesaILAeaPi gus
AM AeaPi (8 - AM 9-8 - AM) 91 CesaILAeaPi gus
Bit Li amend loct dia vB Mgigls Ry Ren, i eaCy, AeBenbion, wdbyRlen gv mgaB, wdbyRlen gv
t sgm1 aiP)
Bit MgcDevils
47 85-0. 2-, dgRaifigv8(-6551. b(, 9 - 6b1-153



5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

Tue May 33, 200 JIPAO 9 M 33AO 9 M 2 ) M, - AO ) ME ) MC FI llangt (f & AO 9 M PAO 9 M, 33AO 9 M 2 ) M, - AO ) ME ) MC 9 III laint (f in age Molnerychai, Huavy, ) used hdag), Bdyychi og Roae, Bdyychi og s roi iwalkC 9 III.Movanughi
1DAW3-78, nocahbgA64.503: 8, B4: 7847

) ro 300 s ogi hıllahıbg Dr, N

	-																								
nut	Norh(						Eaih						Sol h(						Tuih						
Deluchubg	Sol h(b	ol ge					T uilbo	ol ge					Norh(b	ol ge					Eai Ibol	ge					
Winu	R	W		U	9 pp	) ur +	R	W	п	U	9 pp	) ue+	R	W	n	U	9 pp	) ue+	R	W	n	U	9 pp	)ue+	
2022104133 : Al09 M	4	33:	7	0	32P		8	5	32	0	2-	37	2	335	3	0	338	8		3	8	0	33	P	2
8A009 M	3:	2:4	:	0	278	2P	2-	32	22	3	47	:0	37	- 3P	4	0	-52	2P	35	38	-0	0	:3	-8	8
7A009 M	25	-:7	20	0	532	302		42	52	0	328	33:	2:	440	3-	0	47P	:7	3P	5-	-5	0	P:	:4	32
PA009 M	38	203	5	0	222	- P	5	7	2-	0	-4	: P	P	228		0	2- P	- 0	37	25	23	0	11	2:	4
33.4009 M	37	2-0	33	0	24P	5:	3:	34	- 0	0	:3	30P	32	22-	:	0	253	58	23	P	25	0	45	70	::
32.000) M	- 2	558	23	0	400	P7	- 2	-1	42	0	320	2-4	27	5:4	38	0	430	P7	27	2:	- P	0	P-	37P	32
3.400) M		550	37	0	5P3	4-	-7	25	:3	0	32-	3P5	20	525	3-	3	547	78	-2	3P	-4	0	7:	34-	334
- A00) M	32	282	7	0	2P2	84	34	22	2P	0	- ::	338	P	3P2	4	0	20:	:3	30	28	3:	0	4-	73	::
5.400) M	5:	432	34	0	48-	8P	25	53	44	0	320	25:	24	5:5	3-	0	402	P7	-3	- 5	54	0	330	3P2	3-1
4.00) M	-:	44P	27	0	: 2-	77	- 5	-8	47	0	32P	24P	-0	5-4	3:	0	573	337	54	42	54	0	352	382	3-8
Vélal	2- P	-530	3-P	0	-877	: 32	22:	243	- 75	3	7:2	352-	38P	- 53-	P2	3	-:74	:5-	223	242	2P:	0	8: P	3005	P30
% 9 pproac(			8%		1	1	2:.2%	2P.3%	55.4%		1	1	5.P%	P2.: %	2.4%	0%	1	1	27.8%	2.7%	-7.4% (	3%	1	1	
% Wolai	2.: %	- 8.4%	3.4%	0% 5	53.: %	1	2.4%	2.7%	5.2%	0%	P.4%	1	2.0%	- 8.4%	3.0%	0% 5	0.4%	1	2.5%	2.7%	% (	1% 7	7.5%	1	
nd (li age Molorcyclui	22:	-32-	3	0	- 572	1	3P-	384	-:4	3	8-5	1	342	- 30:	77	3	58	1	20P	3PP	27:	0	: P5	1	72
% nd (li age Molorcyclui	P5.: %	P3.: %	P4.8%	0% 1	93.P%	1	74.5%	: P.8%	P4.3% 3	300%	74.2%	1	75.P%	P3.0%	P4.8% 3	300% 1	0.7%	1	P5.: % I	3P.0%	P: .: % (	3% P	0.2%	1	P0.8
Huavy	P	383		0	37-	1	33	P	32	0	-2	1	- :	374		0	3P5	1			4	0	33	1	5.
% Huavy	7%	4.0%	2.2%	0%	5.7%	1	5.P%	:%	3%	0%	8%	1	5%	4.5%	%	0%	4%	1	3.5%	3.2%	3.8% (	3% 2	3.5%	1	5.:
Bdryclui og Roae	5	33:		0	32-	- 1	22	:8	8	0	P:	1	23	322	3	0	355	1	P	40	4	0	:5	1	52
% Bdryclui og Roae	3.8%	5%	2.2%	0%	2%	- 1	P.8%	2: .8%	3.7%	0%	33.3%	1	33.8%	:%	3.3%	0%	P%	1	5.3%	3P.7%	3.8% (	3% 1	7%	1	5.8
) ueui hrdagi	1	- 1	1	. 1	1	48P	1	1	1	1	1	350-	1	1	1	1	1	:2-	- 1	1	1	1	- 1	PP2	
% ) ueui hdagi	1	- 1	1	- 1	1	P5.: %	- 1	1	1	1	1	P7.:%	1	1	1	- 1	11	PP%	1	1	1	1	11	P7.7%	
Bdryclui og s roi i walk	- 1	- 1	- 1	- 1	- 1		- 1	- 1	- 1	- 1	- 1	20	- 1	- 1	- 1	- 1	- 1	20	- 1	- 1	- 1	- 1	- 1	32	

\*) ueui lrdagi age Bd:yclui og s roi i walk. n Anufh, RARd: ( h, WAW( rl , UAU IW rg

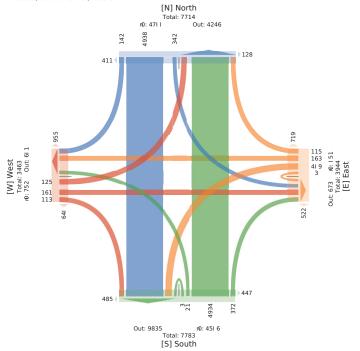
8 of 8 1 of 8 5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

Wed May 11, 2022
Full Length (6:30 AM-9:30 AM, 11:30 AM-2 PM, 3:30 PM-6 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Concentral PM

All Movements
ID: 951387, Location: 45.40167, -75.68758







5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

T ue May 33, 2022

F M1 tul. rgdh F M1 (6:0h F M:
F M. A:394 m1 f) G 30 ai e Mdxdar yr A49, c ually, I ueu9xilai 9, v Pyr A9 di Bdae, v Pyr A9 di - cd9Rs.a.:
F AMxdH

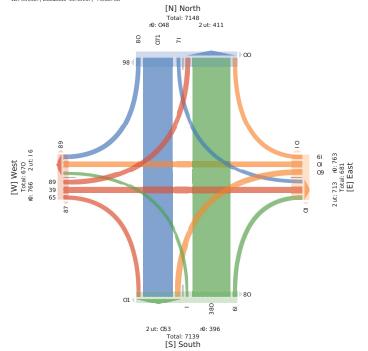
1 u)	f daC						Ga9s						J dEsC						T u9s					T
mRur sRli	JdEsC	dEi e					T u95	dEi e					f daC	dEie					Ga9:5d	Eie				
SRvu	В	S	1	W	F00	l ueU	В	S	1	W	FOO	lueU	В	S	1	W	FCO	l ue U	В	S	1	W F	00 lue	Ulás
2022(0h(33 gt3hF M	8	6g	I	0	30D	3E	Е	) 3I	32	0	12	14	D	312	2	0	343	3D	I	8	g	0	3D 2	1 20
gtI 0F M	h	gD	h	0	6D	Ig	32	31	31	0	Ig	14	4	34h	4	0	3hI	38	I	33	32	0	28 3	4 I
gt4hF M	33	330	8	0	326	H	Е	20	30	0	ID	14	31	340	3	0	3h4	24	32	23	g	0	<b>43</b> 3	6 I
6t00F M	32	33h	I	0	310	26	I	I	32	0	3g	43	h	33E	2	0	324	3D	30	36	6	0	Ig 3	2 I
Sdsa/	14	430	36	0	48I	33E	26	46	4E	0	32h	34I	26	hI 4	6	0	hD2	D4	2g	hD	ID	0 3	322 8	g 32
* FOOdarC	DI+	gg78*	473°	0+	(	(	2I 72*	1672*	I DB+	0*	(	(	hB*	6I 74*	37B+	0+	(	(	2I 70°	487D°	107+	0+	(	(
* SdsaA	27D*	I 270+	37h*	0+	1839*	(	27/+	176*	170°	0+	67g+	(	27 *	437D°	07D°	0+ 4	147B*	(	272*	474*	275+	0* 67	h*	(
1 c %	0700g	07gHD	07h64	. (	07gDg	(	07804	07h63	07504	(	07D6D	(	07h8I	07632	07h8I	(	07621	(	07h8I	07008	07Lh0	( 07	lh0	( 076
1 P) Cs9 ai e Mdsdoryr As9	13	IDB	36	0	423	(	28	2h	4h	0	68	(	2h	46I	6	0	h2D	(	2D	4D	Ih	0 3	306	( 33
* 119 G9aie																								1
Mdsdcryr A9	6372*	607h*	300+	0+	60%+	(	g67D*	h370*	6h7D°	0+	D87g*	(	g872*	627 *	300*	0+ €	273*	(	6874*	g27h*	647B*	0° g67	1+	( g6%
c uaHy	I	26	0	0	12	(	I	3	- 2	0	8	(	2	2h	0	0	2D	(	0	3	3	0	2	(
* cuaHy	876*	DB+	0+	0+	876*	(	307 +	270+	47.0	0+	47g+	(	875*	47D*	0+	0+	47D*	(	0+	37g*	27D*	0+ 37	B*	( h72
v Pryr Ar9 di Bdae	0	30	0	0	30	(	0	21	0	0	2I	(	2	38	0	0	3g	(	3	6	3	0	33	(
* v Pryr Al-9 di Bdae	0+	274*	0+	0+	272*	(	0+	4876*	0+	0+	3g74+	(	875*	I 70+	0+	0+	173*	(	I 78+	3h7g*	27D*	0+ 67	D+	( 4%
l ueu9xilhi 9	(	(	- (	(	(	332	(	. (	. (	(	(	343	(	(	(	(	(	IB	(	(	(	(	( 8	D
* l ueu9xalhi 9	(	(	- (	(	(	6h7D°	(	. (	. (	(	(	6g78*	(	(	(	(	(	5h75*	(	(	(	(	(6g7h	Т
v Prvr As9 di - od99R aAL																								
V IF YEARS OF - OUSSINAAL	(	(	- (	(	(	h	(	. (	. (	. (	(	2	(	(	(	(	(	1	(	(	(	(	(	3

<sup>U</sup>l ueu9soBai 9 ai e v Pryr Au9 di - od99R a AL71 t 1 u.s, Bt BB) Cs, St SCoE, Wt W(SEoi

2 of 8

5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC
Wed May 11, 2022
AM Peak (8:15 AM - 9:15 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 951387, Location: 45.40167, -75.68758





5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC
T ue May 33, 202 pd M ( 32g 0 1 M6
h: Xa--u- 19B) - Qc Ms (sidydtu-, o uary, l ueu-)liaG-, c Rlydtu- s CHsae, c Rlydtu- s C
Als--v a L16
h: Msr uBU-QRegknitt I J 9 s da)8 Cg4n R038 IQ (bn81 Dnl

CHava
<b>Uttawa</b>
l isr Feue 5yg AFJy s. b ))av a
300 As G-)u::a)Es Cwi,
f uQuaC, bf, N2p mHk, Ah

3 of 8

9u1	fsi)P						Ga-)						JsE)P						T u-)						
wFud)BC	JsE)P5	sEGr					T u-)5s	BGr.					fsi)P5	s BCe					Ga-)5s	BGr					
SBu	H	S	9	W	h 00	LueU	Н	S	9	W	h 00	LueU	Н	S	9	W	h 000	l ueU	Н	S	9	W	h 00	I ueU	RC)
2022(0n(33 33g 0h M	8	333	D	0	324	Зп	k	8	20	0	t m	4π	I	334	2	0	324	22	k	4	3m	0	21	tΙ	t 33
33g4nh M	32	33k	4	0	3t m	t3	D	k	30	0	28	84	4	30k	4	0	33D	2m	32	m	k	0	28	42	t 04
32g00l M	8	30I	m	0	33k	t 0	D	- 1	33	0	28	Ιt	m	324	8	0	3t m	t2	D	m	33	0	2t	44	t Ot
32g3mi M	33	33I	4	0	3t t	2π	33	30	34	0	t m	n8	I	333	m	0	324	20	I	D	8	0	23	48	t 3t
Ss)a:	t m	4mB	20	0	m23	303	t 4	t t	nm	0	322	24I	2m	4mi	3D	0	mĐ0	kk	t 8	23	43	0	kI	3D0	32t 3
* h OGsadP	87.*	IkZ*	t 7k*	0+	(	(	2Dk+	2D70+	4m3*	0+	(	(	mD+	k378*	t 74°	9*	(	(	t 87D°	2374*	437 *	0+	(	(	(
* Ss)a:	27*	t DØ+	37B+	0+ 4	137m²	(	27.*	27D°	47hf	0+	k7k+	(	270+	t DE*	374*	0+ 4	078*	(	27k*	37D°	t 7 *	0+	I 70+	(	(
10%	07Dk	07k4k	07Dk2	(	07kt8	(	07Dm0	07Dn0	07BI 4	(	07123	(	07Dm0	07k33	07001	(	07k32	(	0700	078Dk	07084	(	07lk4	(	07k84
9HP)- aCe Ms)sidyd:u-	t 4	424	31	0	4DB	(	t 3	2D	n0	0	30I	(	2t	43D	38	0	4n8	(	t 4	31	40	0	k2	(	33t 2
* 9HP)- aCe																									
Ms)sidyd:u-	kDB*		k070*	0+ 1	ct 72*	(	k372*	137 *	k07k*	0+ 1	II 7m²	(	k270*		k473* I	0+ k	372*	(	k474*	I mD°	kDB*	0+ I	ct 7k*	(	k270*
o uar y	3	20	3	0	22	(	2	t	2	0	D	(	3	t 3	3	0	tt	(	0	3	0	0	3	(	8t
* ouary	27k*	474*	mD+	0+	47.+	(	mk*	kB*	t 78*	0+	miD*	(	470+	87.*	mk+	0+	878*	(	0+	47.0	0+	0+	370+	(	m3*
c Rhydru- sCHsae	0	32	3	0	3t	(	3	t	t	0	D	(	3	30	0	0	33	(	2	2	3	0	m	(	t 8
* c Rhyd:u- sCHsae	0+	278*	mD+	0+	27m²	(	27k+	kB*	mint	0+	miD*	(	470+	272*	0+ (	9*	272+	(	mB+	k7nf	274+	0*	m3+	(	27k+
l ueu-)i liiG-	(	(	(	(	(	kE	(	(	(	(	(	24t	(	(	(	(	(	kD	(	(	(	(	(	38k	
* l ueu-)iliiG-	(	(	(	(	- (	k870+	(	(	(	(	()	+07. I	(	(	(	(	(1	kI 70+	(	(	(	(	( k	ck74*	(
c Rhyd:u- s C Aisv a:L	(	(	(	(	(	4	(	(	(	(	(	п	(	(	(	(	(	2	(	(	(	(	(	3	
* c Hyd:u-sCAisva:L	(	(	(	(	(	470+	(	(	(	(	(	270+	(	(	(	(	(	270+	(	(	(	(	(	07B+	(
T .																									

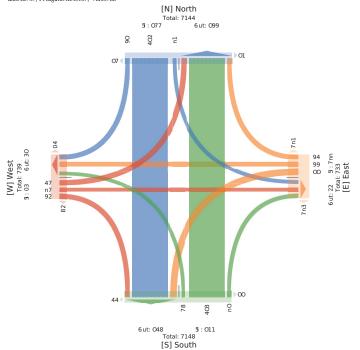
Ч ueu-)iAG- aGe c Rhyd:u- sCAis--v a:L79g9u.), HgHRP), SgSPiE, WgW(SEiC

5 of 8 4 of 8

5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

53000.14 - COVID - DANK 31 (@ FIFT AVE - MAT ... - TMC Wed May 11, 2022 Målday Peak (118 0 5 M - 128 0 PM9 5)] | MCCCA, Jul gånla Mt g myojeC r eacy, Pede Gpåla G HavjojeCt h v t ad, HavjojeCt h 1 nr (CBa)lo 5) | Mt ceRehgC vm81 Dt: 37, st oagå h84 D40167, -7D637D8





5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC
T ue May 33, 2022
FM Fuil In FM gt FMhg( 6u:caMFuil - 91:
PN) AGGGG1607ace M96:FH/HMCJ - us6y, FueuG:iacC, v iH/HMC9c B9ae, v iH/HMC9c) - 9:GRaAh
PAM956uvurC
kml Di3478, s 9Hri9c1 5n.503 t8, g8n.t 78n7

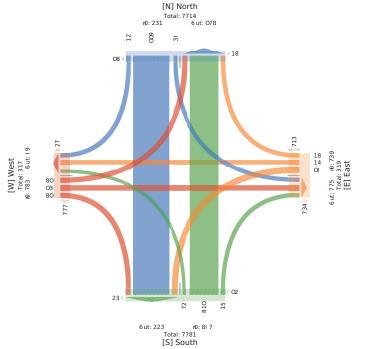


s ud	O9:ro						J aGr						E91ro						TuG						
mi:uHi9c	E91rob	91ce					T uGb!	91ce					O9:rob	91ce					J aGb9	1ce					
Siwu	В	S	s	W	PNN	FueU	В	S	s	W	PNN	FueU	В	S	s	W	PNN	FueU	В	S	s	W	PNN	FueU	ker
2022g0ng33 nI00FM	32	35n	n	0	3t 2	3n	t	8	20	0	44	t 0	33	335	n	0	340	44	33	38	32	0	50	54	4t n
nI3nFM	t	352	8	0	3nn	25	D	35	33	0	45	nn	Е	334	n	0	328	42	34	7	3t	0	48	57	4n4
nI40FM	n	32t	t	0	348	24	7	7	3n	0	43	72	n	DB	4	0	30n	2n	30	38	D	0	4t	53	40I
nI5nFM	34	35t	30	- 0	3t D	2t	33	7	32	0	43	t 2	n	333	4	0	33D	27	33	30	7	0	2D	50	457
S9raA		nnD	27	0	t 24	77	45	48	n7	0	32D	2nD	40	54n	3t	0	573	337	5n	n2	5n	0	352	382	348s
* PNN9aHb	n.7*	7D8*	5.n*	0+	g	8	2t .5*	27.8*	5n.0*	0+	g	g	t.2*	D0.5*	4.4*	0+	g	8	43.8*	4t .t *	43.8*	0+	g	8	
* S9raA	2.t *	50.8*	2.0*	0+ :	5n.4*	8	2.n*	2.8*	5.2*	0+	D5*	g	2.2*	43.t *	3.2*	0+ 4	4n.0*	g	4.4*	4.7*	4.4*	0+ 3	0.4*	g	
F- %	0.t 84	0.Dn2	0.800	g	0.085	8	0.70t	0.8n0	0.8n0	g	0.778	g	0.t n0	0.D4t	0.8n0	g	0.D84	g	0.D88	0.8n0	0.804	g	0.D45	g	0.057
s idorCace M9r9:HyHMC	4n	n38	27	0	n70	8	27	24	n8	0	307	g	2t	500	3n	0	553	g	52	4D	5n	0	32t	g	32nr
* s idorCace M9r9:H/HhC	D8.2*	D2.n+	300+	0+1	D4.3*	8	72.5*	t 2.2*	D7.4*	0+	74.8*	g	7t .8*	D2.0*	D4.7*	0+ I	DB.8+	10	D4.4*	8n.0*	300*	0+ 2	7.8*	g	D8.4*
- ua6y	0	3t	0	0	3t	8	3	3	0	0	2	g	0	32	. 0	0	32	8	3	0	0	0	3	8	43
* - ua6y	0+	2.D*	0+	0*	2.t *	8	2.D*	2.8*	0+	0+	3.t *	g	0+	2.7*	0+	0+	2.n*	8	2.2*	0*	0+	0+	0.8*	g	2.4*
v iHyHMC9c B9ae	3	2t	0	- 0	28	8	n	34	3	0	3D	g	5	24	3	0	27	8	2	34	0	0	3n	g	7I
* viHyHhC9c B9ae	2.7*	5.8*	0+	0+	5.4*	8	35.8*	4n.3*	3.8*	0+	35.8*	g	34.4*	n.4*	t.4*	0+	n.7*	8	5.5*	2n.0+	0+	0+ 3	0.t +	g	t.n+
Fueu@iacC	8			5 8	g	73	8		. 8	g	8	2nt	8		3 8	g	g	338	8	. 8	g	g	g	383	
* FueuGriacC	8			5 g	g	D2.0*	8	8	8	g	8	DF.7*	8		3 8	g	g	DD2*	8	8	g	g	gl	DD5*	
viHyHbC9c):90TRaA	8			5 g	g	8	8	8	8	g	8	. 4	8		3 8	g	g	3	8	8	g	g	g	3	
* viH/HhC9c):9CRaA	g			5 8	g	7.0*	8	. 8	8	g	8	3.2*	8		3 8	g	g	0.7*	8	. 8	g	g	8	0.t *	

UFueuG:iacCace viHyHuC9c):9CRaA.sIsufr, BIBidor, SISo:1, WIWgS1:c

6 of 8

5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC
Wed May 11, 2022
PM Peak (5 PM - 6 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 951387, Location: 45.40167, -75.68758



5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

or dik alons

9 ILMr Bull ughd

DI APC3733, nr Hahr gA7QF0357, 15QB . 0-5.

) cr Bœue by Ai dy r f Olfluk 300 i r gdrullafur g 4 ( Nupuag, ON, K2G CIP, i S

7 of 8

rut	Nrd(						Each						Srlh(						T udh						
4 onuHorg	Srll(b	rl ge					T ud	brl ge					Nrd(b	rlge					Eadibrl	ge					
Mi u	W	W	n	U	9 pp	) ue*	w	W	n	U	9 pp	) ue *	w	W	n	U	9 pp	) ue*	W	W	n	U	9 pp	) ue*	Igh
202210CI33 : A009 M	32	٠.	0	0	Œ	0	0	2	0	0	2	72	0	2.	-	0	-3	-	0	0	3	0	3	33	
5A009 M	-7	373	0	0	35C	-	0	3	0	0	3	377	0	3- C	22	3	3C.	3	7	2	3P	0	2C	2P	
. A009 M	- :-	2: P	0	0	5	0	0	7	0	0	7	3C2	0	273	2.5	0	-07	33	2-		3P	0	7.	22	Г
PA009 M	23	:	0	0	305	0	0	3	0	0	3	: P	0	300	35	0	335	7	C	3	-	0	37	3.	Г
33A009 M		3	0	0	35:	0	0	-	0	0	-	330	0	P:	3C	0	333	30	30	3	33	0	22	22	Γ
32A00) M	53	-3C	0	0	*.:	3	0	С	0	0	С	232	0	3. 0	3C	0	3PC	3~	-0	33	2.	0	: P	-5	Г
3A00) M	7.	2: P	0	0	-35	3	0	32	0	0	32	3P2	0	3. 3	20	0	203	P	-0	3P	70	0	. P	- 5	Г
2A00) M	2	30	0	0	32	0	0	0	0	0	0	-	0	P	2	0	33	0	2	0	2	0	7	0	Г
- Al0) M	-3	22P	0	0	2:0	2	0	-	0	0	-	. 0	0	30.	2P	0	3-5	3	22	2	2.	0	(2	3C	
7A00) M	5C	7:0	0	0	GC	3	0	:	0	0	- :	220	0	2-7	7-	0	255	2	CD	33	75	0	30.	C3	Г
C400) M	33:	73-	3	0	G-0	2	0	-	0	0	-	- 3.	3	23.	:3	0	2.0	3:	7C	30	Œ	0	330	52	
Wilal	C3:	2-:.	3	0	2 C	30	0	70	0	0	70	3C72	3	3G-0	2P0	3	3. 22	50	223	2 -	2C	0	C72	- 37	C
% 9 ppcr aH(	358P%	. 288%	0% (	0%	1	1	0% 3	00%	0%6 0	0%	1	- 1	08%.	780%	3CBP%	08%	1	1	708 % 3	338 %	758 %	0%	1	1	
% What	P8 %	778 %	0% (	0% (	780%	1	0% (	08 % (	0%6 (	9% (	08 %	- 1	0%	2. 8P%	CIC%	0%	- 787%	1	782%	382%	78P%	0%3	8082%	1	Г
na (ldage MrlrcHyHud	CD:	2-0P	3	0	2.3:	1	0	0	0	0	0	- 1	0	3755	2.:	3	35: 7	1	232	0	2C3	0	7: -	1	
% not (lidage Mr lr cHyHud	P. 88%	P580% 3	300% (	0% 1	258 %	1	0%	0% (	096 0	0%	0%	1	0%1	P: 80%	P. 8 %	300%	P: 8 %	1	PCBP%	0%	P58 %	0%.	C87%	1	PC
v uaBy	P	3C	0	0	27	1	0	0	0	0	0	- 1	0	5	2	0	P	1		0	-	0	:	1	
% v uaBy	385%	08 %	0% (	0%	08 %	1	0%	0% (	0%6 0	0%	0%	- 1	0%	080%	085%	0%	080%	1	387%	0%	382%	0%	388%	1	
RdHyHudrg wrae	3	77	0	0	7C	1	0	70	0	0	70	- 1	3	7:	2	0	7P	1		2.4	7	0	5-	1	Г
% RoHyHudrg wrae	082%	38P%	0% (	0%	38 %	1	0% 3	00%	0%6 0	0% 3	800%	- 1	300%	- 80%	085%	0%	285%	1	285%	300%	38 %	0% 3	8-80%	1	
) ueudkragd	1	1	1	1	1	30	1	1	1	1	1	CP-	1	1	1	1	1	:7	1	1	1	1	1	2: P	
% ) ueudroagd	1	1	1	1	13	900%	1	1	1	1	1	80%	1	1	1	1	11	P387%	1	1	1	1	1.	CE5%	T
				-	- 1	0	- 1	- 1	1	- 1	- 1	P7P	- 1	- 1	- 1	- 1	- 1	-	- 1	- 1	- 1	1	- 1	7C	1
RoHHudrgi crock alm	1	1	1	1	1	0	1	1		1	1	P/P	1								1	1	1	/ (	

<sup>\*)</sup> ueudhoagd age RoHyHudrg i crddk aIm8n An ufh, wAwd (h, WAW(d, UAU IW) cg

8 of 8 1 of 8 5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

Need May 11, 2022

Full Length (6:30 AM-9:30 AM, 3:30 PM-6 PM, 11:30 AM-1:1) PM, 1:1) PM-2 PMC

All slaiie (Loghti and Mrtr chlyflei, v eaBy, Pedeitcani, Rchyflei rn wrad, Rchyflei rn

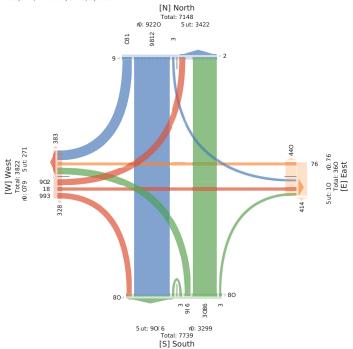
scriik almC

All Mr Bel enti

B: 9) 1811, Lr Hsten: 8) 780148, -4) 75, 034.



Pcr Baled by: s aty rf Ottak a 100 s rni tellatarn 5 c, Nepean, ON, K2G ) J9, s A



5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

55668 (4 - COVID - QUEEN ELIZABETH DRWT @ PRI... - TMC
T ue May 33, 2022
F M 1 ual. ng FM t h FM(
F6: 68AMAP BPJACE MS )sidydâu'A o uary, 1 ueu/kj9rCA c 9lydâu'As CHsae, c 9lydâu'As C
: is Av af (
F6Msr uBu C/A
Rvkhnižl 33, - s da)'S (At mid)0341, t4m/Dg084g



- u1	f si)P					Ga	9					JsE	)P					T uAj						
w9ud)9sC	JsE)P	is ECe				Τı	AJSs EC	è				fsi	)P5s EGe					GaAj5s I	BCe					
S9Bu	H	S	-	W	F001 uel	H	S	-	W	FΦ	l ue U	Н	S	-	W	Fω	l ueU	Н	S	-	W	Fω	l ueU	RC)
2022t0nt33 gl00F M	30	70	0	0	40	(	3	0	0	3	H	0	n7	32	0	7g	8	8	3	I	0	g	3	3I
gl8nF M	3g	m	n 0	0	48 (	(	3	0	0	3	18	0	n7	37	0	42	I	I	8	I	0	33	8	3n
gl80FM	28	78	0	0	g7 (	(	2	0	0	2	In	0	4h	20	0	hh	2	38	3	7	0	20	g	20
glinFM	34	h3	0	0	30g (	(	0	0	0	0	20	0	nθ	3m	0	7m	2	8	3	m	0	h	30	3g
Ss)a6	7g	27h	0	0	884	(	I	0	0	I	3n2	0	213	78	0	80I	33	28	7	3h	0	Ig	22	7h
* FOOsadP	20ID*	4hPg*	0* (	0*	t	0*	300*	0*	0*	t	t	0*	4hl3* :	*400	0*	t	t	I 4lh*	32 <b>Dr</b>	8hD*	0*	t	I	
* Ss)a6	hlg*	8g1g*	0* (	0* 1	gD*	0*	0D*	0*	0*	0D*	t	0*	8I IB*	hB*	0* 1	*dl8	t	813*	0Ib*	2ID*	0*	7 <b>D</b> *	I	
10%	0138h	01381	t	t	0134m	1	t	t	t	t	t	t	01 <b>3</b> 78	0₽agg	t	0147g	t	01028	t	013h2	Ţ	01h8h	t	0 <u>19</u> 8
- 9LP)AaGe Ms)sidyd6aA	74	277	0	0	888	(	0	0	0	0	t	0	28m	78	0	2hg	t	22	0	3h	0	13	I	74
* - 9LP)AaGe																								
Ms)sidyd6aA			0* (	0* I	סיסי	0*	0*	0*	0*	0*	t	0*	h4llat	300*	0* I	hg <b>ID</b> *	t	hnf3*	0*	300*	0* 1	gn <b>iD</b> *	t	h4 <b>ID</b> *
o uar y	3	3	0	0	2	(	0	0	0	0	t	0	0	0	0	0	t	0	0	0	0	0	t	
* ouary	3 <b>Dr</b>	0D*	0* (	0*	0D*	0*	0*	0*	0*	0*	t	0*	0*	0*	0*	0*	ī	0*	0*	0*	0*	0*	t	018*
c 9dyd6aAs CHs ae	0	2	0	0	2	(	I	0	0	I	t	0	7	0	0	7	I	3	7	0	0	4	Ţ	3
* c9dyd6uAsCHsae	0*	013*	0* (	0*	0D*	0*	300*	0*	0* :	300*	t	0*	21 <b>b</b> #	0*	0*	210*	I	113*	300*	0*	0* 3	3I <b>D</b> *	I	210*
l ueuAji9icA	ī		t	t	t (	1	t	t	I	Ţ	7I	Ε	t	t	t	t	33	I	I	t	I	Ţ	22	
* l ueuAji9aCA	ī	t	t	t	t	1	ī	t	I	Į.	12 <b>B</b> *	τ	t	t	t	t 3	*00	Ţ	t	t	I	t 3	*00	
c9dyd6aAsC: isAAva6L	t	t	t	t	t (	1	t	t	I	ī	gg	I	ī	Ţ	t	ī	0	ī	t	t	I	I	0	
<ul> <li>c 9dvd6iAs C: is AAv a6L</li> </ul>				t	t	1		t	I	1	n#lb+	T	1	I	t	1	0*	I	I	T.	I	I	0*	

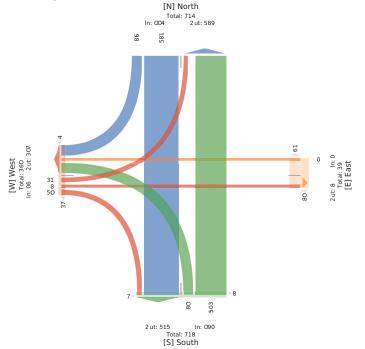
U ueu/Ji9aCAaCe c 9tyd6uAs C: is AAv a6LD-k-u.), HkH9lP), SkSPiE, WkWtSEiC

2 of 8 3 of 8

5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC
Wed May 11, 2022
AM Peak (8 AM : 5 AMA9) 91lel (CSuij ahd Mrg moydel, r eacy, Pedel grahl, Hsoydel th v tad, Hsoydel th
) rt IlBa9A9Mt ceRehj
wnl 5Dt311, Ct oagr hl 3D30143, : 4DZ 80648





5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC
T ue May 33, 2022
Mileeay I ual. n82git 1 M h3git 1 M(
6: :A:a--u- 18PB) - aC Ms k idyd:u-, o uar y, l ueu-)iliiG-, c lidyd:u- sCHsae, c lidyd:u- sC
Ais--v a:L(
6: :Ms ru Bi uG)Rvgkt 3n83, 9sda)B Cgm In03Dn hD 14708D7

Ottawa l isr Reue 5ygAfly s. b ))av a 300 As G )u:a)BC wi
f uOuaC, bf, N2p t Kk, A6

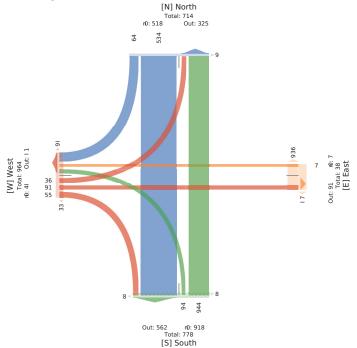
9u1	6 - DD						Ga-						JsE	n.					T )						
	fsi)P																		T u-)						
wlfud)lSC	JsE)P							-)5s B(						)P5s EG					Ga-)5s						
SIBu	H	S	9	W	600	l ueU	Н	S	9	W	600	l ueU	Н	S	9	W	600	l ueU	H	S	9	W	600	l ue U	RC)
2022h0t h33 32g8t 1 M	20	D	. 0	0	k7	0	0	3	0	0	3	t 0	0	8D	8	0	mθ	m	38	3	t	0	3k	3D	3t
32g80l M	3t	k4	. 0	0	333	0	0	3	0	0	3	44	0	t 3	t	0	t4	8	D	- 8	4	0	34	3	37
32gnt l M	3E	77	. 0	0	30t	3	0	2	0	0	2	nm	0	t 8	8	0	t4	0	4	8	D	0	34	33	30
3g00l M	3t	4t	0	0	70	0	0	3	0	0	3	t 3	0	84	4	0	n2	3	D	32	7	0	2D	33	3t
Ss)a:	4E	82E	0 0	0	8km	3	0	t	0	0	t	233	0	3DD	3E	0	3km	7	88	3k	24	0	DF	m0	4Γ
* 6 OOlsadP	3DI0*	7810*	0*	0*	h	h	0*	300*	0*	0*	h	h	0*	k3I2*	717*	0*	h	h	n218*	2min#	*8188	0*	h	h	
* Ss)a:	3010*	n7ID*	0*	0*	t 7ID*	h	0*	0ID*	0*	0*	0ID*	h	0*	24Inf	2lt *	0* 2	27lk*	h	mik*	217*	8lk*	0*	3314*	h	
10%	01787	017D0	ŀ	n h	0lk0m	h	h	ı l	h	h	h	h	h	01733	0ID07	h	0I7mm	h	0I48t	ŀ	017t D	h	OIEk2	h	0lk0
9 FtP)- aCe Ms)sidyd:u-	4t	837	0	0	878	h	0	0	0	0	0	h	0	3D0	3E	0	37D	h	83	0	2m	0	tt	h	42
* 9RP)- aGe																									
Ms)sidyd:u-	kD10*	kD12*	0*	0*	kD12*	h	0*	0*	0*	0*	0*	h	0*	k4I0*	300*	0* 1	k4Inf	h	k8lk*	0*	k218*	0*	D0lt *	h	k8I3*
o uar y	2	2	. 0	0	m	h	0	0	0	0	0	h	0	2	0	0	2	h	2	0	0	0	2	h	
* ouary	810*	014*	0*	0*	310*	h	0*	0*	0*	0*	0*	h	0*	313*	0*	0*	310*	h	413*	0*	0*	0*	214*	h	312*
c Rlyd:u- sCHsae	0	Γ	0 0	0	D	h	0	t	0	0	t	h	0	t	0	0	t	h	0	3k	. 2	0	23	h	8
* c Rlyd:u- sCHsae	0*	2B*	0*	0*	317*	h	0*	300*	0*	0*	300*	h	0*	217*	0*	0*	214*	h	0*	300*	$DD_{e}$	0*	24lk*	h	t ID
l ueu-)i lii-C-	l	n l	n l	n h	h	3	h	ı	h	h	h	7m	h	h	ŀ	h	h	7	h	l l	ı h	h	h	88	
* lueu-)illàG-	l	1 1	n l	n h	h:	300*	h	ı	h	h	h	8kI7*	h	h	ŀ	h	h3	*00	h	- l	h h	h	h'	72lt *	_
c Rlyd:u- sCAisv a:L	ì	1 l	n h	n h	h	0	h	ı l	h	ı h	h	32D	h	h	ŀ	ı h	h	0	h	- l	ı h	h	h	D	
* c Elvd:u-sCAisva:L	1	. 1	n h	n h	h	0*	h	1	h	h	- L	4012*	h	h	h	h	h	0*	h	l l	. 1.	h	h'	BDit *	

Ч ueu-)i laG- aGe c ldyd:u- s CAis--v a:LI 9g9u.), HgHRP), SgSPiE, WgWlSEiC

4 of 8 5 of 8 5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

5-3000-14 - CUVID-2 Wed May 11, 2022 Måday Þeak (1281: PM-9))) | MCCC(5, Ali Çahlo M tg myo)eCt P-eacy, PedeGp\(\text{ahlo}\) H\(\text{Abyo}\))eCt h v t ad, H\(\text{Abyo}\))eCt h 1 rt (TBa)k-9)) Mt ceRehgC wn\(\text{81}: 1D11, s t oagh h\(\text{8D}\) 3D017D, 57: 31. 067.





5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

Tue May 33, 2022
FM Fual ligh FM (1gh FM6(: Ab-99Fual 1 P)C9S Shitiu Idor Gi Have MPIP-ByBhi, 1 ua/ly, Fueui Havi, RdbyBhi Pv wPae, RdbyBhi Pv
s-Pit R 36
C9MPPammvH

IDg4h3t 33, dPBaHdF	vgt h	₹ 038	t , (ł	3h75	. 0n8.														Ou	Nuav,	: U	), p 2r	. 116#,	SC
dur	OP-H					Ja	iН					EP	H					T ui H			_			
DouBldPv	EP) Ht	P) ve				Т	ui HbP) v	e				OP	-HbP) v	e				Jai HoF	) ve					1
Samu	W	S	d	W	CNN Fuel	V	w S	d	W	CNN	FueU	W	S	d	W	CNN	Fue U	W	S	d	W	CNN	Fue U	IvH
2022(0h(33 ng hFM	34	32h	0	0	3tt (	) (	0 3	0	0	3	t h	0	h4	38	0	85	3	3h	3	34	0	nh	1	2h5
t g00FM	4	32t	0	0	3nn	3 (	0 τ	0	0	t	hh	0	50		0	5.	0	32	h	32	0	24	5	2nt
t g8hFM	20	322	0	0	3t 2	) (	0 2	0	0	2	h0	0	58	30	0	88	0	33	2	4	0	22	32	2t n
t gn0FM	3.	304	0	0	328	) (	0 0	0	0	0	h0	0	5n	30	0	8n	3	35	n	33	0	n0	3h	2n0
SPHS	55	t.0	0	0	ht 5	3 (	0 8	0	0	8	200	0	2t 4	t h	0	24t	2	ht	33	h3	0	335	n8	45n
* CNN-PaB:	3273*	. 874*	0*	0*	(	(0*	300*	0*	0*	(	(	0*	. t 78*	3h7h*	0*	(	(	t 575*	47h*	*07.11	0*	(	(	-
* SPH9	574*	t 47 *	0*	0* I	1578*	(0*	078*	0*	0*	078*	(	0*	2h74*	t 78*	0* :	n07h*	(	h75*	373*	h7h*	0*	3270*	(	-
F1 %	07.2h	0745h	(	(	074h2	(	( (	(	(	(	(	(	0743t	05	(	074n.	(	07.2.	(	075h.	(	078h8	(	074t 3
dorcH ave MPHP-ByB9ui	5h	t 8n	0	0	hn.	( 1	0 0	0	0	0	(	0	2t n	t 2	0	2. h	(	h2	0	h0	0	302	(	42h
* dorcH ave MPH-ByBhi	4 7h*	4 7h*	0*	0* 4	1 75*	0*	0*	0*	0*	0*	-	0*	4875*	4n7h*	0*	4574*	- (	457h*	0*	4. 70*	0*	871*	- (	4578*
1 uaAy	3		_	0	n	1	0 0			0	- (	0		2		t	- (	3				3	- (	
* 1 uaAy	37h*			0*	07h*	(0*	0*		0*	0*	(	0*	07 *		0*	37.*	(	374*	0*	0*	0*	074*	(	07.*
RdByBhi Pv wPae	0	h	0	0	h	( 1	0 8	0	0	8	(	0	t	3	0	h	(	3	33	3	0	3n	(	n0
* RoByBlui Pv wPae	0*	370*	0*	0*	074*	(0*	300*	0*	0*	300*	(	0*	375*	272*	0*	378*	(	374*	300*	270*	0*	3372*	(	n73*
Fueui Hoavi	(	. (	(	(	( :	š	( (	(	(	(	t 4	(	. (	(	(	(	2	(	(	(	(	(	nt	
* Fueui Hoavi	(	. (	(	(	(300*	Т	( (	(	(	(	2t 7h*	(	(	(	(	(	300*	(	(	(	(	(-	4374*	(
RoByBhi Pv s -Piik a9	(	- (	(	(	( (	)	( (	(	(	(	3h3	(	(	(	(	(	0	(	(	(	(	(	n	

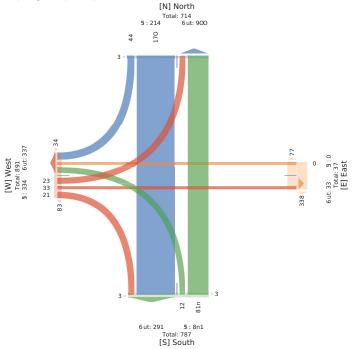
<sup>U</sup>FueuiHoavi ave RoByB0ui Pvs-Piika9I7dgdufḤwgworcḤSgSc-), WgW(S)-v

6 of 8

5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC Wed May 11, 2022 PM Peak (5-6) PM OS-6) PM OS 1 eHao Peak u ACH so Laitiei (glit nd alb MAcN4RyRei, u eal y, Pedeidhaß, wHsyRei AB Mahad, wHsyRei AB LiHii adv so MA eDebi :9 - 3) 1611, gARadnB-6) 850176, 07) 81, 057.





5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

The Mta 34, 2.7, OFIL Lag Mtg. 24 PM)

1 I Llussri, Glish ugd Monorcacins3Hnava3Pndnsriugs3Bicacins og Roud3Bicacins og Crosswulk)

1 I Movrnings

10. 47468, 3 Locusiog: 7857261y39;6SL y8.

Pro 622 Cogsenllueiog Dr3Ni

7 of 8

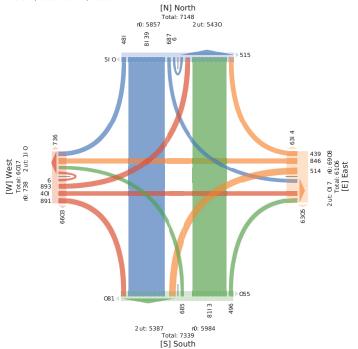
			-																						
Lnt	North						Euse						ToFeh						S rise						
Direction	ToFehbo	Fgd					S nsebo	Fgd					Norehb	oFgd					Eusebol	Fgd					
Wimn	R	W	L	U	- pp	Pnd+	R	W	L	U	- pp	Pnd+	R	W	L	U	- pp	Pnd+	R	W	L	U	- pp	Pnd+	Ige
, 2, , 92892y 62:22- M	68	, 7A	6,	2	, y2	87	6.	67	AA	2	18	. 1	62	, 68		2	, AA	Ay	,,	6A	, A	2	8.	. 1	1,
66:22- M	AB	7	, 2	2	87A	6A2	71	78	8.	2	674	, y6	, у	782	.,,	2	744	6, 7	A	72	8,	2	6A2	, yA	6A,
6, :22PM	7,	74y	, 6	2	812	67,	7,	AB	16	2	6A	7, 1	-,,	78.	6.	2	74.	6AA	A1	7y	72	2	6, A	, 7y	6A6
6:22PM	A,	7.,	61	2	8A2	68A	,7	7A	1A	2	6A2	74.	,7	711	6,	2	82,	67y	, у	A7	A	2	44	64.	6, 1
, :22PM	, 8	86,	6A	6	886	6, .	A6	, 4	1y	2	6, y	7.2	, 2	7y7	6A	2	82y	661	A7	, 2	Ay	6	4,	, 8,	6, y
A:22PM	, A	8, 1	64	2	81.	61.	A7	7,	1,	2	6A	12,	- ,,	718	61	2	82A	61.	78	A7	A,	2	666	A2,	6A,
7:22PM	, у	827	67	2	878	48	, у	8A	74	2	6, 4	82.	,.	7.8	6,	2	8,8	61A	A4	77	A,	2	668	A6A	6A6
8:22PM	A2	74.	6y	2	878	8.	, 4	76	7у	2	66y	748	A6	712	.,,	2	86A	6A4	74	64	A,	2	622	, 88	6, y
1:22PM	62	,,2	1	2	, A1	A6	64	64		2	12	6.2	6y	,,7	66	2	, 8,	8A	61	-	, 6	2	78	62,	84.
Vócul	, A4	Aty2	6A	6	7A7.	484	, y2	A, 6	71,	2	628A	A871	, 26	Al4y	6A7	2	72A,	62.2	A21	, 84	A2y	6	. yA	, 2, .	62A2
% - pprouch	838% 4	65496	A5 %	2%	9	9	. 89.8	A238%	7.A54% :	2%	9	9	852%	465y%	A5466 2	2%	9	9	A656%	, 45/% .	ABS % :	256%	9	9	
% Womi	, 54% J	A 38%	654%	2% 7	7,5%	9	,9%	A56%	798%	2% €	25 %	9	, 52%	A854%	654%	2% A	436%	9	A2%	, 58%	AD%	2%	. 38%	9	
Lit hes ugd Moeorcaclns	, AA	Ay7,	6Ay	6	766A	9	,74	, 88	71,	2	411	9	6.1	A74,	6AA	2 .	A 66	9	, 41	6y,	A22	6	y14	9	418
% Lit hes ugd Moeorcachts	4y58% 4	175406	445/06 6	522% 4	4751%	9	4,5%	y457%	622%	2% 4	165/%	9	4, 38%	4798% -	445/06 2	2% 4	798%	9	415/%	1157%	4y5y% 6	522%.	. 56%	9	4A5/9
Hnuva	6	62.	2	2	624	9	6	A	2	2	7	9	,	62y	2	2	624	9	,	,	6	2	8	9	
% Hnuva	257%	,5/%	2%	2%	, 3B%	9	257%	254%	2%	2%	257%	9	652%	, 54%	2% 2	2%,	, 5y%	9	25/%	25 %	254%	2%	251%	9	,59
Bicaclus og Roud	8	6, 2	6	2	6, 1	9	, 2	1A	2	2	. A	9	6A	4.	6	2	66,	9	-	. 8	1	2	44	9	7,
% Bicaclus og Roud	, 56%	A2%	25y%	2%	, 54%	9	y57% I	6451%	2%	2%	y54%	9	138%	, 5y%	25/% 2	2%,	,5%	9	, 9%.	A 5 %	, 52%	2% €	665496	9	7369
Pndnseriugs	9	9	9	9	9	4AA	9	9	9	9	9	A621	9	9	9	9	9	621,	9	9	9	9	9	, 224	
% Pndnstriugs	9	9	9	9	9	4y54%	9	9	9	9	9.	4. 54%	9	9	9	9	94	. 54%	9	9	9	9	94	1455%	
Bicaclns og Crosswulk	9	9	9	9	9	, 1	9	9	9	9	9	72	9	9	9	9	9	6.	9	9	9	9	9	64	

\*Pndnseriugs ugd Bicaclns og Crosswulk5L: Lnfe3R: Rit he3W WhrF3U: U9WFrg

8 of 8 1 of 6 5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

Sat May 7, 2022 AM-6:30 PM Sat May 7, 2022 AM-6:30 PM All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 949152, Location: 45.40167, -75.68758





\$566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC
TueMus y3, 2, ,
MFFus I Lin g h (6: g4A92 1 M PA -92 1 M:
I) () Cinsla g bloos ur F Mcce-Hav)[1.33] LiFLsefter s3w(vav)[1.5 cr k cuF3w(vav)[1.5 cr KcuF3w(vav)[1.5]]
I) () MCRI I res
IB - 474A8, 3i cvadêr - 78572A y3lly85 by8b



Ld	(cHo						J use						TcEeo						t Ise						
OH.veOcr	TcEmf	cEr F					t Isef	:ErF					(cHof	cErF					J usef c	Er F					
SOI L	k	S	i	W	1 pp	1 IFU	k	S	i	W	1 pp	1 LFU	k	S	i	W	1 pp	1 LFU	k	S	i	W	1 pp	1 LFU	De
, 2, , P28P2y AA921 M	у	A, y		2	A72	9.	A9	A2	A	2	7,	. 9		A46	8	2	Α,.	9A	A9	4	A,	2	97	y.	П
A4781 M	b	A, 2	8	- 2	A99	, b	Ay	A7	Ay	2	7b	y4	8	A46	9	2	A, 9	92	Ą	A2	A9	2	98		Т
A, -221 M		A, y	,	2	A98	72	AA	. у	A	2	97	4y	9	A, 2	4	2	A9,	92	b	у	AA	. 2	,.	y4	
A, -ABI M	8	A9.		2	А⊽у	9,	b	A,	Æ	2	99	4y	4	AAA	. 9	2	A, 9	,.	b	A9	b	2	, 4	. 7	
Sceu)	,.	8.A2	A4	- 2	888	A9.	74	79	. 8	2	Аву	99.	, 9	7. A	, 2	2	827	AAy	7.A	. 94	77	2	A, 7	, bA	I
* 1 pplituvo	75y+	4A54+	957*	2*	P	F	9A5 *	, y57*	7A57*	2*	P	P	75 *	4AB+	752*	2*	P	P	995A*	9AB*	9838*	2*	P	P	1
* Sceu)	A54+	9b54*	A57+	2* 7	7A57+	F	95/*	95 *	754+	2* .	A46y+	P	Aby*	9757*	AB*	2* 5	9y5 +	P	95A*	, 54+	959*	2*	459*	P	1
1 B%	25b49	25494	25/82	P	2547,	F	25y. 4	25022	25688	P	25b8.	P	25 AA	254. 8	25B, b	P	254. ,	P	25ybb	25y82	25b4.	P	25b7A	P	2
i Otloes ur F McecHav)Ls	, 8	7yy	Ab	2	8, 2	F	72	9.A	8	2	A9.	P	.,,	7, b	- A4	2	7.4	P	72	, у	79	2	AA2	P	1
* i Odoes ur F																									Г
McecHav)Ls	4.5 *	493B*	475y+	2* 4	195y*	F	bA5 *	y, 54°	A22*	2* 1	b. 5 *	P	485y+	4, 3b+	4852*	2* 4	195A*	P	4y5 *	. 45 *	4y5y*	2* b	bb5y*	P	4,
BLuRa	2	AB	2	2	AB	F	2	A	. 2	2	A	P	2	A	2	2	A	P	A	. 2	2	2	A	P	Т
* BluRa	2*	, 54+	2*	2*	, 5y+	F	2*	, 59+	2*	2*	25 *	P	2*	93B+	2*	2*	95,+	P	,57*	2*	2*	2*	25b+	P	١,
w@rav)Ls cr k cuF	A	Ab	A	. 2	,2	F	4	AA	. 2	2	,2	P	A	. Ay	· A	. 2	A4	P	2	A,	A	. 2	A9	P	T
* w0vav)Ls cr k cuF	95o+	938*	859+	2*	95 +	F	Ab57*	, 85 +	2*	2* .	A, 5y+	P	759+	95y+	82*	2*	95b+	P	2*	925b*	, 59*	2+ A	A238+	P	8
l LFLsel@urs	P	F		P	P	A9,	P	· I	)	P P	P	997	P	- I	P F	P	P	AA7	P	P	·	P	P	, b2	T
* 1 LFLsd@rrs	P	F		P	P.	4y5A°	P	·	)	P P	P.	445*	P	- I	P F	P	P.	4y57*	P	P	F	P	P/	445 *	
w0xav)Ls cr CHrssmu)n	P	F		P	P	7	P	·	)	P P	P	,	P	- I	P F	P	P	9	P	P	F	P	P	A	4
w@rav)Ls cr Clifssmu)n	P	P		P		. 54+	Р			P P		25 *	P	- 1		P		,5+	Р	) p		P		257*	

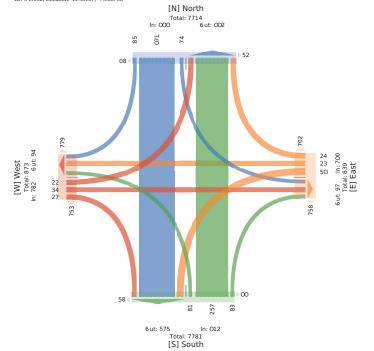
4 LFLselflurs ur F w0/av)Ls cr Clftssmu)n5i - i LQBk - k 0doeBS- SolE3W- WPSEH

2 of 6

3 of 6

5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC
Sat May 7, 2022 Midday Peak (WKND) (11:30 AM - 12:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movemens
ID: 949152, Location: 45.40167, -75.68758



# 5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC
TWeMusy 3.2, ...
0M OR4 langth (E.A. 20 M - , :A2 OM (- 9 1Fb)) OR4 CsiP
d) 0 jurte la Fibre ukw Mses Bakily F3 CRuta 30 Fwfrethil R3militak jFrs R I suw8militak jFrs R
0 BrrDu) (
d) Ms ISA Ret
7a: 8586., 3c slaudd R 5. lb.26 y 3-y. lf Oy. O

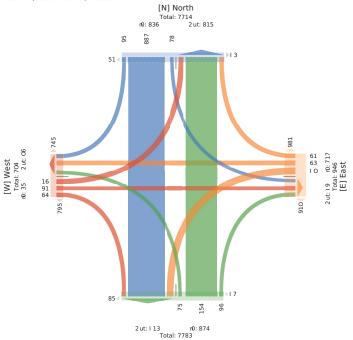
: Fv	t sRB						Eure						TsieB						n Fre						
h HFkeHR	TsieBl	Nsi Rw					n FreN	i Rw					tsREN	ki Rw					EureNs	. Rw					
SM F	I	S	c	W	d KK	0FwU	I	S	с	W	d KK	0FwL	I	S	c	W	d KK	0FwU	I	S	с	W	d KK	0FwU	7Re
, 2, , -22y 6:A20M	у	6, 2	5	2	6A6	5,	у	6,	6y	2	Æ	6,5	5	660	. (	2	6, y	52	у	f	62	2	, A	. 2	
6:5. 0M	0	6A5		2	65y	. A	у	66	66	2	,8	6AC	f	662	A	2	668	A2	0	5	8	2	, 6	58	
,:220M	f	658	5	2	6.8	6y	66	y	65	2	A,	6, y		66.A	١.	2	6, A	, f	f	A	6A	2	,,	OA.	
, :6. 0M	f	65O	,	2	6. f	A6	8	8	, f	2	55	66A	0	6, 8	5	2	656	- , ,	8	66	66	2	A6	٠,	
Sseu)	, у	6	6.	2	. 8A	. 65A	A5	AB	fO	2	656	. 2,	, A	5y2	- 6y	2	. 62	660	A2	, 5	5A	2	8y	, A5	6
* d KABukB	5lf *	8, l6*	, b *	2*	-	-	, 5li6*	, yly*	50h;*	2*			5b *	8, h *	AbA*	2*	-	-	A218*	, 5by*	55 <b>bA</b> *	2*		-	Г
* Sseu)	, l2+	56b6*	6l6*	2*	55 <b>b</b> *	-	, b *	, 18*	. l6*	2* (	62b *	-	6by+	A 12*	6bA*	2* .	ACI2+	-	, h *	6bO°	Aq +	2*	yh *	-	Г
0C%	2bC55	21868	2by. 2	-	21852	-	2byy.	2byO6	2bf.5	-	21606f	-	2lf,.	2186f	2bO 2	-	2182A	-	2bOAA	2b . f	26020	- 2	2by8A	-	2
c HiBer uRwMs es Black)Fr	, у	.,,	6.	2	. f5	-	A6	,.	fO	2	6, 5		, 2	55.	6y	2	5Q	-	A2	, 2	5,	2	8,	-	6
* c HiBr uRw Mses Bak)Fr		85by*	622*	2* :	8. li6+		86b *	f 516*	622*	2* 1	Dyla*	-	Oyl2*	85by+	622*	2* :	85b +	-	622*	OAbA*	8yby*	2* 8	15 <b>kO</b> *		85
CFula	2	66	2	2	66	-	2	2	2	2	2		2	6.A	. 2	2	6A	-	2	2	2	2	2	-	Т
* CFula	2*	, l2+	2*	2*	6l8*	-	2*	2*	2*	2*	2*	-	2*	, bO°	2*	2*	, b *	-	2*	2*	2*	2*	2*	-	6
militak)FrsRIsuw	2	60	2	2	60	-	A	65	2	2	6y		A	6,	2	2	6.	-	2	5	6	2		-	
* miliak)FrsRIsuw	2*	AbA*	2*	2*	Al2+	-	CHO*	A 18*	2*	2* (	6, <b>b</b> 6*	-	6Al2*	, lf *	2*	2*	, lg+	-	2*	6f by*	, b\*	2*	. h *	-	5
0 PwFreHtiRr	-	-	-		-	65A	-	-	-	-	-	. 22		-	-	-	-	66y	-	-	-	-	-	, AA	
* 0PwFreHtiRe	-	-	-		-	622*	-	-	-	-	-	* ¥88	-	-	-	-	- 1	38b, *	-	-	-		- 8	8lf +	
mHak)FrsRoBrrDu)l	-	-	-		-	2	-	-	-	-	-	,		-	-	-	-	6	-	-	-	-	-	6	Г
* mBakiFrsRoBrrDuil	-	-	-		-	7+	-			-		215*		-		-	-	2hO*			-			215+	Т

UDFwFreHiller uRwmHilak)FrsRoBrrDu)lbc:cFp8I:I NiDe8S:SBH3W:W-SiFR

5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

Sat May 7, 2021) (1:30 PM - 2:30 PM) - Overall Peak Hour All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 949152, Location: 45.40167, -75.68758





[S] South

5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC



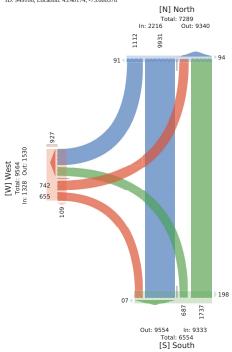
5566814 - COVID - QUE Tue Mua y3, 2, , 0Fll Lngt eh (62:A2 - M91:A - Il Clussns (Lit hes ugd Mo	12 PM)						g Roud	ЗВіс	aclns o	g		Pr	((		ta	W Om
Crosswulk)												• • •		622 Co		
<ul> <li>Il Movnmnges</li> <li>ID: 4746113Locueiog: 7857</li> </ul>	26v739v	85L 2A	W.									N	Vnpn	ug3ON3	SK, G	8J4:
Lnt	North		J.			ToFeh					E nse					
Dirncelog	ToFehboF	gd				NorehboFr	zd				SuseboFgo	1				
Wimn	R	W	U	- pp	Pnd*	W	L	U	- pp	Pnd*	R	L	U	- pp	Pnd*	Ige
, 2, , 92892y 62:22- M	A7	62A	2	6Ay	2	y.	6A	2	46	62	,,	67	2	A1	68	
66:22- M	47	,,4	2	A, A	,	68A	81	2	, 24	4	82	A2	2	. 2	7y	
6, :22PM	6, 1	, 17	2	A42	7	6y1	17	2	, 72	6,	77	88	2	44	AB	
6:22PM	4,	, 16	2	ABA	8	, 64	A4	2	, 8.	, 1	71	14	2	668	72	
,:22PM	668	A62	2	7, 8	,	648	11	2	, 16	, 7	81	12	2	661	88	
A22PM	676	A, A	2	717		, 6,	17	2	, y1	86	. 1	62,	2	6	. 7	
7:22PM	674	A22	2	774	, 2	646	84	2	, 82	Α,	. 8	4.	2	6. A	y1	
8:22PM	,7A	, 1y	2	862	1	6.4	41	2	,.8	, 7	7.	. 1	2	6A7	71	
1:22PM	664	677	2	, 1A	6	4,	A	2	6A2	, 1	, 4	84	2		64	
Weul	666A	,,26	2	AA67	7.	6828	748	2	, 222	, 67	711	8yA	2	62A4	76y	П
% - pprouch	AAEI%	1157%	2%	9	9	y854%	, 75 %	2%	9	9	7754%	8856%	2%	9	9	
% Woed	6y38%	A751%	2%	8, 5, %	9	, A5y%	y5 %	2%	A638%	9	y5466	452%	2%	6157%	9	
Lit hes ugd Moeorcaclns	6244	, 67y	2	A, 71	9	6771	747	2	6472	9	788	817	2	6264	9	
% Lit hes ugd Moeorcaclns	4. 5y%	4y38%	2%	4y54%	9	4156%	445 %	2%	4y52%	9	4y51%	4.57%	2%	4.56%	9	4
Hnuva	y	A	2	62	9		6	2	4	9		,	2	62	9	
% Hnuva		256%		254%	9	m.co c	25, %	2%	298%	9	65y%	254%	2%	652%	9	
Bicaclns og Roud	-	86	2	8.	9		2	2	86	9	A	y	2	62	9	
% Bicaclns og Roud			2%	65 %	9	A57%	2%	2%	, 51%	9	251%		2%	652%	9	
Pndnseriugs		9	9	9	7y	9	9		9	, 28	9	9	_	9	A, y	
% Pndnseriugs		9	9	9	4y54%	9	9		9	485 %	9	9			y. 57%	
Bicaclns og Crosswulk		9	9	9	6	9	9		9	4	9	9		9	42	
% Bicaclns og Crosswulk	9	9	9	9	, 56%	9	9	9	9	75,96	9	9	9	9	, 651%	L

\*Pndnseriugs ugd Bicaclns og Crosswulk5L: Lnfe3R: Rit he3W WhrF3U: U9WFrg

6 of 6

5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC
Sat May 7, 2022
Full Length (10:30 Ah-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 949166, Location: 45.40174, -75.680378



5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

5566814 - COVID - QUEEN ELIZABETH DIRWIT @ FR.... - TING.
THEMIA 3/3, 2, 6,
MOFFIA I Lim g. In (6, 29, -92 I M 1 A-92 I M:
P) C). Clasts g. ditoes ur F. Mccc'Hav/JLs3B LirRa3l LFLsetfür s3w0rav/JLs cr. k.cuF3w0rav/JLs cr.
Citissmun:
P) McRU Lires
B - 474/4883i cvudtr - 75.72/ky73 ly5.8b29yb

i Id	(cHo					TcJeo					t Lse					
6 OH.veOcr	TcJ eof cJ i	F				(cHofcJr	F				Eusef cJrF					
SŒ L	k	S	W	P pp	1 LFU	S	i	W	P pp	1 LFU	k	i	W	P pp	1 IFU	De
, 2, , 12512y A, -921 M	94	55	2	47	,	78	, 2	2	88	7	A,	A2	2	,,	A2	A
A, -751 M	92	b2	2	AA2	2	5,	A5	2	8y	b	Ay	A6	2	99	b	,
A-221 M	, 5	5A	2	y8	,	7y	AA	2	5b	A8	A7	,,	2	98	A9	- A
A-A51 M	92	54	2	b4	2	54	b	2	8y	9	AA	A4	2	92	A2	ı
Sceu)	A, 7	, 75	2	984	7	, 27	57	2	, 5b	9 <i>A</i>	57	8y	2	A, A	7A	у
* PppHeuvo	99.8*	88.7*	2*	1	1	y4.A*	, 2.4*	2*	1	1	77.8*	55.7*	2*	1	1	
* Sceu)	A8.8*	9, .b*	2*	74.9*	1	, y.9*	y.,*	2*	97.5*	1	y., *	4.2*	2*	AB., *	1	
1 B9	2.ybb	2.y84	1	2.b7A	1	2.b5,	2.8y5	1	2.45A	1	2.y47	2.y8,	1	2.b79	1	2.b
i Odoes ur F McecHrav)Ls	Α,	, 9y	2	954	1	, 22	57	2	, 57	1	59	87	2	AAy	1	У
* i Odoes ur F McecHav)Ls	4b.7*	48.y*	2*	4y.9*	1	4b.2*	A22*	2*	4b.7*	- 1	4b.A*	45.5*	2*	48.y*	1	4y.
BLuRa	A	2	2	A	1	A	2	2	A	1	A	2	2	A	1	
* BLuRa	2.b*	2*	2*	2.9*	1	2.5*	2*	2*	2.7*	1	A4*	2*	2*	2.b*	1	2.5
w0vav)Ls cr k cuF	A	b	2	4	1	9	2	2	9	1	2	9	2	9	1	
* w0vav)Ls cr k cuF	2.b*	9.9*	2*	, .7*	1	A5*	2*	2*	A, *	1	2*	7.5*	2*	, .5*	1	, .2
l LFLseHur s	1	1	1	1	7	1	1	1	1	, 4	1	1	1	1	98	
* 1 LFLseHurs	1	1	1	1	A22*	1	1	1	1	49.5*	1	1	1	1	by.b*	
w0vav)Ls cr CHrssmu)n	1	1	1	1	2	1	1	1	1	,	1	1	1	1	5	
* w0vav)Ls cr CH(ssmu)n	1	1	- 1	1	2*	1	1	- 1	1	8.5*	1	1	1	1	A.,*	

U LFLseHiturs ur F wOvav)Ls cr CHtssmu)n. i - i LOBk - k Otloe3S - SoH 3W- WISJH

2 of 6 3 of 6

# 5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

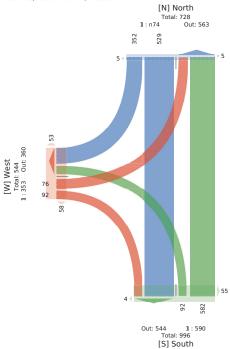
Sat May 7, 2022ND (12:30 PM AI:30 PM)

Il Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

Il Movements

ID: 949155, Location: 4. 6/0174, #. 6/80378





5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

\$568814 - COVID - QUEEN ELIZAGE IN DIVINE PROCESSES - INVECTIVE MIA 93, 2,

OM ORAL In grt h (16:A2 OM - 9:A2 OM( - 1 PF)uCO Rul sid) 
o CC GocRe LHARRec unk Mid ImandRe3s FuPa30 PsR/redjunv31 vrandRei w Di uk31 vrandRei w r) iced uC(
o CCMi PF7 Fuce
8: 5.56993Hi musi w . 66 2by. 3-y6B9C2/yO

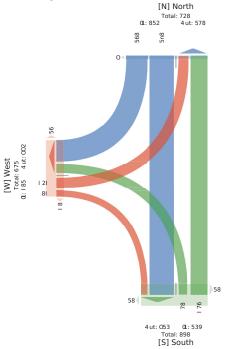


HFB	ti)eR					Ti deR					n Fce					
h s)Fn <b>esi</b> w	Ti deRN dv	νk				ti)eRNido	nk				EuceN dwk					
S∜ F	D	S	W	o KK	0FkU	S	Н	W	o KK	0FkU	D	Н	W	o KK	0FkU	8ve
, 2, , -26-2y 6:A20M	9,	96	2	b, y	2	. 9	, 6	2	yb	bb	5	, 2	2	, 5	b.	,,
6:. 60M	9.	99	2	bA2		. 9	,,	2	90	bA	bA	,,	2	A6	9	,,
9:220M	66	60	2	bbA	b	. y	b6	2	9,	bO	b6	, A	2	AO	bb	,1
9:b60M	9.	C9	2	b62	2	. 6	, A	2	90	0	b.	A9	2	62	0	, 9
Si eu	,.6	, y6	2	6, 2	A	bQ	Cl6	2	, 95	62	6b	b2b	2	b6,	A5	5.
* o KK)i umR	. yfb*	6, f5*	2*	-	-	90f. *	Abf9*	2*	-	-	AAØ*	99f. *	2*	-	-	
* Sieu	,9f2*	, 5f, *	2*	66fA*	-	b5f9*	5f2*	2*	, CØ9*	-	6f. *	b2fy*	2*	b9f, *	-	
0s %	2f56y	2fy5b	-	2fO9,	-	2f59O	2f062	-	2f56.	-	2f062	2fy, O	-	2fyCb	-	2fO
HABREC uwk Mi ei )mantFc	,.6	, y,	2	6by	-	bQ	06	2	, 9y	-	6b	55	2	b62	-	5.
* HNBRecuwk Miei)mantFc	b22*	50/5*	2*	55f. *	-	50f5*	b22*	2*	55fA*	-	b22*	502*	2*	5Ofy*	-	55fA
s FuPa	2	2	2	2	-	2	2	2	2	-	2	2	2	2	-	
* s FuPa	2*	2*	2*	2*	-	2*	2*	2*	2*	-	2*	2*	2*	2*	-	2
I vnantFc i wDi uk	2	A	2	A	-	,	2	2	,	-	2	,	2	,	-	
* IvnantEciwDiuk	2*	bfb*	2*	2f9*	-	bfb*	2*	2*	2fy*	-	2*	, f2*	2*	bfA*	-	2fy
0FkFce)vuwc	-	-	-	-	,	-	-	-	-	. 9	-	-	-	-	Ab	
* 0FkFoe)sussc	-	-	-	-	99fy*	-	-	-	-	5, f2*	-	-	-	-	y5f6*	
I vnam@ciwr)icc4u@	-	-	-	-	b	-	-	-	-		-	-	-	-	0	
* I wantEc i wr )i cc4 utC	-	-	-	-	AAEA*	-	-	-	-	02*	-	-	-	-	, 2f6*	

U) FkFce) vuwc uwk I vnam@c i wr ) i cc4 u@fH: HFpe3D: DvBRe3S: SR)d3W: W-Sd)w

4 of 6

5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC
Sat May 7, 2022
PM Peak (WKND) (1:30 PM - Q30 PM) - v rela#Peak o uAl
CHB illIch (i gint.adc Mutul B/Hél, o eary, Peceltigidi, RgByHél.ud wuac, RgByHél.ud s lulImalik)
CHMurel edtl.
9D: 454. QQ i uBatgid: 5160. 75, -716080378



5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC
Tue Mua y3, 2.,
0FIL Lurg dr (62:A2 - M91:A2 PM)
1 Il Clussra (Lit hes ugd Moorcaclns3Hnuva3Pndnseriugs3Bicaclns og Roud3Bicaclns og
Crossvulk)
1 Il Movnmngs
ID: 476/8831.ocuslog: 87547139y73. 86y1

Provided ba: Clie of Octave Provided ba: Clie of Octave Octave Provided ba: Clie of Octave Nnpnug3ON3K, G 7J43C-

5 of 6

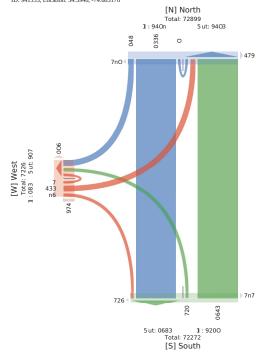
Lnt	North					ToFeh					E nse					
Dirncelog	ToFehboF	gd				NorehboF	gd				SuseboFge	i				
<b>V</b> imn	R	W	U	- pp	Pnd*	W	L	U	- pp	Pnd*	R	L	U	- pp	Pnd*	Ige
, 2, , Ф7Фу 62:22- M	,7	, 4A	2	A6.	62	A21	у	2	A6A	62	,	, 1	2	,.	84	17
66:22- M	8y	162	2	17y	8y	7.8	6.	2	12,	, 7	6A	81	2	74	6, 6	6A6
6, :22PM	7y	1AA	2	142	11	746		2	744	A		82	2	8.	667	6A
6:22PM	78	1.4	2	y8A	уу	1, A	67	2	1A	8,	4	A1	2	87	672	68,
, :22PM	11	14,	,	y12	.7	18y	68	2	116	12	4	7.	2	1y	688	68.
A:22PM	14	177	2	y, 8	74	11.	6y	2	1.7	A8	62	16	6	y,	6, 2	68.
8:22PM	76	7y2	2	1, 6	4A	114	6y	2	1.1	82	6,	12	2	y,	62.	6As
7:22PM	76	761	2	71y	A7	7.1	8	2	742	, 8	6A	8y	2	12	4,	6, 6
1:22PM	61	, A6	2	, 8y	67	, 18	8	2	, 1.	у	A	68	2	6y	8A	7.
Weal	8A1	84	,	7A, y	8. y	84A	628	2	728,	,.2	y4	Α.	6	81.	48,	62
% - pprouch	. 5,%	465 %	2%	9	9	4y54%	, 56%	2%	9	9	6154%	., 54%	25 %	9	9	
% Woed	852%	8756%	2%	845 %	9	8751%	652%	2%	8157%	9	25y%	ASI%	2%	85466	9	
Lit hes ugd Moeorcaclns	A42	812A	2	844A	9	81A6	622	2	8yA8	9	y8	A86	6	861	9	626
% Lit hes ugd Moeorcaclns	. 458%	485 %	2%	4A5y%	9	4A5 %	415 %	2%	4.A54%	9	4.45y%	. y54%	622%	54%	9	4.A5I
Hnuva	,	4y	2	44	9	4.	6	2	44	9	,	6	2	A	9	,:
% Hnuva	257%	, 52%	2%	654%	9	, 52%	652%	2%	, 52%	9	, 57%	25466	2%	251%	9	654
Bicaclns og Roud	88	6. 4	,	, A7	9	, 21	A	2	, 24	9	A	81	2	84	9	84
% Bicaclns og Roud	6256%	A54%	622%	898%	9	85,%	, 54%	2%	856%	9	A5 %	6654%	2%	6257%	9	857
Pndnseriugs	9	9	9	9	886	9	9	9	9	, 8.	9	9	9	9	. 1.	
% Pndnseriugs	9	9	9	9	4251%	9	9	9	9	51%	9	9	9	9	4, 56%	
Bicaclns og Crosswulk	9	9	9	9	81	9	9	9	9	A,	9	9	9	9	y8	
% Bicaclns og Crosswulk	9	9	9	9	438%	9	9	9	9	663B%	9	9	9	9	v54%	

6 of 6 1 of 6

# 5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC

Sat May 7, 2022 AM-6:30 PM Sat May 7, 2022 AM-6:30 PM All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 941355, Location: 54.3946, -74.685176





5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC

53608.14-CUVID-DANK 51 @ ATLIMER AVE - MAY... - IMC
TUEMIU 3/3, 2,
MOFPia I Lun g h (6: gA\_91 I M PA91 I M:
) GS\_Gilli gilgöre i urF MHHABBÜ 3R Luva31 LFLi «Auci 3k ØBBÜ H: mHuF3k ØBBÜ H:
still viü:
) GCMHALDLei
45-71/6993d HBufH-91871. 3Ry15 b9/y.



dLo	(Her					THIer					t Lie					
6 OLEMEN:	THJerfHJc	F				(HverfHJ	:F				Eui ef HJ cF					
SØDL	m	S	W	) pp	l LFU	S	d	W	) pp	1 LFU	m	d	W	) pp	1 IFU	4ce
, 2, , P21P2y A, -91l M	A,	Ay,	2	Ab9	, 8	A 8	,	2	A 1	AA	8	y	2	A2	8.	8
A-221 M	A	Ay.	2	A7,		Α.	9	2	Ay2	A2	,	9	2		81	8.
A-A11 M	A,	A 9	2	Ay.	, 8	Al A	8	2	A19	b	A	b	2	7	81	88
A821 M	A8	A 7	2	Ab,	A1	A y		2	Ay8	7	8	A	2	A7	9y	89
SHuC	18	. bA	2	y89	b8	. 9y	A1	2	,	8b	7	81	2	99	A18	A9:
* ) ppvHuBr	y5 *	7, 3b*	2*	P	P	7y5y*	, 3B*	2*	P	P	, 251*	y751*	2*	P	P	
* SHuC	85y*	9y38*	2*	1.A52*	P	9957*	A52*	2*	9.52*	P	25 *	, 59*	2*	85A*	P	
1 R%	2571b	257y.	P	257b2	P	257y.	25,1	P	257.7	P	25.y	25LAb	P	25Lyb	P	257.
d0oreiucFMHHHBaB1ti	9.	. 8,	2	. yb	P	. 28	A1	2	. Ab	P	b	,7	2	8y	P	AB
* d0oreiucFMHHABaB0Li	b. 5b*	7, 5b*	2*	7, 59*	P	785 *	A22*	2*	7859*	P	bb57*	b, 57*	2*	b95A*	P	7, 5
Rluwa	2	A,	2	A,	P	A9	2	2	A9	P	2	2	2	2	P	
* Rluwa	2*	A5b*	2*	A5 *	P	,5*	2*	2*	, 5A*	P	2*	2*	2*	2*	P	A3b
k OBaBCLi Hc mHuF	у	8y	2	99	P	82	2	2	82	P	A		2	у	P	
* k OBaBCLi H: mHuF	A85 *	159*	2*	. 52*	P	95 *	2*	2*	931*	P	AA5A*	Ay5A*	2*	A157*	P	15
l LFLi educi	P	P	P	P	y1	P	P	P	P	88	P	P	P	P	A9,	
* 1 LFLi exûsci	P	P	P	P	7259*	P	P	P	P	b. 5b*	P	P	P	P	7, 5b*	
k (BaBCLi Hr s vHill uCa	P	P	P	P	b	P	P	P	P	1	P	P	P	P	AA	
* k 0BaB0Li Hc s vHiI u0a	p	р	P	P	75 *	P	р	P	P	A85 *	p	p	p	P	v5 *	

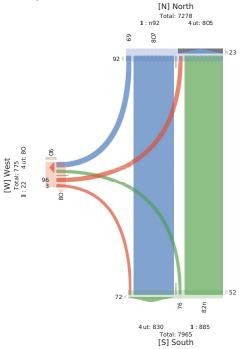
U LFLi eXuci ucF k (BaBCi Hc s vHi I uQi5d - dLQ8m-m0ore3S - Sr vJ 3W-WPSJ vc

2 of 6

# 5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC

5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC
Sat May 7, 2022 Midday Peak (WKND) (12:3A PM) 1
G SG III-E (gihntl. and Mrtr dlyHeI., v eaby, Pedeltrian, RiHyHeI.ro wrad, RiHyHeI.ro or tImaß)
CMr Pel ent.

40: 4A1533, gr Hstiro: 3A5446, -7A683176



5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC

5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC
TIVE Mus y3, 2, 1, 6 A 0M - 96 A 0M( - 1 PF)vCDFul s i d)

OC Cocfee Harber usk Mi ei )mamfEc3s FuPa30FkFe9uvv3l vnamfEc i wDi uk3l vnamfEc i w
r )i ced ufL(

oCMi PF7 Pvcc
8h 65A 9: 3H musi v6: A95Al 3-yAf O. yf

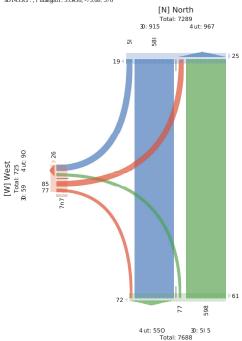
3 of 6

HFB	ti)eR					Ti deR					n Fce					1
h s)Fnæi w	Ti deRN d	wk				ti)eRN dv	sk				EuceN dwl					i
S∜ F	D	S	W	o KK	0FkU	S	Н	W	o KK	0FkU	D	Н	W	o KK	0 FkU	8ve
, 2, , -2A-2y , 6 A0M	. y	.fy	2	. Q	, 0	. y:	2	2	. y:	. y	9	.,	2	. A	: 9	9y
96220M	.0	. yO	2	. 5f	5	. A6	:	2	. f9	у	,	. 2	2	٠,	9A	9y
96 A0M		. A,	2	. f9	, 2	. f2	A	2	.fA		:	, 9	2	, у	:2	9/
96920M	,,	. f.	2	.09	. f	. Q	,	2	.Ω		,		2	. 9	, f	90
Sieut	fO	f AO	2	y, f	y9	f yA		2	fŒ	: f		Af	2	fy	. : : :	.:3
* o KK)i umR	5b *	52lf*	2*	-	-	5Ob *	. lf *	2*	-	-	.fb*	O9lf *	2*	-	-	
* Sieut	: bf *	::bA*	2*	: 5b *	-	: Atf *	2by*	2*	:fb*	-	2by*	9h0*	2*	: bA*	-	
0s %	215.,	2l5, f	-	215,:	-	2l52y	2bAA2	-	215.,	-	21f CO	2b4Oy	-	2lf 2,	-	2150
HABREC uwk Mi ei )man@c	f.	f 99	2	f 5:	-	f,,	. 2	2	f9,	-		A	2	f A	-	. 95
* HvBRecuvk Miei)mantFc	C5by*	5f b *	2*	5Abf*	-	5, b *	52b5*	2*	5, b *	-	. 22*	5f b *	2*	5yb2*	-	5: b '
s FuPa		. A	2	. f	-	. 9		2	- :	-	2	2	2	2	-	9
* s FuPa	. bA*	, l9*	2*	, b, *	-	. lb*	5b *	2*	,12∗	-	2*	2*	2*	2*	-	, 12
IvnantEciwDiuk	f	. 2	2	. f	-	:2	2	2	:2	-	2	,	2	,	-	F
*Ivnan@ciwDiuk	OIO*	. bA*	2*	, b, *	-	At5*	2*	2*	AlO*	-	2*	9lf*	2*	912*	-	915*
0FkFce)vuwc	-	-	-	-	f A	-	-	-	-	11	-	-	-	-	.,2	
* 0FkFce)sussc	-	-	-	-	CP15.*	-	-	-	-	5Aby*	-	-	-	-	C919*	
I vnantFc i wr )i cc4 uC	-	-	-	-	0	-	-	-	-	,	-	-	-	-	,:	
* I wantEc i wr )i cc4 utC	-	-	-	-	12*	-	-	-	-	: 19*	-	-	-	-	. f by*	

# 5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC

Sat May 7, 2021) (21: 3 PM - OR 3 PM) - v relattPeak o uAl
CHB tilled, ightLade MutulByfiel, o eary, Peceltlgodl, Rgbyfiellud wuac, Rgbyfiellud slullmatk)
CHMurel edtl.
9D1435Q:, i uBstgud1: 3.0436, -73.68: 576





5566814 - COVID - BANK ST @ ECHO DR - MAY 07... - TMC



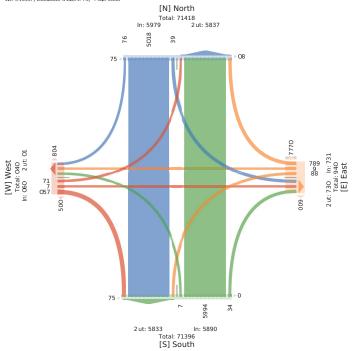
Lnt	North						Euse						ToFeh						S nse						
Direction	ToFehl	oFgd					S nsebo	Fgd					Norehbo	oFgd					EuseboFg	şd					
Wimn	R	W	L	U	- pp	Pnd*	R	W	L	U	- pp	Pnd*	R	W	L	U	- pp	Pnd*	R	W	L	U	- pp	Pnd*	Ige
, 2, , 92792y 62:22- M	2	, 58	7	2	, 54	6	4	2	8	2	6A	82	у	A2A	6	2	A66	2	68	2	6	2	67	A4	1,5
66:22- M	2	1,6	62	2	1A6	5	68	2	1	2	, 2	688	66	176	2	2	11,	6	A2	2	2	2	A2	622	6AB
6, :22PM	6	1AA	6A	2	18y	8	, 2	2	8	2	,8	6y1	5	182	2	2	185	2	A6	2	,	2	AA	6, 2	6A7,
6:22PM	6	18y	67	2	11A	A	65	6	1	2	, 7	656	66	1, ,	2	2	1AA	8	AA	2	6	2	AB	6AB	6A77
,:22PM	,	у6,	67	2	y, 4	y	65	,	1	2	, 1	, 81	68	177	2	2	114	7	A5	2	6	2	A4	6y6	681
A22PM	2	y, 2	1	2	y, 1	8	, 2	2	7	2	,7	A27	6y	154	2	2	y21	2	Al	6	6	2	A5	677	6847
8:22PM	1	154	68	2	y24	8	, 7	2	1	2	A6	, y6	6,	y, 8	2	2	yAl	4	AA	2	,	2	A7	6, y	6766
7:22PM	1	744	6,	2	16y	5	6A	2	8	2	6y	821	6,	y65	2	2	yA2	A	, у	2	6	2	, 5	6, 4	6A4,
1:22PM	2	, 44	A	2	A2,	2	1	2	A	2	4	661	1	AAI	2	2	АВ,	2	4	2	6	2	62	y7	11/
Weet	61	7, 28	4A	2	7A6A	A4	68A	А	88	2	642	6557	45	7A45	6	2	78Ay	.,	, 76	6	62	2	, 1,	6272	66, 2,
% - pprouch	2.A%	4y.4%	6.5%	2%	9	ć	y7.A%	6.1%	A, %	2%	9	9	6.5% 4	45., %	2% 2	:%	9	9	47.5% 2	.8%	A5% 2	2%	9	9	
% Woed	2.6%	B1.7%	2.5%	2% 1	By.8%	ć	6.A%	2%	2.8%	2%	6.y%	9	2.4% 8	Ву.у%	2% 2	% 8	35.7%	9	, ., %	2%	2.6%	2%	, .A%	9	
Lit hes ugd Moeorcaclns	2	85A2	y5	2	8425	ć	626	2	88	2	687	9	y7	8477	2	2	72A2	9	, A7	6	A	2	, A4	9	62A,
% Lit hes ugd Moeorcaclns	2%	4, .5% :	5A4%	2%	4, .8%	9	y2.1%	2%	622%	2%	y1.A%	S	y1.7% 4	4, .5%	2% 2	96.4	1, .7%	9	4A1% 6	22% A	2.2%	2% 4	16., %	9	4, .6%
Hnuva	2	626		2	626	ć	2	2	2	2	2	9	2	627	2	2	627	9	2	2	2	2	2	9	, 2
% Hnuva	2%	6.4%	2%	2%	6.4%	ć	296	2%	2%	2%	2%	9	2%	, .2%	2% 2	:%	6.4%	9	2%	2%	2% 2	2%	2%	9	6.5%
Bicaclns og Roud	61	, yA	67	2	A28	ć	8,	A	2	2	87	9	, A	, y5	6	2	A2,	9	61	2	y	2	, A	9	1ye
% Bicaclns og Roud	622%	7., %	51.6%	2%	7.y%	ć	, 4.8%	522%	2%	2%,	, Ay%	9	, A7%	7., % 6	522% 2	:%	7.1%	9	1.8%	2% y	2.2%	2%	5.5%	9	1.2%
						A6	9	9	9	9	9	657A	9	9	9	9	9		9	9	9	9	9	6261	
Pndnseriugs	9		-	9	9		-																		
% Pndnseriugs	9	9	9	9	9	y4.7%	9	9	9	9		45.A%	9	9		9		522%	9	9	-	9	94	41.5%	
		9	9			y4.7%	-		9			45.A%	9	9		9	9	622% 2	9	9	-	9		41.5%	

\*Pndnseriugs ugd Bicaclns og Crosswulk. L: Lnf@R: Rit h@W WhrF3U: U9WFrg

6 of 6

5566814 - COVID - BANK ST @ ECHO DR - MAY 07... - TMC 5566814 - COVID - BANK ST @ ECHO DR - MAY 07... - TMC
Sat May 7, 2022
Full Length (10:30 Ahr-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 94135., Location: 548894. 79, -7486. 5335





[S] South

5566814 - COVID - BANK ST @ ECHO DR - MAY 07... - TMC

5566814 - COVID - BANK ST @ ECHO DR - MAY 07... - TMC
TueMun y3, 2, (6 : gA92 1 M PA, 92 1 M:
1) C)Lasts g glosu ur F Mca:Hav)Ls3BLuRa31 LFLsettur s3w0av)Ls cr k cuF3w0av)Ls cr
LFLsentur:
1) McRL Lrs
1) McRL Lrs
16 - 4788633 cvuttr - 87.9475y43By7.b58998

<b>Ottawa</b>
l HcROFLF f a - COm cONeeumu A22 Ccr seL))ue0cr 6 H
( LpLur 3N( 3h , K 7G43C1

1 of 6

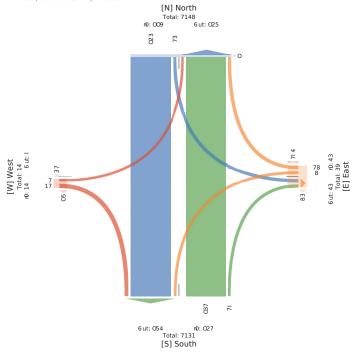
Id.	(cF	ilo di					Juse						TcEeo						t Lse					
6 OH.veOcr	TcE	eof c Er	F				t Lsef	ErF					(cHof	cErF					JusefcE	rF				
SOI L	k	S	i	W	/ 1 pp	1 LFU	k	S	i	W	1 pp	1 LFU	k	S	i	W	1 pp l	LFU	k	S	i	W 1	pp llF	Dе
, 2, , P27P2y AA921 M	2	Ay9	- 1	7 2	Ay5	8	9	2	A	2	8	95	9	Ab5	- 2	2	AyA	2	4	2	2	2	4 ,8	9
A4871 M	2	A85	-	2	A72	A	9	2	9	2	b	88	9	Ab9	2	2	Abb	2	b	2	2	2	b ,4	9
A, -221 M	2	A74		9 2	Ab,	A	b	2	,	2	5	7.A	9	Ay A	. 2	2	Ay8	2	5	2	A	2	4 ,5	9
A, -A71 M	2	Ay8		3 2	Ay5	2	7	2	A	2	b	89	А	. A94	- 2	2	A82	2	5	2	2	2	5 ,4	
Sceu)	2	b78	А	3 2	bb5	b	Ay	2	у	2	, 8	Ayb	A2	b8A	. 2	2	b7A	2	9A	2	A	2 5	), AA	A
* 1 ppHruvo	2*	4y.4*	, .A*	2*	P	I	y2.5*	2*	, 4., *	2*	P	F	A7*	45.7*	2*	2*	P	P	4b.4* 2	18 g	).A* 2	k	P	Р
* Sceu)	2*	8y.b*	A2*	2*	85.b*	I	A, *	2*	2.7*	2*	Ay*	F	2.y*	8b.b*	2*	2* 8	By.9*	P	, .9* 2	* 2	2.A* 2	۰, .9	*	P
1 B%	P	2.4A,	2.b72	2 1	2.427	I	2.5y7	P	2.759	P	2.5y7	F	2.759	2.495	I	P :	2.48,	P	2.42b	P2	., 72	P 2.59	99	P 2.
i Odoes ur F McecHav)Ls	2	b2y	A	9 2	b, 2	I	A8	2	у	2	, A	F	у	74y	- 2	2	b28	P	, 4	2	A	2 5	92	P A
* i Odoes ur F																								Т
McecHav)Ls	2*	4, .5*	4, .4*	2*	4, .5*	I	5, .8*	2*	A22*	2* 5	5y.7*	F	y2.2*	49.A*	2*	2* 4	1, .5*	P	49.7* 2	* A	22* 2	49.5	*	P4, .
BLuRa	2	Ay		2 2	Ay	I	2	2	2	2	2	F	2	A5	- 2	2	A5	P	2	2	2	2	2	P
* BluRa	2*	, .b*	2*	2*	, .7*	I	2*	2*	2*	2*	2*	F	2*	, .5*	2*	2*	, .5*	P	2* 2	18	2* 2	· 2	*	Ρ,.
w0vav)Ls cr k cuF	2	92		A 2	9A	I	9	2	2	2	9	F	9	, b	- 2	2	, 4	P	,	2	2	2	,	P
* w0vav)Ls cr k cuF	2*	8.b*	y.A*	2*	8.b*	I	Ay.b*	2*	2*	2* <i>I</i>	A, .7*	F	92.2*	8.A*	2*	2*	8.7*	P	b.7* 2		2* 2	b.9	*	P 8.
l LFLseHurs	P	I	)	P I	. P	b	F	P	P	P	P	Ay8	I	1	) I	P	P	2	P	P	P	P	P A24	ı
* l LFLseH0urs	P	I	)	P I	P.	A22*	P	P	P	P	P.	45.4*	I	- 1	> I	P	P	P	P	P	P	P	P44.A*	Т
w0vav)Ls cr CHrssmu)n	P	I	,	P I	P	2	P	P	P	P	P	,	I	- 1	) I	P	P	2	P	P	P	P	Р .	A.
* w0vav)Ls cr CHtssmu)n	р	T.	)	P 1	P P	2*	T	P	р	P	D	AA*	T	. 1	) I	P	р	D	P	P	P	P	P 2.4*	Т

Ul LFLseMurs urF w0vav)Ls cr CHrssmu)n. i - i L08k - k 0doe3S- SoHE3W-WFSEHI

2 of 6 3 of 6 5566814 - COVID - BANK ST @ ECHO DR - MAY 07... - TMC

Sat May 7, 2022 Midday Peak (WKND) (11:30 AM - 12:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 94135., Location: 54694. 79, -7468. 5335





5566814 - COVID - BANK ST @ ECHO DR - MAY 07... - TMC

Tue Mua y 3, 2, ,

0M 0Ful In g t h (16 0M : A0M(: - 9FluP0Ful ) 0s1

i Pd RooFo Ir d-lveo uBR MGChva wFr3 ) Fu9a30FRFoelub33k ova wFr0 CB mCuF3k ova wFr0 CB

d 1Gool uff ( i FPMC9FD FBeo 4h 78A5. 6b3r CknecCB76Af. 8Aby83:yAfCb6. . 6



r FH	t Cle	,					Euce						TGsev						n Foe						
h clFvetCB	TCse	NG BR					n Foel	GB	R				t Clevi	NG BR					Euoe <b>N</b>	's BR					
SdDF	n	ı S	r	W	i KK	OFRL	n	ı S	r	W	i KK	0FRL	m	S	r	W	i KK	0 FRU	m	S	r	W	i KK	0 FRU	4Be
, 2, , :2A:2y 67220M		5b.	,	2	5bO	2	(	) 2	5	2	у	Oy	6	5y2	2	2	5y6	0	b	2	2	2	b	, у	. y/
675A0M		5CE	: 6	2	5OA	5		2	5	2	6	82		5y8	2	2	5b,	,	6	2	2	2	6	6b	. A
67. 20 M	6	5y6	6	2	5b,	5	5,	2	-	2	5A	6A		5yb	2	2	5b5	5	8	2	,	2	55		. b8
676A0M	- 2	5y,	6	2	5yO	,	6	2	5	2	A	CB	,	58y	2	2	588	2	5,	2	2	2	5,	58	. 8,
SCaul		Ob8	56	2	y28	6	, 1	1 2	0	2	. 5	, y5	5,	y, 6	2	2	y. O	- 8		2	,	2	. A	5, y	5A55
* i KKKOww	2fb*	8yf, *	, f2*	2*	:	- :	b2fO*	2*	58f6*	2*	:		5fO*	8bf6*	2*	2*	:		86f. *	2*	Afy*	2*	- :	:	
* SCaul	2f6*	6AfO*	2f8*	2*	6OB*	:	5fy*	2*	2f6*	2*	, f5*		2fb*	6yf8*	2*	2* €	bfy*	- :	, f, *	2*	2f5*	2*	, f. *	- :	
0) %	6 :	2f8. C	2f85y		2f865	- :	2fA, A	١:	2fA22	:	2fA58		2fyA2	2f828	:	- : :	2f85A	. :	2fy,,	:	- :	- : :	2fy, ,		2f8O
r dHveouBR MGcDvev#Fo	2	Q y	55	2	Cl6p	- :	, 5	2	0	2	, у		5,	Oy6	2	2	СbО		, С	2	2	2	,0		5. b
* r dNeouBR MGchev#o		8, fA*	ybfO*	2*	85f6*		b6f2*	2*	522*	2* 1	yf5*		522*	8. f5*	2*	2* 8	3. f, *		ybfb*	2*	2*	2* y	/6£.*		85fb*
) Fu9a	- 2	55	2	. 2	55	- :	2	. 2	2	2	2		2	5.	2	2	5.	- :	2	2	2	2	2		, (
* ) Fu9a	2*	5fO*	2*	2*	5fO*	- :	2*	2*	2*	2*	2*		2*	5fb*	2*	2*	5fb*	- :	2*	2*	2*	2*	2*		5fO*
k ova v#Fo CB mCuR	. (	) 65		2	A2	- :	6	2	2	2	6		2	. у	2	2	. у	- :	у	2	-,	2	8		522
* kowawFoCBmCuR	522*	CI2*	, 5f6*	2*	yf5*	:	502*	2*	2*	2* 5	5, f8*		2*	Af5*	2*	2*	Af2*		, 5f, *	2*	522*	2* ,	Afy*	- :	CIO*
0FRFoelaiBo					- 1	6				:	:	, CA		- 1	- :	:	- 1	8	:	- :	- :	:	:	5, 2	
* 0 FRFoela Bo						522*						Byfb*						522*					. 0	86fA*	
	1					322						oyio.													
k overviPro CB d 1Cool uiP					:	2	_		- :	-	- :	C	:		-	÷	-	2	:	_		÷	-:	у	

UDFRFoelauBo uBR k ave wFFo CB d 1Cool util fr 7r Fpe8m7mdHve8S7Sv1s3W7W:Ss1B

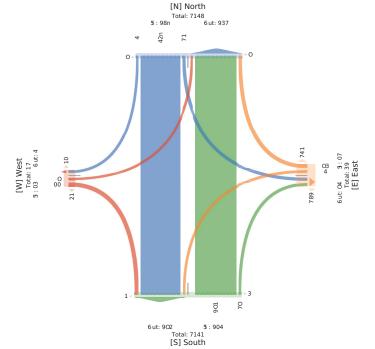
4 of 6

5566814 - COVID - BANK ST @ ECHO DR - MAY 07... - TMC

5566814 - COVID - BANK ST @ ECHO DR - MAY O7... - TMC
Sat May 7, 20202

PM Peak (WKND) (1 PM : 3 PM) : - Oream Peak 1 Hov
ur AnaCCG(5 iii giCahn MHHdydreCJ I eaQV, PeneCMahC c IdydreCHh BHn, c IdydreCHh
AHTCRark)
ur MHCNewhC
nDI 93451., s HlatIHnl 13693. 79, :7368. 1551

PvHQnen byI Alty H - ttaRa 400 AHrGenatIH Dv, Nepeah, - N, K2G 3J9, Au



5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC

5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC
Tue Mua y3, 2, 9181 Lngt sh (62:20 - M91:A2 PM)
- Il Clusns (Lin bs ugd Moercaclns3Hnuva3Pndrseriugs3Bicaclns og Roud3Bicaclns og Crossvulk)
- Il Movnmags
- Il Movnmags
- Il Movnmags
- Il Movnmags
- Movernage - Mover

5 of 6

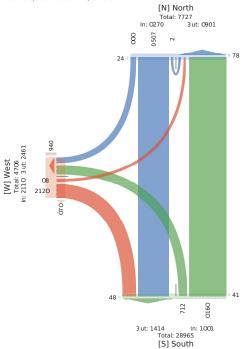
Lnt	Noreh					ToFeh					E nse					
Direction	ToFehboF	gd				NorehboF	gd				SuseboFgd					
Wmn	R	W	U	- pp	Pnd*	W	L	U	- pp	Pnd*	R	L	U	- pp	Pnd*	Ige
, 2, , 92792y 62:22- M	, 6	,,6	2	, 8,	,	, y7	82	2	A67	2	14	2	2	14	81	1, 1
66:22- M	7,	871	2	72.	1	777	628	2	174	8	6y8	,	2	6y1	4A	6A8/
6, :22PM	87	87y	2	72,	6A	78A	62y	2	172	66	6.7	1	2	646	688	6A8.
6:22PM	74	884	2	72.	66	7A2	668	2	188	6	, 27		2	, 6A	676	6A1
, :22PM	78	841	2	772	A	718	62.	2	1y,	A	,,2	1	2	,,1	6. 1	688.
A:22PM	77	766	2	711	,	7. A	66A	. 2	141	у	, 68	A	2	, 6y	617	68y
8:22PM	11	764	2	7.7	6,	1,8	661	2	y82	у	6. A	y	2	642	67y	676
7:22PM	74	867	2	8y8	, 4	1, y	621	2	yAA	62	6.8	7	2	6.4	6, 2	6A4
1:22PM	AA	, 68	6	, 8.	68	, 4A	8A	. 2	AA1	,	. 2	A	2	. A	87	11
Woed	888	AyA	6	86. A	4,	8748	. 76	2	7887	87	6768	82	2	6778	662y	666. ,
% - pprouch	6251%	. 498%	2%	9	9	. 858%	6751%	2%	9	9	4y98%	, 51%	2%	9	9	
	852%		2%	Ay38%	0	8656%	v51%	2%	8.5/%	9	6A57%	258%	2%	6A51%	9	
% Woesl	852%	AAB%	270			003070										
% Woeal Lit hes ugd Moeorcaclns	862	AA68% A8. 1	6	A 4y	9	8, A,	.,2	2	727,	9	68A	A8	2	68y,	9	628,
					9					9	68A 4752%	A6	2	68y, 485y%	9	
Lit hes ugd Moeorcaclns	862	A6. 1	6	A 4y	9	8, A,	.,2	2%	727,	9		A6			9	4A5,9
Lit hes ugd Moeorcaclns % Lit hes ugd Moeorcaclns	862 4, 54%	A8. 1 4.45466	622%	A 4y 4A5 %	9 9	8, A, 4, 56%	.,2 4198%	2%	727, 4, 5 %	9 9		A8 . 752% 2	2%		9 9	4A5,9
Lit hes ugd Moeorcaclns % Lit hes ugd Moeorcaclns Hnuva	862 4, 54% 6	A8. 1 4A5A% 47	6 622% 2	A 4y 4A5 % 41	9 9 9	8, A, 4, 56% 62,	.,2 4138% 7	2% 2	727, 4, 5 % 62y	9 9 9 9	4752%	A8 . 752% 2	2%	485y% ,	9 9 9 9	4A5 9 , 2' 65 9
Lit hes ugd Moeorcaclus % Lit hes ugd Moeorcaclus Huuva % Huuva	862 4, 54% 6 25, %	A6. 1 4A6A66 47 , 57%	6 622% 2 2%	A 4y 4A5 % 41 , 54%	9 9 9 9	8, A, 4, 56% 62, , 5, %	.,2 4158% 7 251%	2% 2 2%	727, 4, 5 % 62y , 52%	9 9 9 9 9	4752% , 256%	A8 . 752% 2 2% 1	2% 2 2%	485y% , 256%	9 9 9 9	4A5 9 , 2' 65 9
Lit hes ugd Moeorcaches % Lit hes ugd Moeorcaches Hnuwa % Hnuwa Bicaches og Roud % Bicaches og Roud Pndreserings	862 4, 54% 6 25, % AA	A8. 1 4A6A% 47 , 57% 67y	6 622% 2 2% 2	A 4y 4A5 % 41 , 54% 642 857%	9 9 9 9 9	8, A, 4, 56% 62, , 5, % , 12	.,2 4138% 7 251% ,1	2% 2 2% 2 2%	727, 4, 5 % 62y , 52% , 1	9 9 9 9 9	4752% , 256% y8	A8 . 752% 2 2% 1	2% 2 2% 2 2	485y% , 256% .2	9 9 9 9 9	4A5 9 , 2' 65 9
Lit hes ugd Moeorcaclus % Lit hes ugd Moeorcaclus Hunva % Hunva Bicaclus og Roud % Bicaclus og Roud	862 4,54% 6 25,% AA y98%	A8. 1 4A6A66 47 , 57% 67y 85, %	6 622% 2 2% 2 2 2%	A 4y 4A5 % 41 , 54% 642 857%	9 9 9 9 9 9 42 4y5 %	8, A, 4, 56% 62, , 5 % , 12 75y%	., 2 4158% 7 251% , 1 A56%	2% 2 2% 2 2% 9	727, 4,5 % 62y ,52% ,.1 754%	9 9 9 9 9 9 82 54%	4752% , 256% y8 854%	A6 . 752% 2 2% 1 6752%	2% 2 2% 2 2 2%	485/% , 256% . 2 756%	9 9 9 9 9 6272 4854%	4A5 9 , 2' 65 9
Lit hes ugd Moeorcaches % Lit hes ugd Moeorcaches Hnuwa % Hnuwa Bicaches og Roud % Bicaches og Roud Pndreserings	862 4, 58% 6 25, % AA y38% 9	A8. 1 4A5A% 47 , 57% 67y 85 %	6 622% 2 2% 2 2 2% 9	A 4y 4A5 % 41 , 54% 642 857%		8, A 4, 56% 62, , 5 % , 12 75/%	.,2 4158% 7 251% ,1 A56%	2% 2 2% 2 2% 9 9	727, 4,5% 62y ,52% ,.1 75%6		4752% , 256% y8 854% 9	A6 . 752% 2 2% 1 6752%	2% 2 2% 2 2% 2 2%	485/% , 256% .2 756%		628, 0 4A5 9 , 2' 65 9 77 7529

6 of 6

# 5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC

Sat May 7, 2022 AM-6:30 PM Sat May 7, 2022 AM-6:30 PM All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 941346, Location: 54.397772, -74.684504





5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC

\$556814 - COVID - BANN 51 & WILTON CALS - 1000...

TIEM May 32, 2,

MGFU al Lung 1h (6: gA492 1 M PA -92 1 M:

1) C) Dyssts gi those of F McceHav]LS3BLiRa3l LFLsetter S3w(vav)Ls cr kcuF3w(vav)Ls cr Cktssmu):

1) McRU Lres

16 - 47.69783i cvuder - 57.94yyy, 3By7.8b7527



i Id	(cHo					TcJeo					t Lse					
6 OH.veOcr	TcJ eof cJ r	F				(cHofcJi	F				Eusef cJrF					
SŒ L	k	S	W	1 pp	1 LFU	S	i	W	1 pp	1 LFU	k	i	W	1 pp	l IFU	De
, 2, , P27P2y AA-921 M	AA	A9A	2	A5,	5	A9A	95	2	A87	2	72	A	2	7A	, A	9
AA-571 M	Ay	A24	2	A, 8	2	A9b	, b	2	A88	A	52	2	2	52	99	9
A, -221 M	A5	A, 9	2	A9y	,	A7A	92	2	AbA	9	94	,	2	5A	9y	9
A, -A71 M	AA	А, у	2	A9b	у	AA4	, A	2	A52	2	59	2	2	59	, 5	9
Sceu)	79	542	2	759	A9	794	A49	2	87,	5	Ay,	9	2	Ay7	AA7	A9
* 1 ppHtuvo	4.b*	42., *	2*	P	P	b, .y*	Ay.9*	2*	P	F	4b.9*	Ay*	2*	P	P	
* Scei)	9.4*	97.b*	2*	94.8*	P	94.9*	b., *	2*	5y.8*	F	A, .8*	2., *	2*	A, .b*	P	
1 B%	2.yA4	2.4A,	P	2.4, 4	P	2.422	2.b9A	P	2.42b	F	2.b, 2	2.9y7	P	2.bA4	P	2.4
i Odoes ur F McecHrav)Ls	58	57y	2	729	P	54b	AAA	2	824	F	A85	9	2	A8y	P	A,
* i Odoes ur F McecHrav)Ls	b8.b*	49.9*	2*	4, .8*	P	4, .5*	4b., *	2*	49.5*	F	47.9*	A22*	2*	47.5*	P	49.5
BLuRa	2	Ay	2	Ay	P	Ay	,	2	A4	F	2	2	2	2	P	
* BLuRa	2*	9.7*	2*	9.A*	P	9., *	Ab*	2*	, .4*	F	2*	2*	2*	2*	P	, .8
w0vav)Ls cr k cuF	y	AB	2	, 9	P	, 5	2	2	, 5	F	b	2	2	b	P	
* w0vav)Ls cr k cuF	A9.,*	9.9*	2*	5.,*	P	5.7*	2*	2*	9.y*	F	5.y*	2*	2*	5.8*	P	5.2
l LFLseHurs	P	P	P	P	A,	P	P	P	P	5	P	P	P	P	A24	
* 1 LFLseHurs	P	P	P	P	4, .9*	P	P	P	P	A22*	P	P	P	P	45.b*	
w0/av)Ls cr CH:ssmu)n	P	P	P	P	A	P	P	P	P	2	P	P	P	P	8	
* w0vav)Ls cr CHrssmu)n	P	P	P	P	y.y*	P	P	P	P	2*	P	P	P	P	7., *	

<sup>U</sup>l LFLset•furs ur F w0vav)Ls cr CHssmu)n. i - i L08k - k 0doe3S- SoH3W- WPSJH

2 of 6

5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC
Sat May 7, 2022
Midday Peak (WKND) (11:30 AM - 12:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 941345, Location: . 46997772, -746584. 04



[W] West Total: 657 L: 719 4 ut: 733 86

776 96n

[N] North Total: 7289 01: 956 4ut: 950

5n2 96

5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC
Tue Mua y3, 2, ,
0M ORL In g th (16 OM : AOM (: - 9FbuPPORI) ) Cs 1
1 Pd Boode In CHO BURK MCCChowRe3) Filea 30FRFoelaiBi3k oorwPro CB mCLR3k oorwPro CB
d ICool uil (
1 PMCGPFDFBo
41 78.65. Ab3r CoorcE76.46 Syyy, 3:yABON62A

<b>Ottawa</b>
01C9dRFR Na7d can Cp - eauI u
522 d CBoeFPRiecCB h 1
t FKFuB3- t 3g, G AJ83di

3 of 6

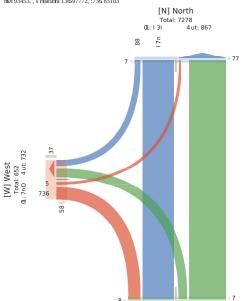
r FH	t Clev					TCsev					n Foe					
h dFweCB	TGs evNGs I	3R				t ClevNGs I	R.				EuceNGs BR					
SdF	m	S	W	i KK	0 FRL	S	r	W	i KK	0 FRL	m	r	W	i KK	0 FRU	4Be
, 2, , :2A:2y 67220M	, 2	56y	2	5by	2	5. y	. 5	2	5bO	5	66	2	2	66	, у	- !
675A0M	,	5.,	2	5AA	5	5Ab	, 0	2	506	2	.0		2	65	A2	.1
67. 20M	52	5, 5	2	5. 5	8	5A5	. 5	2	5Q		A6	6	2	AO	. у	- 2
676A0M	5.	558	2	5.,	,	502	, b	2	, 2b		6y	2	2	6y	6.	
SCauP	bb	A58	2	AOA	5,	b, 6	55b	2	y62	у	5Q	у	2	582	5Ay	5A
* i KKOnw	55f. *	COIy*	2*			O6f. *	5Afy*	2*			8bf. *	. fy*	2*	:	- 1	
* SCarP	6f6*	. 6f. *	2*	. Ofb*		65f, *	yfy*	2*	60tO*		5, f5*	2fA*	2*	5, fA*	- :	
0) %	2fbA,	2f086	- :	2f00y		2fCb,	2f8, y	:	2f086		2f825	2f6. O	- :	2fCbA		2f8
r dHveouBR MGcClvavlFo	b2	6OA	2	A6A		Ay A	556	2	bO8		5y,	у	2	5y8	- :	56
* rdHveouBRMGcIwawBFo	82f8*	8. f6*	2*	8. f, *		8, f5*	8O£ *	2*	8. f5*		86f2*	522*	2*	86f, *	- 1	8. f.
) Fu9a	2	5,	2	5,		55	5	2	5,	:	5	2	2	5		
* ) Fu9a	2*	, f. *	2*	, f5*		5fO*	2f8*	2*	5fb*		2fA*	2*	2*	2fA*	- 1	5fy
k overv#FoCBmCuR	b	,,	2	,0		.0	5	2	. 8	:	52	2	2	52		
* kowawEoCBmCuR	8f5*	6f, *	2*	6fO*		bf5*	2f8*	2*	Af. *		AtA*	2*	2*	Af. *		Af5
0 FRFoekuBo					55					у	:				56.	
* 0FRFoelcuBo	- :		- :	- 1	85fy*	- :		- :	- 1	522*	- :	- 1	- :	- 1	85f5*	
k ova v#Fo CB d 1Gool u#P	- :	- 1	- :	- 1	5	- :	- 1	- :	- 1	2	- :		- :	- 1	56	
* k cva věFo CBd 1Cool uŘ		- 1	- 1	- 1	Of. *		- 1	- 1	- 1	2*		- 1	- 1	- 1	08*	

<sup>L</sup>O FRFoelauBo uBR k ova wBFo CB d 1Cool uB fr 7r Fpe3m7mdHve3S7Sv1s3W7W:Ss1B

# 5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC

5300014 - COVID - DAINN ST & WILLOW CRES - MA... - INVE SAI May 7, 2021 PM Peak (WKND) (1 PM : 3 PM) : - Orann Peak I Hov ur AndEC(6; iii) gitCahn MHHdydreC I ea(), PeneCVIahC c IdydreCHh BHin, c IdydreCHh AHTIKARI) ur MHDwehlC nDI 93453., s HatIHhI 136597772, :736 83103





5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

Sobool 4: CUTIL FORMUS J. Q., TIERMIN J. Q. TIERMIN

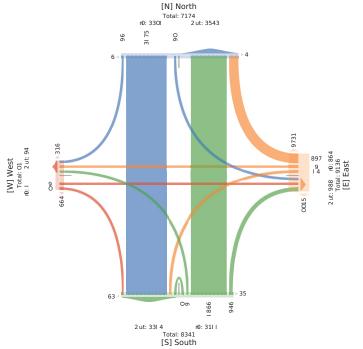
Lnt	North						Euse						ToFeh						S rise						
Dirncelog	ToFehb	oFgd					S risebo	Fgd					Nor <del>ch</del> b	Fgd					Eusebol	gd					
Wimn	R	W		U	- pp	Pnd*	R	W	L	U	- pp	Pnd*	R	W	L	U	- pp	Pnd*	R	W	L	U	- pp	Pnd*	
, 2, , 92792y 62:22- M	6	, 71	2	2	, 7y	6	AA	2	6	2	AB	47		, A,	2	2	, 82	1	2	2	2	2	2	81	7A6
66:22- M	,	7, 6	,	2	7, 7	A	1,	2	,	2	18	, y7	68	72y	2	2	7,6	62	2	2	2	2	2	. A	6662
6, :22PM	,	7Ay		2	782	2	46	2		2	4.	87A	,,,	812	2	2	8.,	67	2		2		2	627	66, 2
6:22PM	,	76.	2	2	7, 2	6	48	2		2	4.	847	6A	8, y	2	2	882	68	2	6	2	2	6	41	6274
,:22PM	6	74,	6	2	748	2	47	2	8	2	44	76A	6,	728	2	2	761	6y	2	2	2	2	2	6AA	6, 24
A22PM	8	741	6	2	126	2	667	2	8	2	664	1, .	A,	8. y	2	,	7, 6		6	2	2	2	6	68y	6, 8,
8:22PM	,	7y8	2	2	7y1	A	6A6	6	6,	2	688	18,	AA	761	6	2	772	61	2	2	2	2	2	68,	6, y2
7:22PM	6	7Ay	6	2	7.A4	A	6, 2	2	,	2	6,,	у8.	, A	847	2	2	76.		2	2	2	2	2	67y	66y4
1:22PM	2	, 17	1	2	, y6	6	y.	2	6	2	y4	, 4y	6.	, , y	2	2	, 87	- 1	6	2	2	2	6	7A	741
Woed	67	8A41	6,	2	88, A	6,	. 64	6	Ay	2	. 7y	8681	6y7	A 77	6	,	82.AA	622	,	6	2	2	A	41,	4A61
% - pprouch	254%	449B%	254%	2%	9	9	4751%	256%	85466	2%	9	9	854%	4751%	2%	2%	9	9	115/% .	A454% :	2% 2	2%	9	9	9
% Woed	25 %	8y5,%	256%	2% 8	3y57%	9	.5%	2%	258%	2%	45,%	9	654%	B63B%	2%	2%	BASA66	9	2%	2%	2% 2	2%	2%	9	9
Lit hes ugd Moeorcaclns	62	867.	7	2	86yA	9	yy2	2	Al	2	. 21	9	616	Al22	6	,	Ay18	9	,	2	2	2	,	9	. y87
% Lit hes ugd Moeorcaclus		4851%	865y%	2% 4	185496	9	4852%	2%	4y5406	2% 4	1852%	9	4, 52%	4.AGB% 6	522% 6	22%	1.A5A96	9	622%	2%	2% 2	2% 1	15/%	9	4.A54%
Hnuva	2	621	,	2	62.	9	1	2	2	2	1	9	6	622	2	2	626	9	2	2	2	2	2	9	, 67
% Hnuva	2%	, 38%	615y%	2%	, 38%	9	25/%	2%	2%	2%	25/%	9	251%	, 51%	2%	2%	, 57%	9	2%	2%	296 2	2%	2%	9	, 5496
Bicaclns og Roud	7	6A,	7	2	68,	9	8A	6	6	2	87	9	6A	677	2	2	61.	9	2	6	2	2	6	9	A71
% Bicaclns og Roud	AA5466	A52%	865y%	2%	A5,%	9	75/06	622%	, 5/%	2%	75466	9	y3B%	852%	2%	2%	85,%	9	2%	622%	296 2	2% A	A6A06	9	A5 %
Pndnseriugs	9	9	9	9	9	66	9	9	9	9	9	8627	9	9	9	9	9	622	9	9	9	9	9	4A	
			- 0	9	9.	65/%	9	9	9	9	9	445%	9	9	9	9	91	522%	9	9	9	9	94	\$y57%	9
% Pndnseriugs	9	9	9	9																					
	9	-	-	9	9	6	9	9	9	9	9	86	9	9	9	9	9	2	9	9	9	9	9	, 8	

\*Pndnseriugs ugd Bicaclns og Crosswulk5L: Lnf@R: Rit h@W WhrF3U: U9WFrg

6 of 6

5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC 5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC Sat May 7, 2022 Full Length (10:30 Ah-6:30 PM) All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 941349, Location: 54.399503, -74.68617





778 829

4 ut: 502 01: 590 Total: 7992 [S] South

5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TIMC
TUEMID 3/3, 2, 6,

MGFUA I LIM g. h. (6, 29A-92 1 M PA - 92 1 M:

1) C)LOSLS g i flotes ur F Mcce-Hav)Ls3B LIRB3I LFLsetflur s3w0avyLs cr. k cuF3w0avyLs cr.

CH-Smuly:

1) McRU L tr.

13 - 47.40743i cvudtr - 87:9448293By75 b. Ay

					A2:	fa- 2 Co	C0a	a cON L))ue6	VQ Veeumu Er 6 H3 343C1
			t Ls Juse		.r				
			_		гг				
٧	1 pp	1 LFU	k	S	i	W1	pp	l LFU	De
2	A9.	,	2	2	2	2	2	92	92,
2	A, y	7	2	2	2	2	2	Ab	, y2
2	A, 7	9	2	2	2	2	2	9A	, 4,
2	A24		2	2	2	2	2	A8	, yy
2	84y	A	2	2	2	2	2	49	AA8A

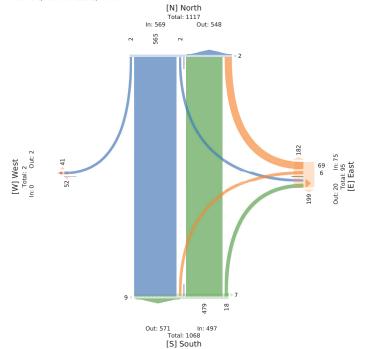
i Id	(cHo						J use						TcEeo						t I	se	_	_		$\neg$	
6 OH.veOcr	Tc Eeo	f cEr F					t Lsef	cEr F					(cHo	fcErF					Jus	sef cl	Er F				1
SŒ L	k	S	i	W	1 pp	l IFU	k	S	i	W	1 pp	l LFU	k	S	i	W	1 pp	1 LFU	k	S	i	W	√1 pp	1 LFU	Dе
, 2, , P27P2y AA-921 M	A	A84	,	2	A7,	,	AB	2	2	2	AB	yb	9	A99	2	2	A9.	,	2	. 2	2	2	2	92	92
A4871 M	2	A, b	2	2	A, b	2	A8	2	A	2	A7	y4	9	A, 8	2	2	A, y	7	2	. 2	2	2	2	Ab	, у
A, -221 M	2	A82	2	2	A62	2	, 7	2	,	2	, у	47	A2	AA7	2	2	A, 7	9	2	2	2	2	2	9A	,4
A, -A71 M	A	ABb	2	2	A64	2	A	2	9	2	A4	A, 4	,	A2y	2	2	A24		2	. 2	2	2	2	A8	, ,
Sceu)	,	7.7	,	2	7.4	,	. 4	2	-	2	y7	9bA	Ab	8y4	- 2	2	84y	A	2	2	2	2	2	49	AAE
* 1 ppHruvo	25B*	4459*	25B*	2*	P	P	4, 52*	2*	b52*	2*	P	F	95 *	4.5B*	2*	2*	P	P	2*	2*	2*	2*	P	p	
* Scei)	25 *	8457*	25*	2* 1	8454*	P	. 52*	2*	257*	2*	.5*	F	A5 *	8,52*	2*	2*	895 *	P	2*	2*	2*	2*	2*	p	
1 B9	25722	2549b	25,72	P	251, .	P	25y2b	P	25722	P	25yA,	F	29372	25497	F	P	25484	P	1	PI	P I	P F	P P	P	2547
i Otlors ur F McecHav)Ls	,	79,	2	2	798	P	. b	2		2	y8	F	Ab	88y	2	2	8.7	P	2	. 2	2	2	2	p	A2y
* i Odoes ur F McecHrav)Ls	A22*	485 *	2*	2*	495b*	P	4b5 *	2*	A22*	2*	4b5y*	F	A22*	4959*	2*	2*	495 *	P	2*	2*	2*	2*	P	P	4852
BLuRa	2	A	,	2	Ab	P	2	2	2	2	2	F	2	Ay	2	2	Ay	P	2	2	2	2	2	P	9
* BLuRa	2*	, 5b*	A22*	2*	95 *	P	2*	2*	2*	2*	2*	F	2*	957*	2*	2*	9 <b>3</b> 8*	P	2*	2*	2*	2*	P	P	954
w0vav)Ls cr k cuF	2	Ay	2	2	Ay	P	A	. 2	2	2	A	F	2	A7	2	2	A7	P	2	2	2	2	2	P	9
* w0vav)Ls cr k cuF	2*	952*	2*	2*	952*	P	AB*	2*	2*	2*	A59*	F	2*	95A*	2*	2*	952*	P	2*	2*	2*	2*	P	P	, 54
l LFLseHurs	I	P	P	P	P	,	F	P	P	P	P	9y2	F	P 1	) I	P	P	A	I	PI	P I	P F	P P	4A	
* l LFLseHurs	I	P	P	P	Р.	A22*	F	P	P	P	P.	1y5A*	F	P 1	) I	P	P	A22*	I	PI	P I	P F	. P.	4y5b*	
w0vav)Ls cr CH:ssmu)n	I	P	P	Р	P	2	F	P	P	P	P	AA	F	- 1	) I	P	F	2	I	P I	P I	P F	Р Р	٠,	
* w0vav)Ls cr CHrssmu)n	I	P	P	P	P	2*	F	P	P	P	P	, 54*	F	P I	) I	P	P	2*	I	P I	P I	P F	P P	,5*	

U LFLseHiturs ur F wOvav)Ls cr CHtssmu)n5i - i LOBk - k Otloe3S-SoHE3W-WPSEHI

2 of 6 3 of 6 5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

Sat May 7, 2022 Midday Peak (WKND) (11:30 AM - 12:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 941349, Location: 54.399503, -74.68617





5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

5-35060 4 = COVID - DAWN ST BE WARELE WAT - WAT ... TIME TUREMIN 93, 2, 9 0 M ORU Ing th (16:62 OM A-:52 OM (A9 1FRI)) ORUL CSIP (d) 0) Jurff Er Hister War-Mase Back)Fr3 CRuta 30 Fr4Fethil Pamilia k)Frs R I suw&milia k)Frs R 0 B r DU) ( d) M ST R RP 7a: 85. 6583c s kurl R - 51688-263 A/5 bf CT. y



c Pv	tsRaB					Eure						TsieB						n Fi	re				
h HEReH R	TsieBN	ki Rw				n FreN	i Rw					t sRBN	ki Rw					Eur	eNsi!	Rw			
SH F	I	S	С	W	d KK OF	U I	S	С	W	d KK	0PwU	I	S	С	W	d KK	0 FwU	I	S	с	Wd KK	0PwL	7Re
, 2, , A25A2y 6:620M	,	y	2	2	8	2 65	2		2	6f	. 5f	f	. 6,	2	2	. 60	,	2	2	2	2 2	5-	6, 6
6:-50M		. 5y		2	. 58	2 6C	2		2	68	. y-	. y	.,,	2		2	2	2	2	2	2 2	, -	660
-:220M		.fO	2	2	.f8	. 6f	2	6	2	68	. y.	-			2	f	6	2	2	2	2 2	62	6, -
-:. 50M	2	5	2	2	5	, 6f		6	2	-2	f	. 6	. 6-	2	2	y	-	2	2	2	2 <b>2</b>	6y	66,
Sseu)	-	f.y	-	2	f,,	65	-	0	2	. 5-	f-y	-2	- 88	-	-	5	8	2	2	2	2 2	5	. 6. y
* d KKABukB	2lf*	88bj *	2b * 2	*	A	A8-b *	2lf *	5b; * 2		A	F	yb*	8, b, *	2bj *	2bj *	A	<b>A</b> A	2*	2*	2* 2	* 1	A /	. A
* Sseu)	216*	-fb0*	2b * 2	* -	yh *	A 12*	2b *	2bf* 2	. *	. by*	F	612*	6yl8*	2b *	2b* -	b *	A	2*	2*	2* 2	* 2*	. I	. A
0C%	21522	218. f	A	A.	2lB. 6	A. 2186-	A	2bffy	A.	218f -	F	21558	2lB	2b 52	2h 52	218, O	) A	A	. A	. A	A A	<b>A</b> /	218f.
c HiBer uRwMses Hak)Fr	,	50-	2	2	5Of	A .,5	2	0	2	. 66	F	60	- 58		-	-88	P	2	2	2	2 2	. I	.,.0
* c H/Ber uRw Mses Bkak)Fr		8-by*	2* 2	* 8	i-b*	ACFb *	2*	. 22* 2	* C	fb*	Ā	8512*	8, 12*	. 22*	. 22* 1	B, b, *	A	2*	2* :	2* 2	* /		18, 15*
CFula	2	. 6	2	2	. 6	Α,	2	2	2	,	F	. 2	. 6	2	2	. 6	. A	2	2	2	2 2	. I	, 0
* CFula	2*	, b*	2* 2	*	, b *	A.b*	2*	2* 2	18	. l6*	F	. 2*	, lf *	2*	2*	, b*	A	2*	2* :	2* 2	* 1	<b>A</b> /	, b*
mHtak)FrsRIsuw	,	, 2		2	,6	A . C		2	2	. 8	F	,	, у	2	2	, 8	A	2	2	2	2 2	1	у.
* mHlak)FrsRIsuw	5212*	6b; *	. 22* 2	*	6by*	A., b*	. 22*	2* 2	. *	, l6*	F	512*	5b*	2*	2*	5b*	P	2*	2* :	2* 2	* 1	<b>A</b> /	5b*
0 PwFreHttiRr	A	. A	. A	Α	A	6 A	ı A	. A	Α	A	f-6	A	. A	L A	. A		A 8	A	L A	. A	A /	A . 60	
* 0PwFrdHttRr	A	. A	. A	Α	A. 22	* <i>I</i>	ı A	. A	Α	A8	8b*	A	L A	. A	. A		1. 22*	A	. A	. A	A /	185b *	P
mHak)FrsRoBrrDu)l	A	L A	. A	Α	A	2 F	I A	. A	Α	A	-	A	. A	. A	. A		A 2	A	L A	. A	Α /	A y	
* mHtak)FrsRoBrrDu)l	A	L A	. A	Α	A 2	* <i>F</i>	I A	. A	Α	A	2lif*	A	ı A	L A	. A	. A	A 2*	A	L A	. A	Α /	4 - JO*	P

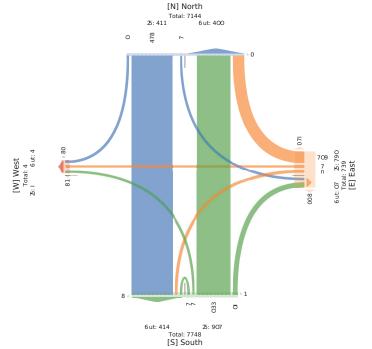
Un FwFreHniBr uRwmHitak)FrsRoBrrDu)lbc:cFpe3I:IN/Be3S:SBFI3W:W/16iBR

4 of 6

5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

5566814 - COVID - BANK ST @ MARCHE WAY - MAY ... - TMC
Sat May 7, 2021
PM Peak (WKNID) (1:10 PM 3-:10 PM) 3Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on
Crosswalk)
All Movements
ID: 945149, Location: -4.199-01, 374.68657





5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

5-556814 - CUVILI - DANKA 3: e-TO-SEARCH 3: E-TO-SE



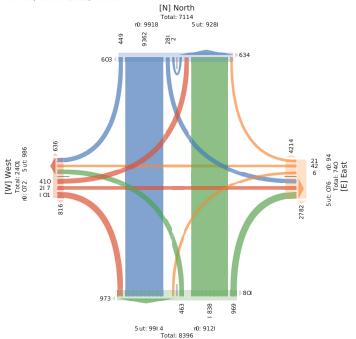
Lnt	North						Euse						ToFeh						S rise						
Dimoiog	ToFehbo	oFgd					S risebo	Fgd					Norehbo	Fgd					EuseboF	gd					
Wimn	R	W	L	U	- pp	Pnd*	R	W	L	U	- pp	Pnd+	R	W	L	U	- pp	Pnd+	R	W	L	U	- pp	Pnd*	Ige
, 2, , 92792y 62:22- M	61	, A6	66	2	, 7.	A4	2	2	,	2	,	62A	, 2	, 87	6,	2	, yy	A	, A	4	67	2	8y	16	7.8
66:22- M	, 1	8. y	A7	6	784	662	A	,	2	2	7	A6.	8A	8y4	,	2	772	66A	86	68	A	2	4A	681	664
6, :22PM	87	84,	, A	2	712	616	7	,	2	2	у	8yA	87	8yA	, 4	2	78y	68.	88	4	A,	2	.7	611	664
6:22PM	, 2	8. 2	, 6	2	7,6	627	6	6	2	2	,	78y	86	8y6	, у	2	7A4	67y	A7	6.	A2	2	. A	672	6683
,:22PM	, 6	772	A2	2	126	682	,	,	2	2	8	7, 4	71	84,	A	2	7.1	646	71	6y	Ay	2	662	, 6.	6A20
A22PM	, у	776	, 6	2	744	68A	A	A	6	2	у	748	74	8.7	82	2	7.8	, 26	84	, 6	A2	2	622	64,	6, 42
8:22PM	, A	7,,		2	71y	6yA	2	-	6	2	4	717	. 2	7, y	, 7	2	1A,	, 88	76	61	A	2	627	,,A	6A6
7:22PM	A6	726	, 6	2	77A	6A2	,	A	2	2	7	18.	y2	84,	AA	2	747	, 8.	76	,,	A1	2	624	,,.	6, 1,
1:22PM	67	, Ay	4	2	, 16	у6	2	2	6	2	6	, y1	82	, 87	6.	2	A2A	66A	, 1	6,	66	2	84	. 1	168
Word	,,8	8276	64A	6	8814	62y,	61	, 6	7	2	8,	827A	878	A424	, 72	2	816A	687A	Ay1	6A	, 1y	2	y. 6	68y2	442
% - pprouch	752%	4251%	85466	2%	9	9	A 56%	7252% (	5654%	2%	9	9	45 % .	85y%	738%	2%	9	9	8.56% 6	iy5y% <i>i</i>	<b>1</b> 85, % .	2%	9	9	
% Woed	, 54% (	8254%	654%	2%	B756%	9	25,%	25,%	256%	296	258%	9	831%	A457%	, 57%	2% 8	151%	9	A5 %	638%	, 5/% 2	2%	y54%	9	
Lit hes ugd Moeorcaclns	, 61	A A6	6.7	6	8, AA	9	6	2	6	2	,	9	8A2	Aly4	, A	2	8.АВу	9	AB,	44	, 1A	2	y28	9	4, . :
% Lit hes ugd Moeorcaclus		483.%	4754% 6	522%	485/%	9	154%	2%,	252%	296	85 %	0	405.07	1070	175 % :	20/ 4	9E 0/	0	ACTION	CE 0/		794 A	1256%	9	4A6 %
House													483/%	4830% 4						03/76 4	1.57%				
Hnuva	2	628		2	621	9	2	,	2	2	,	9	483y% - 7	621		2	666	9	40.276 y	2	6	2	A	9	
Hnuva % Hnuva			652%		621 , 38%	9	2 2%	457%			85 %	9			2	2		9	40.2% y	2		2		9	,59
	2%		652% 1			9		, 457% 64	2%		,	9	7	621	2	2	666	9	-,	2	6	2	A	9	
% Hnuva	2%	, 51% 661	1	2%	, 38%	9 9	2%	64	2% : 8	2%	, 85 % A	9 9	7 636% 64	621 , 5/% 6, 8	2%	2 2% 2	666 , 98% 677	9 9	257% A	2 2% A4	6 258% 2	2 2% 2	A 298%	9 9	, 5, 9 A4 <sub>2</sub>
% Hruva Bicaclus og Roud	2% I . I ASI%	, 51% 661	1 A6%	2%	, 58% 6A2 , 58%	9 9 9 62, y	2% 67	64 4257% .	2% 2 8 252% 2	2%	, 85 % A 1257%	9 9 9 9 8262	7 636% 64	621 , 5/% 6, 8	2 2% 6, 85%	2 2% 2	666 , 38% 677 A38%	9 9 9 9 6868	257% A	2 2% A4	6 258% 2 A 656% 2	2 2% 2	A 298% y8 457%	9 9 9 9 688y	, 5, 9 A4 <sub>2</sub>
% Hruva Bicaclus og Roud % Bicaclus og Roud	2% 1 . 1 ASI% 1 9	, 51% 661 , 54%	1 A66% 9	2% 2 2%	, 98% 6A2 , 58%		2% 67 4A5 %	64 4257% . 9	2% : 8 252% :	2% 2 2% 4	, 85 % A 1257%	9 9 9	7 636% 64 85,%	621 , 5y% 6, 8 A5, %	2 2%: 6, 85%:	2 2% 2 2%	666 , 38% 677 A38%	9 9	257% A . 57% ,	2 2% A4 . 54%	6 258% 2 A 656% 2	2 2% 2 2%	A 298% y8 457%	9 9 9 688y 1. 58%	, 5, 9 A4 <sub>2</sub>
% Hnuva Bicaclns og Roud % Bicaclns og Roud Pndnstriugs	2% I . I ASI% : 9	, 51% 661 , 54% 9	1 A66% 9	2% 2 2% 9	, 98% 6A2 , 58%	62, y 475 %	2% 67 4A5 %	64 4257% . 9	2% 3 8 252% 3 9	2% 2 2% 4	, 85 % A 1257%	9 9 9 9 8262	7 6%% 64 85,%	621 , 5/% 6, 8 A5, %	2 2% 5 6, 85 % 5	2 2% 2 2% 9	666 , 38% 677 A38%	9 9 9 9 6868	, 25% A . 5%,	2 2% A4 . 54%	6 258% 2 A 656% 2 9	2 2% 2 2% 9	A 298% y8 457%		,59

\*Pndnseriugs ugd Bicaclns og Crosswulk5L: Lnf&R: Rit h&W WhrF3U: U9WFrg

6 of 6 1 of 6 5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

Sat May 7, 2022 AM-6:30 PM Sat May 7, 2022 AM-6:30 PM All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 941363, Location: 54.399896, -74.686463





[S] South

5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

3-30804 F - COVID - SANK S 1 @ FOLEWING DO AVE - M.... - 1 Mr.
Tue Mus y3, 2,
MGFBa 1 Lun g h ( 6 : gA-92 1 M P.A. - 92 1 M:
1) C)casts g bloos ur F Mccelhaylt.3BLuRa31 LF1settur s3w0av)ts cr k cuF3w0av)ts cr
Cld:smu)t:
1) McRul Lrs
B - 47/8093i cvudCr - 57.944b483B7.8b8789

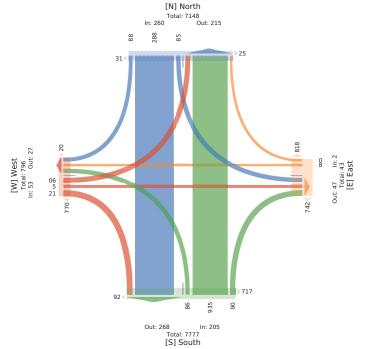


i Id	( cléo						J use					ТсЕю						t Lse						Π
6 OH.veOcr	TcEm	cFrF					t Lsef c	Fr F				(client	cErE					J usef c	Fr F					
SQ L	k	S	i	W	1 pp	1 LFU		S .	i V	V 1 pc	llFt		S	i	W	1 pp	l LFU	k	S	i	W	1 pp	1 LFU	Dе
, 2, , P27P2y AA-921 M	5	A9b	ь	2	A72	. 7	A	2					A 2	ь	2	A52	. 4	A5	. 7	AA		92	7.A	9
AA-571 M	5	Ab	4	2	A5A	. 5	2	2	2	2 2	A29	v	AAV		2	A92	9b	ь	2	4	2	Ay	97	١.
A, -221 M	4	AAb		2	A, 4	55	2	2	2	2 2	. AA8	A7	A, 7	8	2	A58	95	Ą	5	4	2	,7	5y	9
A, -A71 M	7	A9b	A2	2	A79	, 8	,	,	2	2 5	44	4	A24	. 7	2	A, 9	57	AB	2	b	2	, 5	99	9
Sce)	-,,	7, ,	, 4	2	7y9	AA4	9	,	2 :	2 7	9by	59	584	, у	2	794	A58	72	- 4	9y	2	48	A88	A,
* 1 pplituvo	9.b*	4A.A*	7.A*	2*	P	F	82.2*	52.2*	2* 2*	- 1	P 1	b.2*	by.2*	7.2*	2*	P	P	7, .A*	4.5*	9b.7*	2*	P	F	
* Sceu)	Ab*	59.2*	, .5*	2* 5	iy., *	F	2., *	2.,*	2* 2*	2.5*	1	9.7*	9b.y*	, ., *	2* 5	55.5*	P	5.A*	2.y*	9.A*	2* !	y.4*	F	
1 B9	2.8AA	2.459	2.y, 7	P	2.495	F	P	P	P	P I	P 1	2.yAy	2.492	2.b55	P	2.4A8	P	2.b75	2.572	2.bAb	P 2	.y8b	F	2.4
i Oloes ur F McecHav)Ls	,,	54b	, b	2	75b	F	2	2	2	2 2		5,	59y	, у	2	728	P	94	- 4	98	2	b5	F	A
* i Odoes ur F																								
McecHav)Ls	A22*	47.5*	48.8*	2* 4	17.8*	F	2*	2* :	2* 2*	2*	3	4y.y*	49., *	A22*	2* 4	49.4*	P	yb.2*	A22*	4y.9*	2* b	y.7*	F	49.
BLuRa	2	A7	A	2	AB	F	2	2	2	2 2		A	. Ay	2	2	Ab	P	,	2	2	2	,	F	
* BluRa	2*	, .4*	9.5*	2*	, .b*	F	2*	2* :	2* 2*	2*	- 1	, .9*	9.8*	2*	2*	9.9*	P	5.2*	2*	2*	2* ,	.A*	F	9.
w@rav)Ls cr k cuF	2	4	2	2	4	F	9	,	2	2 7		2	A7	2	2	A7	P	4	. 2	A	. 2	A2	F	
* w@av)Ls cr kcuF	2*	Ay*	2*	2*	A8*	F	A22*	A22*	2* 2*	A22*	1	2*	9., *	2*	2*	, .b*	P	Ab.2*	2*	, .y*	2* A	2.5*	F	9.
l LFLsef@urs	P	P	P	P	P	AA5	P	P	P	P 1	P 9y4	F	) ]	P P	P	P	А9у	F	. P	P	P	P	ABA	
* l LFLsel@crs	P	P	P	P	P4	47.b*	P	P	P	P 1	P4y.4*	I	)	P P	P	P.	49.b*	I	. P	P	P	P4	4y.2*	
w@av)Ls cr Clessmu)n	P	P	P	P	P	7	P	P	P	P I	P b	I	1	P P	P	P	4	I	. P	P	P	P	7	
* w0vav)Ls cr CHrssmu)n	P	P	P	P	P	5., *	P	P	P	P 1	P , .A*	F	) ]	P P	P	P	8., *	F	. P	P	P	P	9.2*	

Ul LFLsel@urs urF w0vav)Ls cr Clessmu)n. i - i LQBk - k Qdoe3S- SoHE3W-WISEH

2 of 6

5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC 5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC
Sat May 7, 2022 Midday Peak (WKND) (11:30 AM - 12:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 941353, Location: . 4699895, -74685453



### 5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC
TURM us y 3, 2, 16.Ac OM 9 AA- OM(9 1 PP)uCDFul s i d)
OC GOACE HAPRE usk Mid d) mantfe3s FuPa30RFc9unvG3l vnantfe i w Di uk3l vnantfe i w r) i cest uf (
OCM) EPT Pace
8h : 5-. 6b63Hi maoi w A x6550B38y- b/Ob- b6

0)i PkRk Ni:r va i p1 æu4 u 22 r i væRæis wh )3 t FRUw31 r 3g, G-JS3r o
---

3 of 6

HFB	ti)eR						Euce						Ti deR						n Fce						
h v)Fnexi w	Ti deR⁰	é dwk					n FoeNi	dvk					ti)eRN	i dwk					EuceN (	łwk					
S√F F	D	S	Н	W	o KK	0FkU	D	S	Н	W	o KK	0FkU	D	S	Н	W	o KK	0FkU	D	S	Н	W	o KK	0FkU	8ve
, 2, , 92-92y 6:A-0M	у	. 6-	. 2	2	٠٠,	b6		2		2	,	. y6	, 2	. 6A	0	2	. b,	٠.	. 5	y	A	2	62	A5	6Ab
A:220M	-		6	2	5	, 0	2	A	2	2	A	. A	.0	.,6	у	2	. AO	b.	. 0	,	5	2	,5	- 6	6A2
A 0M	b	. 6A	b	2	. Ab	A6	2	,	2	2	,	0	, 6	. 6y	0	2	. bO	b-		6	. 6	2	6.		6Ay
A620M	5	.,.	у	2	. 6y	- y	2	2		2				. 62	6	2	. AO	- A		A	5	2	, A	٠,	6. 2
SieuC	, у	- A	, b	2	-5A	. 5.	-	b	,	2	5	- Oy	yb	-, A	, b	2	b, b	, 6.	b6	. b	6-	2	A	, 25	. 6A6
* o KK)i umR	A-+	5. f. *	ÆA*	2*	9	9	f.*	bbfy*	, , f, *	2+	9	9	.,f.*	Offy*	At, *	2*	9	9	f6*	. AE2*	62fy*	2*	9	9	9
* SieuC	, f2*	A2f6*	. f5*	2* <i>I</i>	NAE, +	9	2f. *	2fA*	2f. * :	2+	2fy*	9	- fy+	65£2*	. f5*	2* A	₩b#	9	Afy*	. f, *	, fb+	2*	Œ÷+	9	9
0s %	2fy-2	2fСБу	2fb- 2	9	2f56b	9	9	9	2f, -2	9 :	2f, - 2	9	2f526	2f5	2fO y	9	2f5A	9	2fObO	2fb, -	2fby6	9	2f065	9	2f5by
HMRec uwk Mi ei )mantFc	, у	-,-	, b	2	-bO	9	2	2		2	-	9	b-	A52	, A	2	- y5	9	-5	. 2	6-	2	. 2A	9	.,*,
* HABRecuwk Miei)mannGc		5- f, *	22*	2* 5	- fb*	9	2*	2*	-2f2*	2* .	. f. *	9	*40	56f-+	5, f6*	2* 5	, s. +	9	56fy*	b, f. *	. 22*	2* 5	i. f, *	9	56f, *
s FuPa	2	. b	2	2	. b	9	2	2	2	2	2	9	2	٠,	2	2	٠,	9	2	2	2	2	2	9	, 0
* s FuPa	2*	6f2*	2*	2*	, fy+	9	2*	2*	2*	2+	2*	9	2*	, f6*	2*	2*	. f5*	9	2*	2*	2*	2*	2*	9	, f. *
I wantEciwDiuk	2	. 2	2	2	. 2	9		b	-	2	0	9		.,,	,	2	6-	9	A	b	2	2	. 2	9	b6
* I vnamÆciwDiuk	2*	. fO*	2*	2*	. fy*	9	. 22*	. 22*	-2f2*	2* C	XX5*	9	. Al- *	Af, *	yfy*	2*	- fb*	9	bf6*	6yf-*	2*	2*	O(O)	9	Afy*
0 FkFce)vovc	9	9	9	9	9	. C2	9	9	9	9	9	- OA	9	9	9	9	9	,,y	9	9	9	9	9	, 2b	
* 0FkFce)vovc	9	9	9	9	9	5Af, *	9	9	9	9	95	556-+	9	9	9	9	95	5Of6*	9	9	9	9	95	Ob*	9
I wantEc i wr )i co4 uCl	9	9	9	9	9		9	9	9	9	9	6	9	9	9	9	9	A	9	9	9	9	9	6	
* I wantFc i wr )i cc4 uC	9	9	9	9	9	- fO*	9	9	9	9	9	2f-+	9	9	9	9	9	. fy+	9	9	9	9	9	. fA°	9

UDFkFce)vuwc uwk I vnamtEc i wr )i cc4 uClf H: HFpsD: DxBRsS: SR)d3W: WSd)w

5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

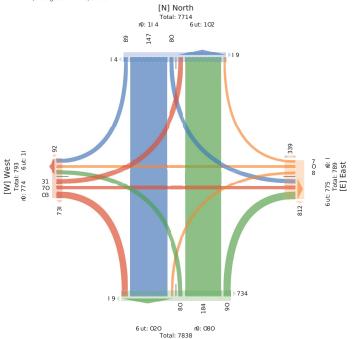
Sat May 7, 2021) (1:3- PM 03:3- PM) Ov relattPeak o uAl

CHB tilled, igntLade MutulByBH, o eary, Peceltlgodl, RgbyBHLud wuac, RgbyBHLud sluLmaß)

CHMurel edtl.

5D: 4-51. 1, i uBstgd: 3-614484., O-68.-.1





[S] South

5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC
Tue Mun y3, 2,

OFIL Ingt dn (62-24 - M91:24 PM)

- II Clussre (Lit his ugd Mourcachrs3Hnuva3Pndrsøriugs3Bicachs og Roud3Bicachs og Crosswalk)

- II Movmrugs

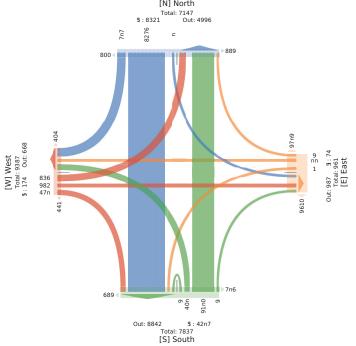
ID: 476Aly3Locuriog: 87382A4, 639y75l. 64y8



Lnt	North						Euse						ToFeh						S rise						
Directiog	ToFehbo	Fgd					S nsebo	Fgd					North	oFgd					Eusebol	gd					
Wimn	R	W	L	U	- pp	Pnd+	R	W	L	U	- pp	Pnd+	R	W	L	U	- pp	Pnd*	R	W	L	U ·	- pp	Pnd+	Ige
, 2, , 92792y 62:22- M	, 2	6, 1	2	2	681	A7	2	2	6	2	6	68y	2	у6	, 2	2	46	82	62	8	6A	2	, у	6y	, 17
66:22- M	1A	A28	2	2	Aly	. 7	2	6	6	2	,	888	2	671	, 1	6	6. A	66,	61	62	86	2	1y	8A	164
6, :22PM	78	A11	6	2	8, 6	y.	2	67	6	2	61	824	2	648	A6	2	,,7	6A6	,.	66	77	2	48	A,	y71
6:22PM	78	A, 2	6	2	Ay7	. 6	2	67	2	2	67	Ay6	2	, 8A	A	2	,.6	67A	, 4	, 6	84	2	44	1,	yy2
,:22PM	y2	A 4	6	2	812	662	2	2	6	2	6	844	6	,,2	A6	2	, 7,	, 2A	Al	66	A4	2	. 1	y1	y44
A22PM	14	8A6	2	2	722	6, 1	2	2	2	2	2	844	2	, 7,	78	2	A21	, 8.	Al	,7	8y	2	62.	624	468
8:22PM	. y	824	6	2	84y	4.	6	,	A	2	1	88,	2	, 7.	AA	2	, 46	6y6	86	, 2	78	2	667	1.	424
7:22PM	. 1	816	2	2	78y	. A	2	7	2	2	7	876	2	,,1	88	2	, y2	, 8y	8.	,7	8A	2	661	уу	4A
1:22PM	8,	, 7,	2	2	, 48	AB	2	1	2	2	1	67.	2	6, 4	6y	2	681	у6	62	A	, у	2	82	A7	8. 1
Vócul	787	A27.	8	2	Al2y	yA2	6	88	у	2	7,	A6, 2	6	6y84	, 48	6	, 287	6Ay4	, 78	6A2	AI.	2	y7,	764	1871
% - pprouch	6756% .	85 %	256%	2%	9	9	654%	831%	5A57% :	2%	9	9	2%	. 757% (	6838%	2%	9	9	AA5 %	Sy54%	B. 54% :	296	9	9	9
% Word	. 38%	ВуЖ%	256%	2% 7	7754%	9	2%	25/%	256%	2%	25 %	9	2%	, y56%	831%	2% /	465/%	9	A54%	, 52%	75/% :	2% 66	S1%	9	9
Lit hes ugd Moeorcaclns	7A2	, 44,	6	2	A7, A	9	2	2	2	2	2	9	2	6y27	, 4A	6	6444	9	, 8A	6	A78	2	74.	9	16, 2
% Lit hes ugd Moeorcaclns	4y5 %	4y5 %	, 752% :	2% 4	ly5y%	9	2%	2%	2%	2%	2%	9	2%	4y57% -	445y% (	522% 4	ly5 %	9	475y%	25 %	415 % :	2% y4	57%	9	485 %
Hnuva	8	66	2	2	67	9	2	6	2	2	6	9	2		6	2	4	9	,	6	8	2	у	9	A,
% Hnava	25y%	238%	2%	2%	258%	9	2%	, 54%	2%	2%	654%	9	2%	257%	254%	2%	258%	9	25 %	25 %	636%	2% 25	54%	9	257%
Bicaclns og Roud	66	77	A	2	14	9	6	8A	у	2	76	9	6	Al	2	2	Ay	9	4	6, .	62	2	68y	9	A28
% Bicaclns og Roud	, 52%	65 %	y752%	2%	654%	9	622%	4y5y%	622%	2% 4	1. 56%	9	622%	, 56%	2%	2%	65 %	9	A57%	4.57%	, 5/% :	2% 64	57%	9	85y%
Pndnseriugs	9	9	9	9	9	7y4	9	9	9	9	9	6y8,	9	9	9	9	9	66y2	9	9	9	9	9	8yA	
% Pndnseriugs	9	9	9	9	9	y454%	9	9	9	9	9	7254%	9	9	9	9	9.	. 85 %	9	9	9	9	94	656%	9
Bicaclns og Crosswulk	9	9	9	9	9	676	9	9	9	9	9	61y.	9	9	9	9	9	, 24	9	9	9	9	9	81	

6 of 6

5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC 5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC
Sat May 7, 2022
Full Length (10:30 Ah-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 941367, Location: 54,503921, -74,681975 [N] North Total: 7147 5 : 8321 Out: 4996



5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC

5566814 - COVID - QUEEN ELIZABETH DRWY @ HF... - TMC
TWEMM us 3,2 ...
MUFBus I Lun g h (6: gA.-911 M PA911 M:
) GS Gill ig Borde usef MHHABBIGISR Linea3 LIFLI educi3 k Øb BIG H: mHuF3k Øb BIG H:
s vHi I ud:
) GCMHM DIC d
46 - 71.485y3d HbadH: - 91.9287, ASBy1.5bA7y9

Ottawa
l√Hw0FLFfa-s0ea HONeeuIu
A22 s HcieL000e0Hc 6 v8
( LpLuc3N( 3h, K 1073s )

1 of 6

dLo	( Her						Juie						THE	er					t Lie						
6 OALEACH:	THEer f	HECF					t Li	ef HEcF					(H	er f HEcl	7				Juief H	EcF					
SŒL	m	S	d	W	) pp	l LFU	m	S	d	W	) pp	l LFU	m	S	d	W	) pp	l LFU	m	S	d	W	) pp	l LFU	4ce
, 2, , 12112y A, -911 M	b	A22	2	2	A2b	Ay	2	7	A	2	A2	78	2	19	A2	2	59	8,	b	у	A5	2	8A	b	, A6
A-221 M	AB	y1	2	2	bb	7	2	9	2	2	9	A28	2	59	5	2	y2	82	у	5	Al	2	, b	7	A72
A-All M	Al	y7	2	2	79	, 8	2	,	2	2	,	72	2	5A	A,	2	y8	, 5	у	- ;	у	2	A5	Ab	Ab1
A-821 M	A9	b1	2	2	77	88	2	1	2	2	1	72	2	15	A,	2	5b	55	у	AA	. A9	2	8,	, 7	, 29
SHuC	12	887	2	2	8b7	b,	2	, 2	А	2	, A	8y5	2	, 81	92	2	, y1	A19	, 7	, 5	1,	2	A2y	59	у7,
* ) ppvHuBr	A, .7*	by.A*	2* 2	*	P	P	2* :	71., *	9.b*	2*	P	F	2*	b1.1* .	A9.1*	2*	P	P	, y.A*	, 9.8*	9b.5*	2*	P	P	P
* SHauC	5.8*	9, .b*	2* 2	* 9	7.A*	P	2*	, .1*	2.A*	2*	, .y*	F	2*	, 7.y*	1.A*	2* 8	9.y*	P	8.y*	8.8*	5.5*	2* 1	48.1*	P	P
l R%	2.bAy	2.b9,	P	P 2	2.b79	P	P	P	P	P	P	F	P	2.7, 1	2.b88	Р.	2.79b	P	2.725	2.122	2.bA8	P	2.b82	P	2.79,
d0oreiucFMHeHaBaBCLi	9y	8, 7	2	2	8y5	P	2	2	2	2	2	F	2	, 8,	92	2	, y,	P	,7	A	1,	2	b,	p	y82
* d0oreiucF MH#MBaBCii		7y.A*	2* 2	* 7	5.y*	P	2*	2*	2*	2*	2*	F	2*	7b.y*	A22*	2* 7	b.7*	Р	A22*	8.b*	A22*	2* 1	/5.5*	Р	7, ., *
RLuwa	,	A	. 2	2	8	P	2	2	2	2	2	F	2	A	2	2	A	P	2	A	. 2	2	A	P	1
* RLive	9.2*	2.8*	2* 2	*	2.b*	P	2*	2*	2*	2*	2*	F	2*	2.9*	2*	2*	2.9*	P	2*	8.b*	2*	2*	2.7*	p	2.5*
k OBaBCLi Ht mHaF	A	. 7	2	2	A2	P	2	, 2	A	2	, A	F	2	-,	2	2	,	P	2	, 9	2	2	, 9	p	1y
* k OBaBCLi H: mHuF	, .2*	,.y*	2* 2	*	, .5*	P	2*	A22*	A22*	2* 1	A22*	F	2*	2.7*	2*	2*	2.y*	P	2*	7, .8*	2*	2* ,	, .9*	p	y., *
l LFLie@ci	I	P F	P	P	P	yА	P	P	P	P	P	Ab,	P	P	P	P	P	A9A	P	P	P	P	P	5,	
* l LFLieduci	I	P	P	P	Pb	5.5*	P	P	P	P	P.	9b.9*	P	P	P	P	P	7A5*	P	P	P	P	P.	75.7*	P
k (BaBCLi Hr s vHiI uGi	I	P F	P	P	P	AA	P	P	P	P	P	A79	P	P	P	P	P	AB	P	P	P	P	P	,	
*k 0BaBCLiHcs√Hillu0à	I	P F	P	P	P.F	8.9*	P	P	P	P	P	1A5*	P	P	P	P	P	b.9*	P	P	P	P	P	8.A*	P
L					- 1		_						_												

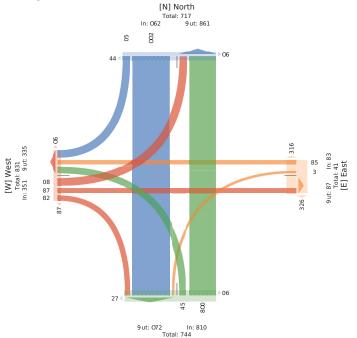
U LFLievOuci ucFk (BaBCLi H:s vHiI uCi. d-d LOBm-mObreBS-SrvEBW-WPSEvc

2 of 6 3 of 6

# 5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC

Sat May 7, QUEEN ELIZABEH DIWNT & FIF... - IMC Sat May 7, QUEEN (UKND) (12:3APM - 1:3APM) | I GS Gillet ([githmLand MrtrdthHelt, veaBy, Pedeltdaol, RillshHeltro wrad, RillshHeltro srd.Imask) | I CMr Bel ent. 9D: 4A15. 7, gr Hitro: 3A605421, -7A6 81473





[S] South

5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC



5566814 - COVID	OUE	EEN E	LIZ	ΆB	ETH	DRV	ΝÓ	a FII	E	- TI	ИC										1				
TueMua y3, 2, ,	•																			- (		1	11		
OM OFul In gth(I	6-A2 (	nm - c	- A	2 01	M( = 1	PE	ന്ന	Ful s	id	n.											(((	n	TO	NA.	10
o CCr QueeFe IH\BRee u											Œc i	ωDii	ık31	l vna nt	ffic i w	,					1	/(	·W	LVV	U
r )i cc4 uC(		,			, , , , , ,			HLI THE			wc.				wer n					0)i F	kFk !				
o (CMi PF7 Fwe																							wceF00		
8h : 56. A9y3Hi muexi	w h6f	h2.A5.	. 3	-v6i	f9O 5	vh														t F	KFuw8	lt3	3g , G	6J53	3r c
HFB	t i )eR	,		,		-							an 1												_
							Euc						Ti d						n Fce						
h v)Fnesi w	Ti deR			-				αN dw		-				eRN dw		_			EuceN o		-				_
S∜ F	D	-		W		0FkU						0FkU	_	S		W			D	S		W	o KK		
, 2, , -26-2y 6:A20M	, 6			2	. A6	, , .	2		2		2	.,9	2	6,	. 6		9y	yO		A		2	, 9	, .	,
6:b60M	, A				. bO	, 2	2		2		2	9	2	6b	٠,	2	99	yO			. b	2	, у	٠,	,
9:220M	, b			2	. A6	. 6	2		2		2	. 22	2	66		2	9,	AA			٠,	2	. 9	. A	
9:. 60M	.0	. b.	2	2	. 65	. 5	2	9	2	2	9	60	2	yb	. 2	2	Cb	AO	у	,	. 6	2	, b	,,	
Si euC	52	b5.	2	2	6Q	у6	2	9	2	2	9	b22	2	, A6	bb	2	, y5	, , y	A,		62	2	5A	90	
* o KKji unR	. 6f6*	Cbf6*	2* .	2*	-	-	2*	. 22*	2*	2*	-	-	2*	Cbf, *	. 6fO*	2*	-	-	Abfb*	fO*	6AfO* :	2*	-	-	
* SieuC	5fb*	6. f, *	2* .	2* 9	92f9*	-	2*	2f9*	2*	2*	2f9*	-	2*	, bf6*	bf9*	2*	, 5f. *	-	AfA*	. f. *	6f, *	2*	5fy*	-	
0s %	2f529	2fO9A	-	-	2f52A	-	-	-	-	-	-	-	-	2fy5b	2fyAA	-	2fO42	-	2f6A9	-	2fOAA	- :	2fOy2	-	26
HNBRec uwk Mi ei )mantEc	06	bOy	2	2	6y,	-	2	2	2	2	2	-	2	, A6	bb	2	, y5	-	A2	2	62	2	œ	-	
* H\BRec unk																									
Miei)mannEc	5bfb*	55f, *	2*	2* 5	5Cf6*	-	2*		2*	2*	2*	-	2*	. 22*	. 22*	2*	. 22*	-	5AfO*	2*	. 22*	2* C	9f2*	-	5yf
s FuPa	,	2	2	2	,	-	2	2	2	2	2	-	2	2	2	2	2	-	2	2	2	2	2	-	
* s FuPa	, f, *	2*	2*	2*	2fA*	-	2*	2*	2*	2*	2*	-	2*	2*	2*	2*	2*	-	2*	2*	2*	2*	2*	-	2f,
I vnantEciwDiuk	A	. b	2	2	у	-	2	9	2	2	9	-	2	2	2	2	2	-	,		2	2	. A	-	
* I vnam@ciwDiuk	ALA*	2fO*	2*	2*	. f, *	-	2*	. 22*	2*	2* .	22*	-	2*	2*	2*	2*	2*	-	9fA*	. 22*	2*	2* .	bf2*	-	, f
0FkFce)wwc	-	-	-	-	-	y2	-	-	-	-	-	, yA	-	-	-	-	-	, 2,	-	-	-	-	-	9A	
* OFkFce)vuvc	-	-	-	-	-	5AfA*	-	-	-	-	- 5	90£A*	-	-	-	-	- (	Ж2*	-	-	-	-	- 5	5, f9*	
I wantFc i wr )i cc4 uC	-	-	-	-	-	6	-	-	-	-	-	., у	-	-	-	-	-	, 6	-	-	-	-	-	6	
* I wantEc i wr )i cc4 uC	-			-	-	9fv*	_		-			A fO*		-		-		. 12*			-			yfb*	

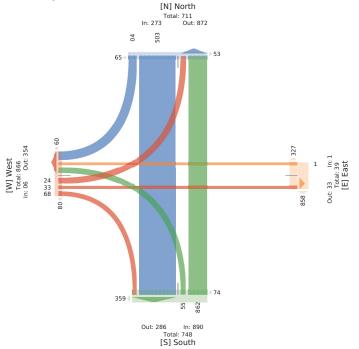
UDFkFce)vuwc uwk I vnamtFc i wr )i cc4 uCf H: HFpe3D: DvBRe3S: SR)d3W: W-Sd)w

4 of 6

5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC

5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC
Sat May 7, 2021 (1:30 PM - 0:30 PM) - v relaHPeak o uAl
CHB HILLel, igmtLadc MutullByHel, o ear y, Peceltlgdl, RgbyHel.ud wuac, RgbyHel.ud sluUmalR)
CHMurel edtl.
9D: 415307, i uBatgud: . 16 03425, -71608547.





5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC

 5566814 - COVID - HANN 51 te SUNNTSIDLE AVE - III.

 Tieb Many 32, 2.

 OFIL Large th (62-72 - M91:72 PM)

 I Classes (tilt he sigd Moorcaches3Hmuva3Pndnsariugs3Bicachs og Roud3Bicachs og Crossvulk)

 I I Movramges

 ID: 476Al43Locusigs; 87548, 4639/73. A824



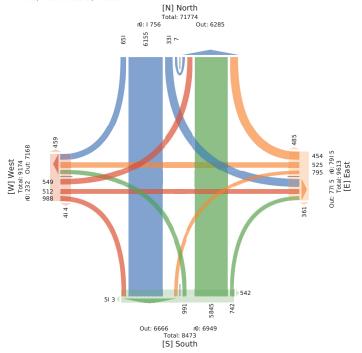
Lnt	North					Euse						ToFeh						S rise						
Diractiog	ToFehbo	oFgd				S risebo	Fgd					Northb	oFgd					Eusebol	gd					
Wimn	R	W	L	U	- pp Pnd+	R	W	L	U	- pp	Pnd+	R	W	L	U	- pp	Pnd+	R	W	L	U	- pp	Pnd*	Ige
, 2, , 92792y 62:22- M	,7	, 68	8A	2	,., 9	A	61	6A	2	1y	12	66	, A6	66	2	,7A	11	67	,4	, 1	2	y2	y7	13
66:22- M	81	844	у6	2	161 9	4A	8.	,,	2	61A	622	,7	8.,	, 4	2	7A1	y4	8,	8.	AA	2	6, A	616	68
6, :22PM	72	84y	. 7	2	1A, 9	44	7A	, 2	2	6y,	6, A	A2	874	,7	2	768	. A	82	A6	8A	2	668	6	68.
6:22PM	y2	846	y1	6	1A 9	62y	yA	6.	2	64.	6y.	.,,	88y	, 1	2	847	1y	88	A6	Ay	2	66,	6.7	688
,:22PM	7A	777	47	2	y2A S	4,	77	-	2	677	, Al	64	8y.	A7	2	7A,	6, 7	A6	, 4	A4	2	44	, 6y	68.
A22PM	84	7y1	. 4	2	y68 9	4.	76	6,	2	616	, A4	, 8	8	A7	2	78y	6, y	Ay	8.	78	2	6A4	, A4	671
8:22PM	88	7, 1	44	2	114 9	4y	86	6,	2	672	64.	, 2	76,	,7	2	77y		AB	72	71	2	682	61y	676
7:22PM	11	87y	y,	2	747 9	. 2	A4	6A	2	6A,	, 62	64	7A	6.	2	7y7	y4	A2	,.	78	2	66,	, 27	686
1:22PM	A,	, 6.	A7	2	,.7 9	AA	6y	7	2	77	y4	4	, A	61	2	, 1A	, 6	67	67	A2	2	12	7,	11
West	8.A7	82.AA	117	6	76A8 9	yAy.	A4A	6, A	2	6, 7A	68, A	6y4	A yA	2	2	8, y,	yA7		A24	Av.	2	414	68. 4	661,
% - pprouch	. 57%	y. 51%	6A52%	2%	9 9	7.5%	A63B%	45 % 2	1%	9	9	85 %	425/%	736%	2%	9	9	, 45/%.	A654% J	A 38%	2%	9	9	
% Woed	A5y% .	A85y%	75y%	2% 8	385 % 9	154%	AB%	636% 2	96€	25 %	9	657%	AA5406	654%	2% A	15/%	9	,57%	, 5v%	A5 %	2%	. 54%	9	
Lit hes ugd Moeorcaclns	A 1	A 21	178	6	8.8y 9	у	Α,	6, A	2	6, , y	9	6y7	A177	, 64	2	8284	9	, . A	, 4y	Al 1	2	481	9	6621
% Lit hes ugd Moenreaclns		4838%	4. 54% 6	522% 4	1838% 9	4.52%	4y5, % (	522% 2	296.4	ly51%	9	4y5%	4838%	4457%	2% 4	85 %	9	4.58%	4156% 4	1. 58%	2% 4	ly:1%	9	475
Hnuva	8,	1,	,	2	621 9	A	8	2	2	у	9	2	4y	6	2	4.	9	,	A	2	2	7	9	, (
% Hnuva	45y%	657%	254%	2%	,56% 9	258%	652%	2% 2	2%	251%	9	2%	, 57%	257%	2%	, 54%	9	25/%	652%	2%	2%	257%	9	654
Bicaclns og Roud	У	617	4	2	6.6	6,	у	2	2	64	9	8	6, 6	2	2	6, 7	9	A	4	1	2	6.	9	A
% Bicaclns og Roud	651%	836%	638%	2%	A57% 9	651%	65 %	2% 2	2%	657%	9	,5%	A55%	2% 2	2%	, 54%	9	652%	, 54%	631%	2%	654%	9	, 50
	9	9	9	9	9 2	9	9	9	9	9	6A .	9	9	9	9	9	y67	9	9	9	9	9	68, 1	
Pndnseriugs		9	9	9	9 9	9	9	9	9	9.	4y57%	9	9	9	9	94	ly5466	9	9	9	9	9	475 %	
Pndnseriugs % Pndnseriugs	9	9																						
	-	-	-	9	9 2	9	9	9	9	9	A7	9	9	9	9	9	, 2	9	9	9	9	9	1A	

\*Pndnseriugs ugd Bicaclns og Crosswulk5L: Lnfe3R: Rit he3W WhrF3U: U9WFrg

6 of 6 1 of 6 5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC

Sat May 7, 2020 AM-6:30 PM Sat May 7, 2022 AM-6:30 PM All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk) All Movements ID: 941369, Location: 54.395291, -74.683509





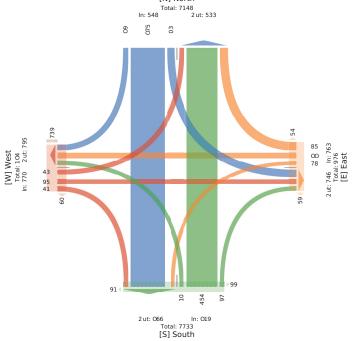
5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC
TueMus y3, 2, ,
MFFua I Inn g h ( 6: g4492 1 M PA, 42 1 M:
1) () Cjassla g tilosu rF McceHav)ls3BLuRa3I IFIseftlurs3w0av)ls cr kcuF3w0av)ls cr
CHssmip:
1)) McRU I re
18 - 4748843i cvud0r - 57.945, 443897.889524

i Id	(cHo					J use						Tc Eeo						t Ise						
6 (Havefer	TcEeof	cErF				t Lsef	Er F					(cHof	cErF					J usef c	Er F					
SŒ L	k	S	i	W	1 pp l IFU	k	S	i	W	1 pp	1 LFU	k	S	i	W	1 pp	l IFU	k	S	i	W	1 pp	LIFU	Dе
, 2, , P27P2y AA-921 M	A7	A55	A,	2	AyA I	,7	A7	5	2	55	, 9	у	A, 8	4	2	A5,	Ay	A2	4	4	2	, b	5A	9b
AA571 M	A9	AA,	, 8	2	A7A I	, 5	A2	5	2	9b	9A	5	AA7	b	2	A, y	A7	A9	A,	4	2	95	79	97
A, -221 M	A2	AA9	, 9	2	A58 I	,7	A4	8	2	72	97	4	AA4	у	2	A97	A7	A,	7	A5	2	9A	58	98
A, -A71 M	A7	Абу	A4	2	AbA I	-,,	AA	. 7	2	9b	9b	AA	A25	5	2	AA4	Ab	у	A2	b	2	,7	5A	98
Sceu)	79	7AB	b2	2	854 F	48	77	A4	2	Ay2	А, у	9A	585	, b	2	7, 9	87	5,	98	52	2	A4b	AbA	A58
* 1 ppHtuvo	b., *	y4.7*	A, .9*	2*	P F	78.7*	9, .5*	AA, *	2*	P	P	7.4*	bb.y*	7.5*	2*	P	P	97.8*	92.7*	99.4*	2*	P	I	
* Sceu)	9.8*	97.9*	7.7*	2* 5	5.7* I	8.8*	9.b*	A9*	2° i	AA8*	P	, .A*	9Ab*	A4*	2* 9	97.b*	P	, .4*	, .7*	, .y*	2*	b.A*	I	
1 B%	2.bb9	2.b47	2.y84	P	2.4AA I	2.482	2.y, 5	2.y4,	P	2.b72	P	2.8b,	2.4A4	2.yyb	P	2.4 <i>A</i> b	P	2.b2b	2.yy9	2.8y4	Ρ.	2.b85	I	2.47
i Otloes ur F McecHav)Ls	5y	542	b2	2	8Ay I	47	77	A4	2	A64	P	92	55A	, b	2	544	P	5,	99	9b	2	A49	I	A94
* i @loes ur F McecHav)Is		47.2*	A22*	2* 4	17.A* I	44.2*	A22*	A22*	2* 4	14.5*	P	48.b*	47.2*	A22*	2* 4	¥7.5*	P	A22*	4Ay*	47.2*	2* 4	17.b*	I	47.b
BLuRa	8	AA	2	2	Ay I	A	. 2	2	2	A	P	2	A7	2	2	A7	P	2	A	. 2	2	A	I	9
* BluRa	AA9*	, .A*	2*	2*	,.8* I	A2*	2*	2*	2*	2.8*	P	2*	9., *	2*	2*	, .4*	P	2*	, .b*	2*	2*	2.b*	I	, .9
w@rav)Ls cr k cuF	2	A7	2	2	A7 I	2	2	2	2	2	P	A	b	2	2	4	P	2	,	,	2	5	I	,
* w@rav)Es cr k cuF	2*	, 4*	2*	2*	,.9* I	2*	2*	2*	2*	2*	P	9., *	Ay*	2*	2*	Ay*	P	2*	7.8*	7.2*	2*	9.5*	E	A4*
l IFIsel@urs	F	P	P	P	P 2	F	P	P	P	P	Α,	P	P	P	P	P	7b	I	P P	P	P	P	ABy	
* 1 LFLsel@irs	F	P	P	P	P F	F	P	P	P	P.	48.A*	P	P	P	P	Pl	14., °	I	P	P	P	P4	1, .9*	
w0/av)Ls cr Cl#ssmu)n	F	P	P	P	P 2	F	P	P	P	P	7	P	P	P	P	P	у	I	P	P	P	P	A5	
* w0xav)Ls cr CHessmu)n	F	P	P	P	P F	F	P	P	P	P	9.4*	P	P	P	P	P.	42.b*	I	P	P	P	P	y.y*	

<sup>U</sup>l LFLsel•Burs urF w0vav)Ls cr CHessmu)n. i - i LQBk - k Qdoe3S- SoHE3W- WPSEH

2 of 6

5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC 5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC
Sat May 7, 2022 Midday Peak (WKND) (11:30 AM - 12:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movemens
ID: 941359, Location: . 4699. 291, -746583. 09 [N] North Total: 7148 In: 548 2 ut: 533



### 5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC

5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC
TueMusy 32, 2, 5
0 M OR4 langt h (16 0M: A0M(: - 9FhiliP0Rul ) Cs1
in Pd thorofor I drow utR MGChewRF3) Refs-30 PREceluBr3k one wife OB mCuR3k one wife OB
d XCot utl (
in PMC9FDR0
4n 785. 6b83r CreaxCEZ A5f68A 8. 3:y5fbC6A28

3 of 6

	_					-			_			_						_						_
r FH	t Clev					Euce						TCs ev						n Foe						
h dFvetCB	TG: evN	Cs BR				n FoeN	G:BR					t ClevN	Cs BR					EuceN:	s BR					
SdF	m	S	1	W	i KKOFR	m	S	r	W	i KK	0FRU	m	S	r	W	i KK	0FRU	m	S	r	W	i KK	0FRU	4Be
, 2, , :25:2y 67220M		. Ay	, .	2	. y8	,.	. 6	y	2	A.	A	,	. 6.	A	2	. 6y	65	. 2	.,	.,	2	6A	b,	68.
67. 50M		. 56		2	. Oy	, 8	. b		2	Ab	Ω	у	A	٠.,	2	. 66	A,		8	. 6	2	66	b,	688
67620M	. A	,8	, ,	2	. bA	, 5	8		2	65	5A	0	.,6	у	2	. 60	, .	0	. 5	. A	2	6y	bb	6y2
67A50 M		. Ay	, :	5 2	. OA	, 6	. 6	6	2	68	b6	у	.,2	,	2	. 68	, 8	0	,	. 5	2	65	AB	68)
SGmP	A8	5yb	O	3 2	y. A :	80	5.	٠,	2	. b.	, 68	, A	AOC	65	2	5Ay	. , y	6y	AO	5A	2	. 68	, 68	. 5b.
* i KKKinw	bfB*	Œfy*	., f5*	2*	: :	b2f8*	6. fy*	yf5*	2*	:	:	AfA*	OBf, *	bfA*	2*	:	- :	, bfb*	6A/5*	60lO* 2	*	:	:	
* SGmP	6f. *	6bfB*	5fy*	2* .	A5fy*	bf6*	6f6*	2fO*	2*	. 2f6*	:	. f5*	6. f6*	, f, * :	2* €	52+	- :	, fA*	6f. *	665* 2	* (	JB*	:	
0) %	2fOy5	2fBA6	2f00	:	2f85y :	2fQ 8	2fOy5	2fA, 8	:	2f00b	- :	2fyCb	2f8. y	2fy, 8	- :	2fByb	- :	2fOy5	2fC22	2f822	: 2	£B, b	- :	2fBy5
r dilveouERMGcDvaviFo	AA	5A6	0	A 2	by.	85	A6	٠,	2	. 5b		,,	A5.A	65	2	5		65	Ay	5A	2	. 6b		. Ayı
*rd-l/eouBR MGcChen-lFo		8.A/6*	8AfA*	2* 1	BA/2*	8bf8*	8bf. *	. 22*	2*	8bf8*		8. fy*	86f2*	. 22*	2* 8	66£A*		8Ab+	8yf8*	. 22* 2	* 8y	/fOt		8ÆA*
) Fu9a	5	(	١.	2	. A	2	2	2	2	2	:	2	.,	2	2	٠,	- :	2		2	2	-	- :	2
* ) Fu9a	. 2f, *	. fA*	. f. *	2*	,£2*	2*	2*	2*	2*	2*	:	2*	, f5*	2*	2*	, f, *	- :	2*	, f. *	2* 2	* 2	2fy*	- :	. fy*
k coewFoCBmCuR	2	, 5		1 2	,8	6	,	2	2	5	- :	,	,,	2	2	, A	- :	,	2	2	2	,	- :	b
* kowwFoCBmCuR	2*	Af6*	A5*	2*	AL*	6f. *	6B*	2*	2*	6f. *	:	Of6*	A5*	2*	2*	A£A*	- :	5fA*	2*	2* 2	٠.	fΑ°	:	6fO*
0 FRFoelaiBo	:			: :	: 2	:	:	- :	:	:	, 6A	:	:	- :	:	:	., b	:	:	:	:	:	, 6.	
* 0FRFoelaiBo				: :		:	:		:		Byf8*			:	:	: 1	38f, *			:	:	: 8	bfy*	
k ova viFo CB d 1Cool uiP	:			: :	: 2	:	:	- :	:	:	5	:	:	- :	:	:		:	:	:	:	:	0	
* kowwFoCBd1GotuP	-	-					-		- 1	-	, f. *	-		-	- 1	-	2fO*	-	-		-	-	666*	

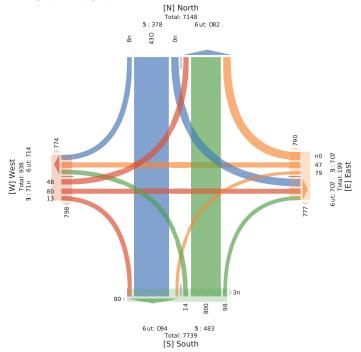
UDFRFoetaiBo uBR k ova wFFo CB d 1Cool uR f r 7r FpBm7mdHve3S7Sv1s3W7W:Ss1B

5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC

Solodia - Cuvil - Davin ST (@ Sunin STIDE AVE - ... - I inic.

Sat May 7, 2021) (1 PM : 3 PM) : - Oram Peak I Hov
ur AndCe(Cs ii giCahn MHHdydreC I ea(), PeneCvlahC c IdydreCH BHin, c IdydreCH
AHT(Rark)
ur MHCwehlC
nDI 9451. 9, s HatIHril 34G93295, :746 81309





# 5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

<b>Ottawa</b>
Provided ba: Cies of Oeerwu
622 Cogsenllueiog Dr3
Nnpnug3ON3K, G 7J43C-

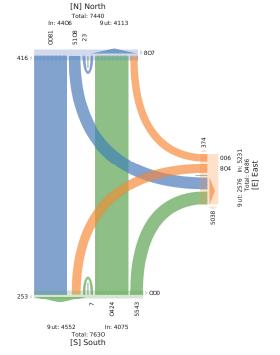
Lnt	Noreh					Euse					ToFeh					
Dirncelog	ToFebboF	gd				S nseboFg	d				NorehboF	gd				
Wimn	W	L	U	- pp	Pnd*	R	L	U	- pp	Pnd*	R	W	U	- pp	Pnd*	Ige
, 2, , 92792y 62:22- M	, 2A	72	6	, 78	74	67	A1	2	76	88	84	,,.	6	, y.	6A	
66:22- M	8, 4	46	6	7, 6	yA	17	.,	2	68y	6.1	44	876	6	776	8.	6, 6
6, :22PM	824	6A1	,	78y	627	1y		2	677	646	6A6	824	2	782	8,	6, 8
6:22PM	868	4y	,	76A	6, .	72	y4	2	6, 4	,,4	661	82A	2	764	11	661
, :22PM	87.	68A	A	128	616	1.	.,	2	672	, 1y	6, A	8, 8	2	78y	. 7	6A2
A22PM	888	681	A	74A	6.7	. 2	62A	2	6. A	A68	678	8A6	2	7.7	. 8	6A1
8:22PM	8A4	672	7	748	67.	4A	6,8	2	, 6y	872	6. A	888	,	1, 4	62.	688
7:22PM	A 1	6A	у	7A6	, 66	. 4	.7	2	6y8	17y	, 24	8A2	2	1A4	y1	6A8
1:22PM	6	. 1	7	, y4	18	, 4	77	2	. 8	, 8A	. 7	, 28	8	, 4A	A,	17
Week	AAy2	62Ay	, 4	88A1	6688	771	yA8	2	6, 42	, 7. 6	6684	A6, 8		87.6	778	62A2
% - pprouch	y152%	, AB%	25y%	9	9	8.A56%	7154%	2%	9	9	, 756%	y85y%	25,%	9	9	
% Wéesl	A, 5/%	6256%	254%	8A2%	9	798%	y36%	2%	6,57%	9	6636%	AA5, %	256%	8838%	9	
Lit hes ugd Moeorcaclns	A61y	626,	,.	8, 2y	9	764	1.2	2	6644	9	62A4	A6.4		8, A1	9	418
% Lit hes ugd Moeorcaclns	4852%	4y91%	4151%	485 %	9	4.A5A%	4, 51%	2%	4, 54%	9	4298%	4.866%	622%	4, 57%	9	4A579
Hnuva	47	62	2	627	9	,	7	2	у	9	,	622	2	62,	9	, 6
% Hnuva	,5%	652%	2%	, 98%	9	23B%	25y%	2%	257%	9	25, %	, 54%	2%	, 5, %	9	, 569
Bicaclns og Roud	62.	67	6	6, 8	9	A7	84	2	. 8	9	62.	6A7	2	, 8A	9	87
% Bicaclns og Roud	A5, %	698%	AB9%	,5%	9	154%	15y%	2%	157%	9	498%	A54%	2%	75466	9	8589
Pndnseriugs	9	9	9	9	66, y	9	9	9	9	, 764	9	9	9	9	768	
	9	9	9	9	4.57%	9	9	9	9	4y51%	9	9	9	9	4,5%	
% Pndnseriugs	9															
% Pndnseriugs Bicaclns og Crosswulk	9	9	9	9	6y	9	9	9	9	1,	9	9	9	9	82	

\*Pndnseriugs ugd Bicaclns og Crosswulk5L: Lnfe3R: Rit he3W WhrF3U: U9WFrg

6 of 6

5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC 5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC
Sat May 7, 2022
Full Length (10:30 Ah-6:30 PM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 941515, Location: 54.398765, -74.684893





5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC
TUPMus y3, 2, 6,
MGFus I Lun g h (6 : gA492 1 M PA -92 1 M:
1) C)Lusts g i floss ur F McceHav)Ls3B LuRa3I LFLsettlur s3w@av)Ls cr k cuF3w@av)Ls cr
Clt4smuh:
1) McRU Lre

B - 47.68.63i cvudtr - 87504, yb83By73b. 7. 49

1 of 6

	c vv					v					on m					
i I.d	(cHo					J use					Tc Eeo					
6 (Havelica	TcEeof cE	rF				t LsefcEr	F				(cHofcE					
SŒ L	S	i	W	1 pp	1 LFU	k	i	W	1 pp	1 LFU	k	S	W	1 pp	1 LFU	Dе
, 2, , P27P2y AA-921 M	A, 9	, b	A	A72	, 7	, A	Ay	2	9.	8b	, 9	AAb	2	A94	AA	9,
AA871 M	A27	, 7	2	A92	A2	A7	, b	2	8A	7b	,,	A2y	A	A92	Ay	9
A, -221 M	A24	, у	A	A9y	, A	A4	A4	2	9.	8,	8,	AA8	2	A7b	AA	9
A, -A71 M	AA7	8A	2	A7b	,,	A9	, A	2	98	7A	, у	4,	2	AA4	A2	9
Sceu)	87,	AA4	,	7y9	y.	b.	. 9	2	A7A	A47	AAB	8, 4	А	788	84	A, I
* 1 ppHtuvo	y. 54*	, 25 *	259*	P	P	8752*	7752*	2*	P	P	, A52*	y. 54*	25*	P	P	
* Scei)	975b*	498*	25 *	875 *	P	798*	b57*	2*	A454*	P	452*	995 *	25A*	8, 54*	P	
1 B9	25427	25y9.	25722	25492	P	25,4	25,b	P	25494	P	25b4b	254, 7	25,72	25 y2	P	254
i Otloes ur F McecHav)Ls	8, 9	AAb	,	78A	P	b9	y7	2	A9.	P	A29	82A	A	727	P	ΑΔ
* i Odoes ur F McecHav)Ls	495b*	4y57*	A22*	4898*	P	4, 5b*	42B*	2*	4AB*	P	425B*	4957*	A22*	4,5*	P	49%
BLuRa	A7	,	2	Ay	P	2	A	2	A	P	2	Ay	2	Ay	P	
* BLuRa	959*	A5y*	2*	952*	P	2*	A5 *	2*	25y*	P	2*	852*	2*	95A*	P	, 5
w0rav)Ls cr k cuF	A6	A	2	A7	P	7	у	2	A,	P	AA	AA	2	,,	P	
* w0vav)Ls cr k cuF	954*	25 *	2*	, 5b*	P	y98*	. 3B*	2*	y54*	P	45b*	, 5b*	2*	852*	P	954
l LFLseHtur s	P	P	P	P	yb	P	P	P	P	A 9	P	P	P	P	87	
* 1 LFLseHurs	P	P	P	P	4y38*	P	P	P	P	495 *	P	P	P	P	4A5 *	
w0vav)Ls cr CHrssmu)n	P	P	P	P	,	P	P	P	P	A,	P	P	P	P	8	
* w0vav)Ls cr CHrssmu)n	P	P	P	P	, 3b*	P	P	P	P	b5 *	P	P	P	P	.5*	

U LFLset@urs urF w0vav)Ls cr CHtssmu)n5i - i LQ8k - k Qdoe3S- SoHE3W- WPSEHt

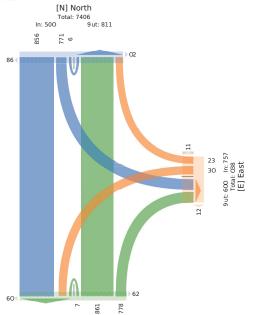
2 of 6 3 of 6

# 5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

Sat May 7, 2022 Midday Peak (WKND) (11:30 AM - 12:30 PM) All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

Crosswalk)
All Movements
ID: 941515, Location: 54.396785, -74.864693





9 ut: 502 In: 588 Total: 7434 [S] South

# 5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

Tue Mua y3, 2, ,
0M 0Ful In gt h (16:A 0M 9AA 0M (91 PF)uCOFul sid)

o CCr Ciccele II-MERec uwk Mi ei ) mantfec3s FuPa30FkFce) uwc31 vmantfec i w Di uk31 vmantfec i w r )i cc4 uC(

o (CMi PF7 Fwec 8h:5-. A A3Hi muesi w. A-b65f yOA39y-bOf-f56



HFB	ti)eR					Euce					Ti deR					
h s)Fn <b>s</b> i w	Ti deRN d	wk				n FoeN dv	k				ti)eRNid	wk				
S∜ F	S	Н	W	o KK	0FkU	D	Н	W	o KK	0FkU	D	S	W	o KK	0FkU	8we
, 2, , 92-92y 6:A-0M	2	6-		. AO	C6	. f	, A	2	A,	. 22	Ay	.,2	2	. Oy	. f	6
A220M	.,5	A5	,	. f 2	6,	.0	66	2	A5	. 22	A	50		. 6f	, у	6Oy
A 0M	6	6,	,	. Ay	A	, у	60	2	06	.,.	Ay			. 06	, A	6y6
A620M	. 2.	A2	2	. A	6.	, 5	, A	2	-6	.,2	A6	. 25	2	,	,-	6AC
SieuC	A-6	0	-	QA	. y.	52	y	2	, 2y	AA	. yf	AA2	,	Q2	5A	. AA
* o KK)i unR	y6lf*	, - bA*	2lf*	9	9	A6b*	- Q+ *	2*	9	9	, f by*	y. 12*	2b6*	9	9	9
* SieuC	6. b4*	. 2lf*	2b6*	A, 160°	9	Oh *	fb*	2*	. AbA*	9	., bA*	62b*	2b*	A612*	9	9
0s %	2lff-	2byf.	2bQ -	2tf-6	9	2lf 2O	2lf 6.	9	2tf 66	9	215.5	21Б, f	2ъ 22	215, f	9	21500
HNBRec uwk Mi ei )mantEc	A, -	,	-	-f,	9	fO	6	2	. 55	9	f	A 6	,	-y6	9	. 6- A
* HyBRec uwk Mi ei )man@c	56lf*	5ybA*	. 22*	5Abf*	9	5-160*	5010°	2*	5Cb *	9	ffbf*	56b5*	. 22*	5, bA*	9	5Ab2*
s FuPa	. A		2		9		2	2		9	2	. 2	2	. 2	9	, С
* s FuPa	6b *	2bO*	2*	, bA*	9	. b *	2*	2*	2b*	9	2*	, b6*	2*	. liO*	9	. laf *
I vnantFc i wDi uk	. A	6	2	. у	9	6	A	2	у	9	, 2	. у	2	6y	9	Ω
* IvnantFciwDiuk	6b *	. l5*	2*	, lf *	9	6b6*	6bA*	2*	6bA*	9	h*	6b5*	2*	O12*	9	Ab *
0 FkFce)vavc	9	9	9	9	. y2	9	9	9	9	A, f	9	9	9	9	5.	
* 0FkFoe)sussc	9	9	9	9	55bA*	9	9	9	9	5yb *	9	9	9	9	5Off*	9
I vnantEc i wr )i cc4 uC	9	9	9	9		9	9	9	9	. 6	9	9	9	9	6	
* I wantFc i wr )i cc4 uC	9	9	9	9	2hO*	9	9	9	9	, l5*	9	9	9	9	6b; *	9

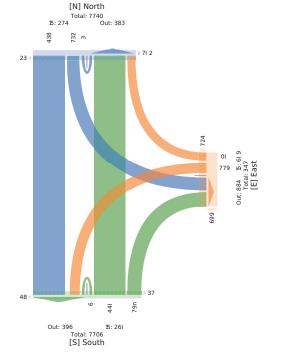
U) FkFce) vuwc uwk I vnam@c i wr ) i cc4 u@bH: HFpe3D: DvBRe3S: SR)d3W: W9Sd)w

4 of 6

5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

5566814 - COVID - BANK ST @ EXHIBITION WAY --- - TMC
Sat May 7, 2021 (1:3- PM 08:3- PM) Ov relatified ou vA
CHB MILLed, ighttack dwtull ByHel, o eary, Peccell gold, RgbyHel.ud wuac, RgbyHel.ud slutimatik)
CHMurel edt.

40: 4-5353, i uBstgud: 3-.146783, 07-.86-641



5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

The IT My 3, The IT My 3, The IT MB 1. The IT MY 3, The IT MY 3, The IT MY 3, The IT MY 3, THE M

- ouHdnd . a: Cita ubf ttMRN
 122 CuestnllMiue I o3OnNnM3f O3p , K DG/3CP

DB 1 2 72 0 14% 14% 24% 29% 145% 0 ., BD 5 2 12D 1A2% ,40% 74% 2% A4%

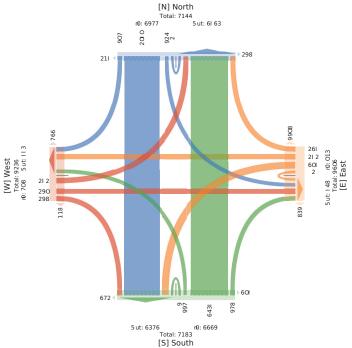
toiMes Med virarlns ue CoussRMiv4L: Lnbt3B: Bight3W WhoF3U: U9WFoe

6 of 6

5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

Mon May 9, 2022 — 112:30 AM)
Mon May 9, 2022 — 112:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 949153, Location: 45.40167, -75.68758





5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

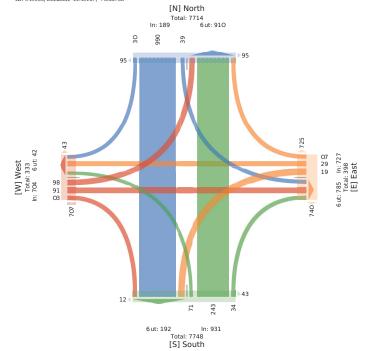
| S50804 - COVID - BANKS | @ FIFTH AVE - MAY ... - IMC | Tue T My 3, 2, 7, nOT gr 0T hg ( 6F.MO)FM - u5: | AP AJJP| 162 dg Mr T uncaca/6,3 - PMa30FP J0:3\( 4 \) 3Hscac\( 4 \) ue vuM3Hscac\( 4 \) ue | P:u)BM.h | 1 Alf u6RFe<sub>0</sub> | sk mJ yDh43Cuc\( 4 \) ue 2D 83\( 6 \) n7 58n5

CFi	f u:ad						GMo						Ju9ad						E F)o						
k s: Fcoue	Ju9ad.	u9er					E F)a ı	ı9er					f u:ad.	u9er					СМа и	9er					
SsRF	v	S	С	W	100	0F-U	v	S	С	W	100	0Fr U	v	S	C	W	100	0Fr U	v	S	C	W	100	0Fr U	veo
, 2, , g2ng2y nrii20T	4	D,	5	2	D44	4,	t	5	Dn	2	, у	85	t	DDS	t	2	D42	nD	I	D4	D4	2	42	t D	4, ,
T0r@nn	I	DI 2	n	2	Пу	12	t	5	D	2	42	54	t	Дy	I	2	D4y	44	8	D8	у	2	44	n2	4ni
nn420T	5	DnI	5	2	D82	, D	DD	D4	П	2	45	t y	y	DD4	,	2	ŊІ	4n	5	D,	Di	2	41	n2	4t t
nnlin0T	5	ΠD	I	2	Dh4	, n	5	D	, 2	2	H	IΨ,	8	Ŋ,	I	2	D44	, 8	D4	п	П	2	ID	n,	48
SudM	, 4	nn8	, n	2	t 2n	DDS	4D	In	t n	2	ПD	44,	, 5	15,	D	2	n, t	Πt	4,	nt	n2	2	D45	, D4	пп
* 1 OCruMdd	475°	y, 7D°	I 7D°	2*	g	. 8	, , 72*	4DB/*	It 7D*	2*	g	8	n74*	yDR*	42*	2*	g	8	, 47, *	127 *	4t 7 *	2*	g	g	
* SudM	DR *	4y7h*	D2+	2* I	, 7y*	8	,7,*	47,+	17+	2° 1	D272*	8	, 72*	4I 7, *	DID*	2* 4	874*	8	, 74*	I72*	47h*	2* !	уЂ*	g	
0- %	278Dy	27yD4	2785D	g.	2Ђу8	8	278n2	275126	27522	g	27544	8	275, D	27yD4	27tt8	g	27yE6	8	27h88	278n2	2758n	g 2	27845	g	27/4
Csi do) Mer T uou:cacAE)	, 4	n4D	, n	2	n8y	8	, 5	4t	t 4	2	Д8	8	, 4	In,	D	2	IyD	8	42	ID	15	2	DDy	g	D4E
* Csi do) Mer																									
T uur:cacÆ)	D22*	yn74*	D22*	2* y	m76*	8	y274*	5272*	yt 7y*	2* 1	y27D*	8	5, 7D*	y475*	D22*	2° y	474*	8	y4'5*	847, *	yt 2*	2* 50	٤7,*	g	y474*
- FMa	2	D4	2	2	D4	8	,	2	D	2	4	8	2	D,	2	2	D,	8	2	D	D	2	,	g	4.
* - FM6a	2*	, 74*	2*	2*	, 7D*	8	t7h*	2*	Dh+	2*	, 7D*	8	2*	, 7h*	2*	2*	, 74*	93	2*	D2+	, Z*	2* 1	DR+	8	, 7D*
HscacÆ) ue vuM	2	D4	2	2	D4	8	D	y	D	2	IID	8	n	DS	2	2	,4	8	,	DI	D	2	DB	g	t i
* HscacÆ) ue v uM	2*	, 74*	2*	2*	, 7D*	8	47, *	, 272*	Dh+	2*	875*	8	DB7y*	478°	2*	2*	171*	8	t 74*	, n72*	, 2*	2* D	74*	g	I 7h+
OFr F) asMe)	8	g	8	g	g	DD)	g	8	8	g	g	4, ,	g	8	8 8	g	g	DI 4	8	8	8	g	g	, DD	
* 0FrF)asMt)	8	g	8	g	g	yI 7y*	g	8	g	g	g.	y872*	g	8	8 8	g	g.	y87y*	8	8	8	g	83	/y7D*	
HscacAF) ue P:u))BML	8	g	8	g	g	t	g	8	5 g	g	g	ID2	g	8	3 8	g	g	4	8	g	g	g	g	,	
* HscacAF) ue P:u))BMA	8	g	2	g		n7D*	8	5	. 8	g	8	472*						, 7D°			8			27/*	

Upr P; asMe) Mer HscacAP) ue P:u))BMa7CnCPb68v mv si d68Sn6d:93WnMg69:e

2 of 6

5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC
Mon May 9, 2022
PM Peak (May 09 2022 5PM - 6 PM) - Overall Peak Hour
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 949153, Location: 45.40167, -75.68758



5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC

5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC
Tue May 3, 2, 0, 00
FM | eal.nMay 3, 0, 00 30F Mg 3 F Mt
Flh | (h6666 h 49564) MCCisi yi heCid eaoy2| e) e68alPN2r Ayi he6 CP c Ga) 2r Ayi he6 CP
( SCB941aH1
Flh MCsev ePIs
BWkkl3 ID: C da IADPwil 4n 3782g81 47581 5

3 of 6

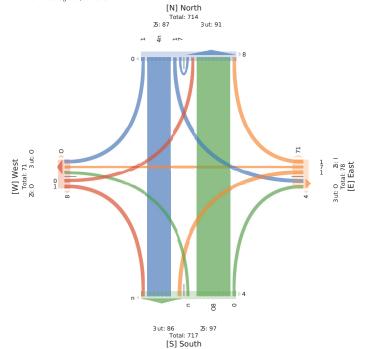
	_					_	_			_		_	-			_		_			_			_	
: e-	OCSB						J a6l						ECn 19						S e61						
R Alei IACP	ECu19	. CuP)					S e61 0	liP)					OGB.	CuP)					Ja6l Cul	P)					
TAv e	c	T	:	W	FNN	e) U	с	T	:	W	FNN I	e) U	с	T		W	FNN le)	U	c	T	:	W F	NN le	)UI	æ1
0,00g Ig3, 30w, FM	3	D,	0	,	DD	m	0	3	0	,	I	30	3	nk	3	,	13	0	3	,	0	,	D	k	k
30 kJ F M	E	00	0	3	05	I	0	,	0	,	m	8	0	08	3	,	Ŋ	I	D	,	3	,	m	m	7
TClair	m	1 I O	m	3	73	k	m	3	m	,	k	3k	D	87	0	,	53	8	m	,	D	,	8	3D	31
* FNNGai9	747*	5140*	747*	347*	g	8	m#rf	3348*	mar	,*	g	8	D8*	kD&*	04 *	. *	g	66	1848*,	* m0	14°,	*	g	g	
* TClah	04*	D04*	04*	, 47°	D547*	g	04 *	, 47*	04*	, * I	48*	8	34×	пБ48*	34D*	. * 1	34D*	8	04*,	* 3	4e,	* mi	rf	g	
1 d %	, 4111	, 4m7	,4,,	40I,	, 4x87	8	, 4,,	, 40I,	,4,,	g,	4ni,	8	, 4DBI	, 41k8	,4,,	g	,4m,7	99	, 4DD	g , 4	408I	g, 4h	EDS	g	, 4m
: A916aP) MCICsi yi le6	m	nB	m	3	17	8	m	3	m	,	k	8	D	8,	0	,	81	99	m	,	D	,	8	g	3n
* : A916aP)																									
MCIGsi yi le6	3, , *	k, 4rf	3, , *	3,,* l	k345*	8	3, , *	3,,*	3,,*	, * 3	,,*	8	3,,*	k048*	3,,*	, * l	k047*	8	3,,*,	* 3,	.,* ,	* 3,,		gl	kD4 *
d eaoy		D	٠,	,	D	8	,	,	,	,	,	8	,	D	٠,	,	D	99	,	,	,	,	,	g	
* d eaoy	,*	145*	,*	,*	mk*	8	,*	,*	,*	,*	,*	8	, *	D4*	,*	. *	DB*	99	,*,	*	,*,	* ,		g	D5*
r Ayi le6 CP c Ca)	,	0	,	,	0	8	,	,	,	,	,	8	,	D	٠,	,	D	99	,	,	,	,	,	g	
* r Alyihe6 CP c Ca)	,*	D5*	,*	,*	DID*	8	,*	,*	,*	,*	,*	8	, *	D4*	-,*	. *	D8*	00	,*,	*	,*,	٠,		g	D0*
l e) e6lsAsP6	g	. 8	g	g	g	k	g	8	g	g	g	3k	g	8		g	g	8	g	g	g	g	g	3D	
* le)e6lsAtP6	8	. 8	g	g	g3,	,*	g	8	g	g	g3	,,*	g	g		g	g3,,	٠	g	g	g	g	g3,,	ě	
r Alyi he6 CP (sC66HahL	8	. 8	g	g	g	,	g	8	g	g	g	,	g	g	g	g	g	,	g	g	g	g	g	,	
* r Ayi læ6 CP (sCl66HalfL	8	. 8	g	g	g	,*	g	8	g	g	g	. *	g	8	. 8	g	g ,	٠	g	g	g	g	g,	*	

U e) e6isAP6 aP) r Alyi le6 CP ( sC66Hali.4: w. ebl2c wc A 9 l2TwT9su2WwWgTusP

5 of 6 4 of 6

5566814 - COVID - BANK ST @ FIFTH AVE - MAY ... - TMC





5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

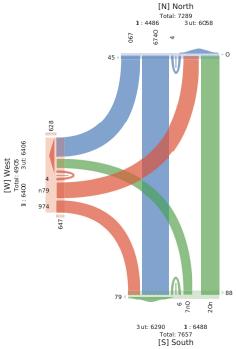
5506814 - COVID - QUEEN ELIZABETH DIKWY @ PKL... - TMC Tue T M y3, 2, OFIL Lnegth (6:A2 - T 91, -A2 P T ) PIL Classes (Lights Md T uturarlns3c nMh3-ndnstaiMs3v irarlns ue BuM3v irarlns ue CusssRMo) PIL T uthk nets nh : y6y1D23LurMiue: 647621D639D47852AD5



						JuFth										
ing	Ouoth										E nst					
ionrtiue	J uFth. uF	ed				Ouoth. uF	ed				SMt. uFe	d				1
Alk n	В	W	U	PNN	- nd*	W	L	U	PNN	- nd*	В	L	U	PNN	- nd*	net
, 2, , 92492y 6:22- T	88	1y,	2	, 45	A	yD	A,	2	1, y	A	, 4	, D	2	4,	AD	6As
4:22- T	1D6	A4A	2	4A1	у	, , y	124	2	AA6	16	6y	44	2	126	8D	y8y
8:22- T	A2,	1, y	1	6A,	,	18A	y5	1	, 8,	, у	y5	5A	2	151	DS	5Dt
D22- T	116	18y	2	, 5A	4	165	8D	2	, 14	15	51	y4	,	1D5	4,	8DE
5:22- T	8y	18D	1	, AD	6	121	, 2	2	1, 1	2	, 6	8A	2	5D	6y	664
y:22- T	85	1, A	2	1y1	A	44	, у	2	56	D	A6	8D	2	121	4	ADE
12:22- T	DA	1, 5	2	, 21	2	6y	1D	2	88	4	142	, 11	2	A61	1y	8, 5
11:22- T	A1	4y	2	y2	2	, 1	D	2	, 5	1	8A	125	2	1DI	2	, 5y
								2	4		5	. 8	2	A6	2	4I
, 2, , 924912 1, :22P T	1,	8	2	15	2	6	1		-	,	3	, 0		- Au		
, 2, , 924912 1, :22P T WetM	1, y1A	1A, 8	,	,,61	, 8	58D	AD8	1	1, 66	Dy	4A,	DA4	,	1, 8y	A2D	
			271%		, 8	_	AD8 A27, %			Dy 9			, 27 %		A2D	6D46
With	y1A	1A, 8	,	,,61	, 8 9	58D		1	1, 66	Dy 9	4A,	DA4	,	1, 8y	A2D 9	6D46
WatM % P NYouMh	y1A 6270%	1A, 8 4y7, %	, 271%	,,61 9	, 8 9 9	58D 8y7D%	A27, %	1 271%	1, 66 9	Dy 9 9	4A, 617/%	DA4 4Dly%	, 27,%	1, 8y 9	A2D 9	6D46
WitM % P NNuMh % WitM	y1A 627D% 1y7,%	1A, 8 4y7, % , Dly%	, 271%	,,61 9 6D¶%	,8 9 9	58D 8y7D% 157, %	A27, % DB/%	1 271% 2%	1,66 9 ,87,%	Dy 9 9	4A, 617/% 117, %	DA4 4Dly% 1474%	, 27,% 2%	1, 8y 9 , 87D%	A2D 9 9	6D46
VátM % P NVaMh % VátM Lights Md T utuorarlns	y1A 6270% 1y7,% y12	1A, 8 4y7, % , Dly% 1A25	271% 2%	,,61 9 6DN% ,,,2	, 8 9 9 9	58D 8y7D% 157, % 562	A27, % DBy% AD8	1 271% 2% 1	1, 66 9 , 87, % 1, 1D	Dy 9 9 9 9	4A, 613/% 117, % 4, 1	D44 4Dly% 1474% D; 5	, 27,% 2% ,	1, 8y 9 , 870% 1, 41	A2D 9 9 9	6D46 9 9 6855 y578%
With % P NYouMh % With Lights Med T utnor ar Ins % Lights Med T utnor ar Ins	y1A 6270% 1y7 % y12 yy70%	1A, 8 4y7, % , Dly% 1A25	, 271% 2% , 122%	,,61 9 6DN% ,,,2 yy71%	2 ,8 9 9 9 9 9	58D 8y7D% 157, % 562	A27 % Dly% ADB 122%	1 271% 2% 1 122%	1, 66 9 , 87, % 1, 1D	Dy 9 9 9 9 9	4A, 617/% 117, % 4, 1 yDl/%	DA4 4Dly% 1474% D, 5 yy/2%	, 27,% 2% , 122%	1, 8y 9 , 87D% 1, 41 y578%	A2D 9 9 9 9 9	6D46 9 6855 y578%
VictN % P NNaMh % VictM Lights Med T utuer ar Ins % Lights Med T utuer ar Ins c nMis	y1A 6270% 1y7,% y12 yy70%	1A, 8 4y7, % , Dly% 1A25 y578%	, 271% 2% , 122% 2	,,61 9 6DN% ,,,2 yy7l% A	2 ,8 9 9 9 9 9 9	58D 8y7D% 157, % 562 y87/%	A27, % Dly% AD8 122% 2	1 271% 2% 1 122% 2	1, 66 9 , 87, % 1, 1D yD5%	Dy 9 9 9 9 9	4A, 613/% 117, % 4, 1 yDl/% 2	DM 4Dly% 1474% D, 5 yy72% 1	, 27 % 2% , 122% 2	1, 8y 9 , 870% 1, 41 y578%	A2D 9 9 9 9 9	6D46
VictM % P NVinMh % VictM % VictM Lights Med T uttur ar Ins % Lights Med T uttur ar Ins c nMil c nMil % c nMil	y1A 6270% 1y7,% y12 yy70%	1A, 8 4y7, % , D8/% 1A25 y578% ,	, 271% 2% , 122% 2 2%	,,61 9 6DN% ,,,2 yy71% A 271%	2 ,8 9 9 9 9 9 9	58D 8y7D% 157, % 562 y87y% ,	A27, % Dly% AD8 122% 2 2%	1 271% 2% 1 122% 2 2%	1, 66 9 , 87, % 1, 1D yD5% ,	Dy 9 9 9 9 9 9 9	4A, 613/% 117,% 4,1 yDl/% 2	DA4 4D8/% 1474% D, 5 yy/2% 1 271%	, 27, % 2% , 122% 2 2%	1, 8y 9 , 870% 1, 41 y578% 1 271%	A2D 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	6D46 9 6855 y578% 8 271%
Virth % P NNahdh % P NNahdh Lights Md T utucr ar Ins % Lights Md T utucr ar Ins c nMi % Lights Md T ottor ar Ins y trans us	y1A 6270% 1y7 % y12 yy70% 1 271%	1A, 8 4y7, % , Dly% 1A25 y578% , 27, % 18	, 271% 2% , 122% 2 2% 2	,,61 9 6DR% ,,,2 yy71% A 271%	2 ,8 9 9 9 9 9 9 9 9	58D 8y7D% 157, % 562 y83/% , 27, %	A27 % Dly% AD8 122% 2 2% 2	1 271% 2% 1 122% 2 2%	1, 66 9 , 87, % 1, 1D yD5% , 27, % , 4	9 9 9 9 9	4A, 617/96 117/96 4, 1 yDN/96 2 296 11	D44 4Dly% 1474% D, 5 yy72% 1 271% 8	, 27, % 2% , 122% 2 2% 2	1, 8y 9 , 870% 1, 41 y578% 1 271%	A2D 9 9 9 9 9 9 9 9	6D46 9 6855 y578% 8 271%
Veinh % P Nhubdh % Veinh % Veinh Lights Md T tuttor ar Ins C nhhh triarles us Buh Virarles us Buh % virarles us Buh	y1A 627D% 1y7 % y12 yy7D% 1 271%	1A, 8 4y7 % , DB/% 1A25 y578% , 27 % 18 17 %	, 271% 2% , 122% 2 2% 2 2%	,,61 9 6DR% ,,,2 yy7l% A 27l% 15 275%	9 9 9 9 9 9 9	58D 8y7D% 157, % 562 y87y% , 27, % , 4 , 7y%	A27, % Dly% AD8 122% 2 2% 2 2% 2 2 3 2 6 2 6 6 6 6 6 6 6 6 6 6 6 6 6 6	1 271% 2% 1 122% 2 2% 2 2%	1, 66 9 , 87, % 1, 1D yD5% , 27, % , 4 , 72%	9 9 9 9 9	4A, 617/% 117/% 4,1 yDly% 2 2% 11 ,71%	DN4 4Dly% 1474% D, 5 yy/2% 1 271% 8 275%	, 27, % 2% , 122% 2 2% 2 2%	1, 8y 9 , 870% 1, 41 y578% 1 271% 1D	9 9 9 9 9 9	6D46 9 6855 957896 8 27196 82
Weith  % P Nixiadin  % veith  Lights Med T utmorar ins  % Lights Med T utmorar ins  % Lights Med T utmorar ins  c nMis  % c nMis  virar ins ue BuM  % virar ins ue BuM  - ndisstable	y1A 6270% 1y7 % y12 yy70% 1 271% ,	1A, 8 4y7, % , DB/% 1A25 y5/8% , 27, % 18 17, %	, 271% 2% , 122% 2 2% 2 2% 9	,,61 9 6DN% ,,,2 yy7% A 271% 15 275%	9 9 9 9 9 9 9	58D 8y7D% 157, % 562 y87y% , 27, % , 4 , 7y%	A27 % Dly% AD8 122% 2 2% 2 2% 9	1 271% 2% 1 122% 2 2% 2 2% 2 9	1, 66 9 , 87, % 1, 1D yD5% , 27, % , 4 , 72%	9 9 9 9 9 9	4A, 613/% 117, % 4, 1 yDl/% 2 2% 11 , 71%	DA4 4Dl/% 1474% D,5 yyZ% 1 271% 8 275%	, 27, % 2% , 122% 2 2% 2 2% 9	1, 8y 9 ,870% 1, 41 y578% 1 271% 1D 17/96	9 9 9 9 9 9 9	6D46 9 6855 y578% 8 271%

<sup>\*-</sup> ndnstoiMs Med virarlns ue CoussRMM/ZL: Lnbt3B: Bight3W WhoF3U: U9WFoe

5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC
Mon May 9, 2022
Fuil Length (4:30 PM-12:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 949150, Location: 4. 640154, -5. 6780358



6 of 6

5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC
T ue T M y3, 2, ,
0T OPM IT M 29, 2, , ng nOT h (g n OT 6h: AF-M90PM 1 uP) 9C3MSh I dros MHT uu-vayEs31 FMu3OPHSecMeS3BdavEs ue RuMBBdavEs ue
C-ussvM 6
) 9T uARk Fes
th gyDrt 423i uvMdhegDhTLPt 4DBlHnT(82548

<b>Otta</b>	wa
0-uAdHFH. agCda ub t 22 CuesdF9N	: ccMvM
f FOFM:3: f 3N, p	

1 of 6

Fo	f u-a					GuPar					J Fsc					
I d-Fvalue	GuPar. uP	eH				fu-α·uPi	H				EMc uPel	I				
Sdk F	R	S	W	) 00	0FHJ	S	i	W	) 00	0FHL	R	i	W	) 00	0 FHU	mec
, 2, , h2nh2y ng n0°	Г 5у	t 2y	2	t DB	,	(n	, n	2	y2	(	t n	t,	2	,4	t 8	, (n
ng520°	Г Д	45	2	ttn	t	Ŋ	,,	2	(D	E	8	t n	2	,5	,,	, 2,
ngDn0′	Γ ((	4D	2	t D2	n	ny	5t	2	y2	2	t 5	t 5	2	,(	4	, n(
(g20°	Г у8	(2	2	t n8	2	Dn	5,	2	44	n	t(	t 8	2	5D	, t	, ()
Suc	Mo , Dn	5t (	2	n(t	8	, t t	tt2	2	5, t	t n	n,	n8	2	tt2	(8	yy,
* ) 00·uM	r D574*	n(75*	2*	h	h	(n74*	5D/5*	2*	h	h	D475*	n, 74*	2*	h	h	1
* Suc	M9 , D74*	5t 7y*	2*	n(7(*	h	, t 75*	* 17.11	2*	5, 7D*	ŀ	n7,*	n78*	2*	tt7:*	h	1
01	% 27(, n	274t 5	h	27884	h	27444	278ny	h	278(4	ŀ	278t 4	278, D	h	278, 2	h	23y, (
i dor es M#HT ueu-vav9	s , Dn	52n	2	nn2	h	, 2t	tt2	2	St t	h	Dy	n(	2	t 2n	h	y((
* idores MHT uou-vav9	s t 22*	y( 7h*	2*	y872*	h	yn75*	t 22*	2*	y(7y*	h	yDr,*	y(7(*	2*	yn7h*	h	y47D*
1 FM	la 2	2	2	2	h	t	2	2	t	h	2	2	2	2	h	t
* 1 FM	a 2*	2*	2*	2*	h	27h*	2*	2*	275*	h	2*	2*	2*	2*	h	27.*
Bd/av9Fs ue Rul	<b>H</b> 2	t t	2	tt	h	y	2	2	y	h	5	,	2	n	h	, г
* Bd/av9Fs ue Ru)	H 2*	57h*	2*	, 72*	h	D/5*	2*	2*	, 78*	ŀ	n78*	57D*	2*	Dh*	h	, 7h*
0FHsedM	is h	h	h	h	8	h	h	h	h	t 5	h	h	h	h	n8	
* 0FHscdM	is h	h	h	h	t 22*	h	h	h	h	8(74*	h	h	h	h	8n75*	1
Bdvav9Fs ue C-usswN	l h	h	h	h	2	h	h	h	h		h	h	h	h	t 2	
* Bd/av9Fs ue C-usswN	l h	h	h	h	2*	h	h	h	h	t575*	h	h	h	h	t D21*	

UpFHFsc-dMs MtHBdvav9Fs ue C-usswM1 7i gi Fb3RgRdbrc3SgSr-P3WgWh6P-e

2 of 6 3 of 6

# 5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

[W] West Total: 594 0:118 Out: 244

47 43 2n



Mon May 9, 2022 22 5-65PM ) O65 PMy) r l eliumPeak AoCH su Luilei (gli trid ain Bhoodhg/Rei, Aeal y, PeBei dhani, why Rei on moaß, why Rei on Libii I alky su Mol eDenci :4-919630, go Radon-15.10631, )35.070837 [N] North Total: 728 Out: 396 a: 49I 354

 $\frac{8}{2}$   $\frac{1}{8}$ 

Out: 297 01: 231 Total: 976 [S] South

[N] North

5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

55668 (4 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TIMC Tue May 3, 20, 00 F M leaLnMay 3, 0, 00 30F M g3 F Mt Filk [h8666 A 9056 P) MCCki yi leG2d eaoy2l e)e6k&PG2r Ayi le6 CP c Ca) 2r Ayi le6 CP (\$CF3HaH1 FilhMCbev ePI6 Brwknk31, 2: Cl a IACPwnDtn; 31 m2g DF8, 518



e-	OCs19					J Cu19					E e61					
RAei MCP	J Cu 19. Cu F	9				OG:19. G:1P	)				Sa6L CuP)					
ΓAν e	С	T	W	FNN	l e) U	T	- 1	W	FNN	le)U	С	- 1	W	FNN	le)U	BP1
0,00g Dg3, 30w, FM	8	5	,	33	,	5	,	,	5	,	m	31	,	03	,	51
30 kBDF M	m	5	,	I	,	3	3	,	0	0	m	k	,	35	,	0
TClail	30	7	,	38	,	m	3	,	D	0	8	07	,	5m	,	Е
* FNNcai9	774*	5545*	,*	g	8	8, 4 *	0,4*	,*	g	g	054D*	174D*	,*	g	g	
* TClal	0348*	3, 4D <sup>a</sup>	,*	5347*	8	14*	348*	,*	848*	g	3m4 *	mD47*	,*	Dk47*	g	
149	, 45I D	, 40, ,	g	, 4m, k	8	, 4555	, 40D,	g	, 4n8I	g	, 40,	, 4580	g	, 4m, D	g	, 4m
: A916aP) MCICsi yi he6	30	7	,	38	8	m	3	,	D	g	8	07	,	5m	g	Ι
* : A916 aP) MCICsi yi he6	3, , *	3, , *	,*	3,,*	8	3,,*	3,,*	,*	3,,*	g	3, , *	3, , *	,*	3, , *	g	3, , '
d eaoy	,	,	,	,	8	,	,	,	,	g	,	,	,	,	g	
* d eaoy	,*	,*	,*	,*	8	,*	,*	,*	,*	g	,*	, *	,*	,*	g	, *
r Alyi he6 CP c Ca)	,	,	,	,	8	,	,	,	,	g	,	,	,	,	g	
* r Alyi he6 CP c Ca)	,*	,*	,*	,*	8	,*	,*	,*	,*	g	,*	,*	,*	,*	g	,*
l e) e6kAP6	g	g	g	g	,	g	g	g	g	0	g	g	g	g	,	
* 1 e) e6isArP6	g	g	g	g	8	g	g	g	g	3,,*	g	g	g	g	g	
r Alyi he6 CP ( sC66HaliL	g	g	g	g	,	g	g	g	g	,	g	g	g	g	,	
* r Alyi he6 CP ( sC66Hahl.	g	g	g	g	8	g	g	g	g	,*	g	g	g	g	g	

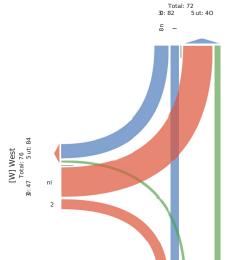
Ul e) e6isAtP6 aP) r Ayi læ6 CP ( sC66HahL4: w. ebi2c wc A 912TwT9su2WwMgTusP

4 of 6

# 5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC

5566814 - COVID - QUEEN ELIZABETH DRWY @ PRI... - TMC
Tue May 3, 20, 00

AM Peak (May 3, 0, 00 30AM 83 AM:
A-9-si)e) (1 GiJi agh Mr it ndyd-e)20 ear y2Pehe)iriāg)2c (dyd-e) t g Ht ah2c (dyd-e) t g
9 r.) y-a-k:
A- Mt reBegi)
Rwnt D 34, 21 t dai@gnOF3Q 34D28475 6, 146



5 ut: 87 30: 1 Total: 89 [S] South

5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC
T ue T M y3, 2, ,
OFIL Lnegth (6:A2 - T 91, :A2 P T )
PIL CIMENS (Lights Md T utuorarlns3c nMth3- ndnstdtMs3v irarlns ue BuM3v irarlns ue
CcussR Ma)
PIL T ufthk nets
nh : yDLA643Lur Mdue: 6D™yD8394D856148

5 of 6

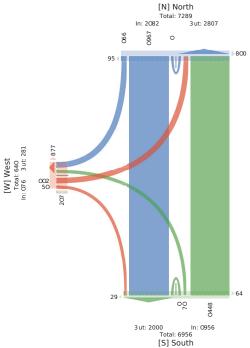
*	Ough					LuFth					E nst				_	_
ing ionrtiue	JuFth, uF					Jurtn Ouath, uF					E nst SMt. uFee					1
	_															
Wk n	В	W	U	PNN	- nd*	W		U	PNN	- nd*	В	L	U	PNN	- nd*	
, 2, , 92D92y 6:22- T	D8	AAy	2	AyD	AD	AD4	11	2	A65	1A	6	68	2	122	y,	51/
D22- T	4A	6yy	2	D4,	DD	84D	15	2	8yA	, D	4	42	2	44	114	1A6,
8:22- T	65	D21	2	D6y	66	64y	12	1	6y2	, A	11	65	2	Dy	y8	12y5
4:22- T	, D	6A2	1	6D8	1,	625	5	2	618	1,	A	14	2	, 2	88	5y,
5:22- T	15	AAA	2	ADI	18	A44	8	1	A56	12	A	12	2	1A	A5	465
y:22- T	, D	66,	1	685	D	A12	4	2	A14	1,	у		2	A1	Dy	518
12:22- T	4	, 8,	2	, 8y	2	14A	,	2	14D	,	A	D	2	5	1D	6D)
11:22- T		1, 1	2	1, A	2	5A	2	2	5A	2		6	2	8	4	, 1,
, 2, , 92D912 1, :22P T	1	, у	2	A2	2	1y	2	2	1y	2	2	1	2	1	,	132
With	, DD	, yD8		A 1A	, 16	, 551	8,		, y6D	y4	6,	, , A	2	, 8D	6y,	86, A
% P NNuMi	47/%	v. 72%	271%	9	9	v475%	. 71%	271%	9	9	1D/5%	567 %	2%	9	9	9
% Wath	672%	6872%	2%	D272%	9	667/%	172%	2%	6DR/%	9	274%	ATD%	2%	671%	9	9
Lights Med T utuorarlns	1y6	, 524	1	A22,	9	, 4, D	82		, 454	9	6,	, 24	2	, 6y	9	82A5
% Lights Med T utuorar Ins	4871%	yDf2%	D272%	yA76%	9	y678%	y875%	122%	y678%	9	122%	y, 75%	2%	y672%	9	y672%
c nMB	2	84	1	85	9	64	1	2	65	9	2	1	2	1	9	114
% c nMB	2%	, 78%	D272%	, 71%	9	178%	178%	2%	178%	9	2%	276%	2%	276%	9	175%
virarlıs ue BuM	81	5.	2	16A	9	12v	1	2	112	9	2	1D	2	1D	9	, 85
% virarlıs ue BuM	, A7/%	, 75%	2%	670%	9	A5%	178%	2%	A74%	9	2%	874%	2%	DF4%	9	67 %
- ndnstaiMs	9	9	9	9	1y8	9	9	9	9	5y	9	9	9	9	6AA	
% - ndnstaiMs	9	9	9	9	y178%	9	9	9	9	y175%	9	9	9	9	5572%	
virarlns ue CoussRMi	/ 9	9	9	9	15	9	9	9	9	5	9	9	9	9	Dy	
% v irarlns ue CoussRMs	/ 9	9	9	9	576%	9	9	9	9	57,%	9	9	9	9	1, 22%	
- ndnstriMs Mrd v irar lns	_	DAKE	y y 1	on n	1.01	TAR TO	T TION	T.								

6 of 6 1 of 6

# 5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC

Mon May 9, 2022 — 112:30 AM)
Mon May 9, 2022 — 112:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 95134., Location: 456957, -. 567841. 7





5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC

5360614-CUVID-DAINS ST @ ATLINER AVE - MAY...- I MC
TUE T M y3, 2,
OT OPM IT M 2y, 2, 9, ng 20T h (g 2 0T 6h: AF-M907M) 1 uP99C9MSFb i b fore S MHT uur-vayFs31 FMu30FHSe-dMs3BdrayFs ue RuMBBdrayFs ue
C-ussvM 6
9T uAFk Fec
rh gy (D n43i uvMdriegn( 7 y (83h4 (28nD48)

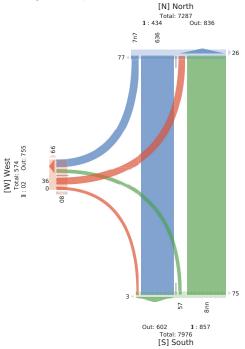


Fo	f u-α					GuPar					J Fsc					
d-Fvothe	GuPar. uPe	H				fu-αr.uPe	H				EMsc uPel	H				
idk F	R	S	W	) 00	0FHU	S	i	W	) 00	0FHU	R	i	W	) 00	0 FHU	mec
, 2, , h2(h2y ng 20T	, 4	D4,	2	Dyy	Dn	D58	(	2	DyD	4	D	, (	2	, 8	nt	nDi
ngn(0T	, у	D84	2	Dy8	, D	D4D	8	2	D44	8	t	, D	2	, n	ny	t ya
(g220T	DB	D: 4	2	D(t	y	D85	D	2	DBy	D	2	Dy	2	Dy	, у	t nl
T0)(g)	, у	I⊉y	2	D:5	D	D4(	у	2	D5n	8	(	, 2	2	,(	t D	t na
Sud <b>4</b>	D2D	(5(	2	858	(8	422	, D	2	4, D	, 2	у	5(	2	yn	D(,	D(21
* ) COuMr	Dn74*	5(7/*	2*	h	h	y47D*	, 7y*	2*	h	h	y78*	y27h*	2*	h	h	
* SudM	874*	t y 22*	2*	n(74*	h	n878*	Dh*	2*	n572*	h	278*	(74*	2*	87.*	h	
01 %	2744(	275(t	h	2Ђ(у	h	27y82	27(5t	h	27/8t	h	27h(2	23/n2	h	27552	h	23/, 2
idoros MeHT uou-vav9Fs	8,	((4	2	8Dy	h	88(	, D	2	858	h	y	4y	2	55	h	Dt yt
* idores MeHT uou-vav9Fs	8Dh*	y(7*	2*	y27,*	h	y( 22*	D22*	2*	y(7D*	h	D22*	y, 7y*	2*	yt 78*	h	у, Ъ*
1 FMa	2	D	2	D	h	4	2	2	4	h	2	2	2	2	h	, 2
* 1 FMa	2*	, 7,*	2*	Dly*	h	DØ*	2*	2*	Df2*	h	2*	2*	2*	2*	h	DX *
Bd/av9Fs ue RuMH	t y	D(	2	(n	h	, 5	2	2	, 5	h	2	8	2	8	h	55
* Bdvav9Fs ue RuMH	t 578*	, 78*	2*	47y*	h	n72*	2*	2*	t 7y*	h	2*	47D*	2*	87h*	h	(7y*
0FHFsedMs	h	h	h	h	n5	h	h	h	h	Dy	h	h	h	h	DDS	
* 0FHFsc-dMs	h	h	h	h	5(74*	h	h	h	h	y( 72*	h	h	h	h	4478*	
Bd/av9Fs ue C-usswMI	h	h	h	h	5	h	h	h	h	D	h	h	h	h	t n	
* Bdvav9Fs ue C-usswMJ	h	h	h	h	Dn7 *	h	h	h	h	(72*	h	h	h	h	,,7h*	

UpFHFsedMs MtHBdvav9Fs ue C-usswMl 7i gi Fb3RgRdbrc3SgSr-P3WgWhSP-e

2 of 6 3 of 6

5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC
Mon May 9, 2022
PM Peak (May 09 2022 5-60PM ) 060 PMv) r l elidu Peak AoCH
su Luiliei (git dd anB MoodByRei, Aeal y, PeBeidhani, wifsyRei on moaB, wifsyRei on
Libii I alw'
su Mol eDend
:4 - 9Cl653, goRadon-5C69CF, )3C/785137



5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC
Tue May 3, 20, 00
F M | eat.n/day 3, 0, 00 30F M g 3 F Mt
Flik | la65667 A 495 aP) MCCki yi | he62d eaoy2l e) e6k&P62r Ayi he6 CP c Ca) 2r Ayi he6 CP
( sCGF4laftir
FlikMGev eP16
Rwkm8l DV2: Cl a JAZPWDnil kn82g4m85D848

Ottav	
lsCoAte).yw(AtyCbf	
3,, (CP6lelfa1AC	
OeNeaP2f O2p 0K m0	k2( F

: e-	OG:19					J Cu19					E e61					
RAei MOP	J Cu 19. Cu I	2)				OCs19. CuP)					Sa61 C	lıP)				
TAv e	с	T	W	FNN	le)U	T		W	FNN	le)U	С	- 1	W	FNN	le)U	BP1
0, 00g, mg8, 30w, FM	3	38	,	34	,	k	,	,	k	,	,	,	,	,	,	0
30 vikniF M	,	31	,	31	,	3,	,	,	3,	,	,	3	,	3	0	0
TClah	3	0k	,	I,	,	3k	,	,	3k	,	,	3	,	3	0	n
* FNNcai9	171*	k874*	,*	g	8	3,,*	,*	,*	g	8	,*	3, , *	,*	g	g	
* TClah	07, *	n57,*	,*	8, 7, *	g	157,*	,*	,*	I 57, *	g	,*	07 *	,*	07 *	g	
1 d %	, 70m,	, TH 5	g	, 7D08	8	, 7D4m	g	g	, 7D4m	8	g	, 70m,	g	, 70m,	g	, 7D4
: A916aP) MCKsi yi he6		08	,	04	g	34	,	,	34	g	,	3	,	3	g	D
* : A916aP) MCICsi yi he6	3,,*	5k74*	,*	k, 7, *	g	5k7h#	,*	,*	5k7h#	g	,*	3, , *	,*	3,,*	g	k, 7, *
d eaoy	,	0	,	0	g	0	,	,	0	g	,	,	,	,	g	
* d eaoy	,*	87k*	,*	874*	g	3, 7h#	,*	,*	3, 7h#	g	,*	,*	,*	,*	g	57,*
r Ayi le6 CP c Ca)	,	3	,	3	g	,	,	,	,	g	,	,	,	,	g	
* r Ayi le6 CP c Ca)	,*	17D*	,*	171*	g	,*	,*	,*	,*	g	,*	,*	,*	,*	g	07.*
1 e) e6isArP6	g	g	g	g	,	g	g	g	g	,	g	g	g	g	0	
* 1 e) e6kArP6	g	g	g	g	g	g	g	g	g	8	g	g	g	g	3,,*	
r Ayi le6 CP ( sC66HaliL	g	g	g	g	,	g	g	g	g	,	g	g	g	g	,	
* r Alyi he6 CP ( sC66HahL	g	g	g	g	8	g	g	g	g	8	g	g	g	g	, *	

Ul e) e6isAaP6 aP) r Alyi he6 CP ( sC66HahL7: w. ebi2c wc A 912TwT9su2WwMgTusP

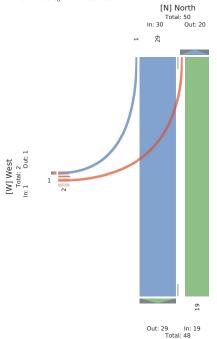
# 5566814 - COVID - BANK ST @ AYLMER AVE - MAY... - TMC

5566614 - CUVID - DANIN 31 G ATTERNATION - THE MAY 3, 20, 00

AM Peak (May 3, 0, 00 30AM 83 AM:
A - 9 a))e (1 GL1) agh Mt it nlyde)20 ear y2Pehe)irtâg)2c dlyde) t g Ht ah2c dlyde) t g 9 rt) ly a\*:
A - Mt r eB egi)

Rwrl DB47521 t daid gn7D41 D6265D617356





5566814 - COVID - BANK ST @ ECHO DR - MAY 09... - TMC

S566814 - C.OVID - BANK'S I @ ECHO DR - MAY U9,... - IMC
Tue T M y3, 2, 7 st, :A2 P T)
PII CIMSm (Lights Md T unorarlns3c nMia3-ndnstdMs3v irarlns ue BuM3v irarlns ue
CussRMs)
PII T uHik nets
ni : yDLA6y3LurMiue: 6D4yD78y393D676AA6



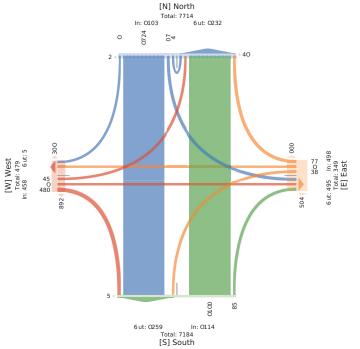
Lng	Ouath						J Mt						EuPth						S nst						
I ionrtiue	EuFth.	uFed					S nst. u	Fed					Ouath.	ıFed					J Mt. uF	ed				- 1	
Wik n	В	W	L	U	PNN	- nd+	В	W	L	U	PNN	- nd*	В	W	L	U	PNN	- nd+	В	W	L	U	PNN	- nd+	net
, 2, , 92D92y 6:22- T	2	A7,	6	2	A75	1	7	2	A	2	11	8y	5	Ay8	2	2	62A	2	18	2	2	2	18	DA	
D22- T	2	8A6	1D	2	86y	2	A,	A	6	2	Ay	152	11	85,	2	2	88A	2	A5	1	6	2	61	1A,	152
5:22- T	1	DAy	1A	2	DDA	7	7	2	,	2	12	, A5	D	856	2	2	85y	1	6,	2	1	2	6A	1, 7	1.A8
8:22- T	2	DAI	12	2	D61	A	1,	2	A	2	1D		5	DAy	2	2	D6D	1	, 2	2	8	2	,8	127	11,
7:22- T	2	66y	D	1	6DD	D	A	2	1	2	6	у7	D	617	2	2	6, A	1	7	-,	1	2	11	5y	7 y
y:22- T	1	AD,	D	2	ADV	A	5	2	D	2	11	5D	5	A76	2	2	Ay2	2	y	2	1	2	12	DB	85
12:22- T	1	66A	6	2	667	,	7	2	6	2	1,	, y8	5	A6D	2	2	ADI	A	7	2	1	2	у	yА	7,
11:22- T	2	, y6	1	2	, yĐ	2	2	2	2	2	2	AD	2	18,	2	2	18,	2	D	2	1	2	5	1A	68
, 2, , 92D912 1, :22PT	2	58	2	2	58	2	2	2	,	2	,	16	1	D6	2	2	ID	2	2	2	2	2	2	y	1,
WatN	A	A6y1	D6	1	A7D;	-,,	88	А	, 6	2	126	1, 25	65	A7AD	2	2	A771	5	16D	A	15	2	156	55,	722
% P NNuMh	24%	y746%	140%	2%	9	9	8642%	, 4/%	, A41% :	2%	9	9	14 %	y747%:	2% 2	%	9	9	7746%	147%	y47% :	2%	9	9	
% With	2%	5846%	248%	2%	6741%	9	142%	2%	244%	2%	149%	9	245%	584/% :	2% 2	% 6	5740%	9	147%	2%	24 % 2	2%	, 42%	9	
Lights Med T utuorarlns	2	A6y7	6,	1	AD61	9	6y	2	, 6	2	8A	9	, A	A51A	2	2	A6A6	9	1AD	2	8	2	16,	9	8A <sub>9</sub>
% Lights Med																									
T utucrarlns			8A8%			9	5A5%		122%			9	D242%						yA4.%		AF% :			9	y, 459
c nMb	2	86	1	2	8D	9	1	2	2		1	9	2		2	_	DB	9	2	2		2	2	9	1.6
% c nMb	2%	, 42%	147%	2%	14/%	9	144%	2%	2%	2%	142%	9	2%	140%	2% 2	:%	140%	9	2%	2%	2% 2	2%	2%	9	1489
v irarlıs ue Bu <b>M</b>	A		16	2		9	, 8	A	2	2	A2	9	, A	15D	2	2	177	9	12	A	y	2	,,	9	68
% virarlns ue Bu <b>M</b>	122%	D\$7%	, 645%	2%	54%	9	AD4%	122%	2%	2%,	747%	9	D242%	644%	2% 2	96	647%	9	54/% 1	22% I	Б4466 2	2% 1	A6%	9	D4/
- ndnstaiMs	9	9	9	9	9	, 2	9	9	9	9	9	11y,	9	9	9	9	9	5	9	9	9	9	9	56y	
	9	9	9	9	91	24/%	9	9	9	9	9	v747%	9	9	9	9	91	122%	9	9	9	9	91	v742%	
% - ndnstaiMs	9	9																							
% - ndnstaMes virarlns ue CoussRMw	9		-	9		,	9	9	9	9	9	16	9	9	9	9	9	2	9	9	9	9	9	1A	

<sup>\*-</sup>ndnstolMs Md v irarlns ue CoussRMw4L: Lnb3B: Bight3W WhoF3U: U9wFoe

6 of 6

5566814 - COVID - BANK ST @ ECHO DR - MAY 09... - TMC
Mon May 9, 2022
Fuil Length (4:30 PM-12:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 951349, Location: 45.395679, -75.864334





[S] South

5566814 - COVID - BANK ST @ ECHO DR - MAY 09... - TMC

5566814 - COVID - BANK ST @ ECHO DR - MAY 09... - TMC
T ue T M y3, 2, 2, , ng 20T h (g 2 0T 6h: AF-M90FM 1 uP9C-MSFB II for SMHT ua-vav9331 FMa30HF8-cMs3Bdrav9Fs ue RuMBBdrav9Fs ue
C-usswM 6
9T uAFk Fes
nh gy(D ny3i uvMduegn(4 y(78y3lB(457nt t n

<b>Ottawa</b>
0-uAdHFH. agCda ub: cdMvM
D22 CuesdP99Mdue I -3
f FOFMe3: f 3N, p (Ky3C)

1 of 6

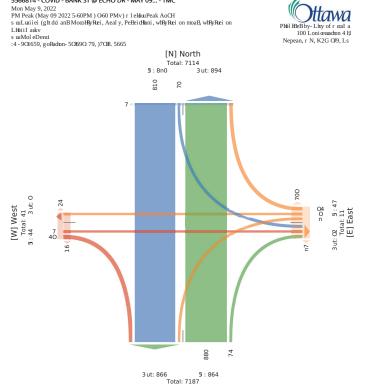
Fo	f u-c	r					GMc						JuPa						E Fsc					
d-Fvalue	JuPo	r. uP	eН				E Fsc i	iPe H					f u-α.	uPeH					GMc u	PeH				
Sdk F	R	5	i i	V	) α	0FHJ	R	S	i	W	) @	0FHL	R	5	i	W	) 000	THU	R	S	i	W )	OFH	nec
, 2, , l2(l2y ng 20T	2	D8r	1 1	1 2	D88	D	(	2	I	2	5	nn	E	Dy8	2	2	Dy7	2	y	2	2	2	у ,,	ty
ngn(0T	2	, 27	7	D 2	, 2y	- 2	t	2	,	2	(	1(	(	, 22	2	2	, 2(	2	7	2	2	2	7 t I	D n,
(g20T	2	DV:	5 1	n 2	Dy2	2	172	,	I	2	D	tΕ	I	DyI	) 2	2	Dyn	2	5	2	2	2	5 , )	n2
(gD(0T	2	DΣ,		, 2	D7n	. 2	(	2	,	2	8	(t	n	D7,	2	2	DF5	2	у	D	2	2 1	<b>D2</b> D3	t 7
SudM	2	8(2	2 D	2 2	852	D	, t	,	5	2	t D	ĽБt	D	882	2	2	87t	2	t,	D	2	2 t	t IEI	D52
* ) CO-uMr	2* y	748*	Dt *	2*	1	h h	8n4 *	54(*	Dy4r*	2*	h	1	D8*	y74*	2*	2*	h	h	y842*	t 42*	2* 2	2*	h	h
* SudM	2* ı	1548*	245*	2*	n84 *	h	D4ı*	24D*	24ı*	2*	Dly*	ŀ	247*	n84y*	2*	2* :	n748*	h	, 42*	24D*	2* 2	2* ,40	,	h
01%	h	24ynt	24ht '	7 1	24/(,	h	247D	ŀ	248(2	h	248y,	ŀ	24hD8	24/85	h	h	24y58	h	2475D	h	h	h 2475	D I	h 24y5
i dor cs MeHT ucu-vav9Fs	2	58,		B 2	58y	h	D	2	5	2	Dy	ŀ	(	8DE	2	2	8,,	h	t D	2	2	2 t	D	h Dn(
*idoros MeH																								
T uai-vav9s	2* 7	7y45*	8242*	2*	7y4 *	h	(54*	2*	D22*	2* 5	D4 *	ŀ	t 74(*	yt 4D*	2*	2*	y, 4 *	h	y54y*	2*	2* 2	2* yt4y		h y24
1 FMa	2	П	7	2 2	DF	h	2	2	2	2	2	ŀ	2	D	2	2	D	h	2	2	2	2	2	h t
* 1 FMa	2*	, 4n*	2*	2*	, 4n*	h	2*	2*	2*	2*	2*	ŀ	2*	D8*	2*	2*	D8*	h	2*	2*	2* 2	2* 2		h Day
Bdvav9Fs ue RuMH	2	52	2 1	1 2	5t	h	172	,	2	2	Ŋ	ŀ	7	n2	2	2	n7	h	D	D	2	2	,	h D
* Bd/av9Fs ue RuMH	2*	742*	t 242*	2*	74 *	h	nt 4 *	D22*	2*	2* t	748*	ŀ	5D(*	(4*	2*	2*	54D*	h	14D*	D22*	2* 2	2* 54D	,	h 847
0FHsc-dMs	h		h	h l	1 1	n D	h	· I	1 1	h h	h	IБt	h		h h	h	h	2	h	h	h	h	h y	7
* 0FHFsodMs	h		h	h l	1 1	IE2*	h	· I	1 1	h h	h	D22*	h		h h	h	h	h	h	h	h	h	hy842*	
Bdvav9Fs ue C-usswM	h		h	h l	1 1	1 2	h	· I	1 1	n h	h	2	h		h h	h	h	2	h	h	h	h	h t	
* Bdvav9Fs ue C-usswMI	h		h	h l	1 ]	2*	h	1	. 1	n h	h	2*	- h		h h	h	h	h	h	h	h	h	h t42*	

UOFHFse-dMs MtHBd/av9Fs ue C-usswMl 4i gi Fb3RgRdbrdSgSr-P3WgWl6P-e

3 of 6 2 of 6

5566814 - COVID - BANK ST @ ECHO DR - MAY 09... - TMC





[S] South

5566814 - COVID - BANK ST @ ECHO DR - MAY 09... - TMC

Sobola (4- CUVID - BANK ST @ ECHU DR - MAY 09... - TMC Tue May 3, 20, 00 F M leaLnMay 3, 0, 00 30 F M g3 F Mt Filk [h6666 A 9056 P) MCCki yi h62d eaoy2l e)e6k&P62r Ayi h6 CP c Ca) 2r Ayi h6 CP (\$CF5HaHt FilmChev eP16 BrwkmB [Lk2: Cl a MCPwDml kn78k2ghm67DI I D



: e-	OG	:19						Ja6	1					EGr19						S e6	61					
RAsei IACP	EG	19. O	aP)					S et	61 C	ıP)				OG:19.	CuP)					J a6	L Cui	P)				
TAr e	С		T		W	FNN	l e) U	С	T	- 1	W	FNN	le)U	С	T	:	W	FNN	e) U	С	T	- 1	W	FNN	le)U	BP1
0, 00g mg3, 30w, FM	,		07	,	,	07	,	,	,	3	,	3	3	,	Im	,	,	Im	,	,	,	,	,	,	D	5
30v∂nF M	,		Ιk	,	,	Ik	,	,	,	3	,	3	31	3	3k	,	,	0,	,	,	,	,	,	,	m	
TClah	,		58	,	,	58	,	,	,	0	,	0	3D	3	mD	,	,	nm	٠,	,	,	٠,	,	٠,	k	30
* FNNcai9	, *	3,,	* ,	. *	*	g	g	,*	,*	3,,*	,*	g	8	347*	k740*	,*,	*	g	g	,*	,*	,*	,*	g	g	
* TClah	, *	nD4	* ,	. *	*	mD4 *	g	,*	,*	345*	,*	345*	g	, 47*	DI 4n#	,*,	*	DDD*	g	,*	,*	,*	,*	,*	g	
1 d %	8	, 40	88	g	g	, 4088	g	g	g	, 4n,	g	,4m,	g	, 40m	, 475	g	g	, 4 kI	g	g	g	g	g	g	g	, 40
: A916aP) MCICsi yi le6	,		50	,	,	50	g	,	,	0	,	0	8	3	n0	,	,	mi	g	,	,	,	,	,	g	3
* : A916aP) MCKsi yi he6	, *	k04	ŕ,	*	*	k04n#	g	,*	, *	3,,*	,*	3,,*	g	3,,*	k54*	۰,	*	k54D*	g	,*	,*	,*	,*	g	g	kD4
d eaoy	,		I	,	,	I	g	,	,	,	,	,	8	,	0	,	,	0	g	,	,	,	,	,	g	
* d eaoy	, *	D4	ŕ,	*	*	Dhr	g	,*	, *	, *	,*	,*	g	,*	I48*	۰,	*	I45*	g	,*	,*	,*	,*	g	g	D4
r Ayi he6 CP c Ca)	,		0	,	,	0	g	,	,	,	,	,	g	,	,	,	,	,	g	,	,	,	,	,	g	
* r Alyi he6 CP c Ca)	, *	14	۰,	*	*	14*	g	,*	, *	, *	,*	,*	g	,*	, *	۰,	*	,*	g	,*	,*	,*	,*	g	g	34
l e) e61sAaP6	8	5	g	g	g	g	,	g	8	. 8	. 8	g	3D	g	g	g	g	g	,	8		g	g	g	k	
* l e) e61s.4a.P6	8		g	g	g	g	g	g	g	. 8	g	g	3, ,*	g	g	g	g	g	g	g	g	g	g	g	3,,*	
r Alyi he6 CP ( sC66HaliL	8	5	g	g	g	g	,	g	g	. 8	g	g	,	g	g	g	g	g	,	g	g	g	g	g	,	
* r Alyi he6 CP (sC66HaliL	8		g	g	g	g	g	g	g			g	.*	g	g	g	g	g	g	8		g	g	g	. *	

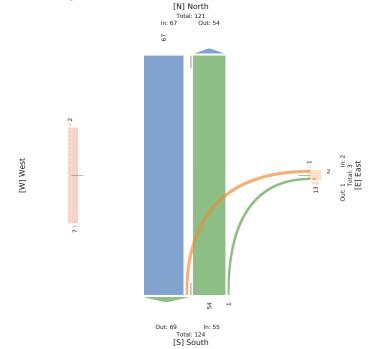
U e) e6kAP6 aP) r Avi le6 CP ( sC66Halt4; w. ebl2c wc A912TwT9su2WwWeTusP

4 of 6

5566814 - COVID - BANK ST @ ECHO DR - MAY 09... - TMC

5566814 - COVID - BANK ST @ ECHO DR - MAY 09... - TMC
Tue May 3, 20, 00

AM Peak (May 3, 0, 00 30AM 83 AM:
A - 9-a)|e) (1 GiJi agh Mr it rdyd-e)20 ear y2Pehe)iriāg)2c (dyd-e) t g Ht ah2c (dyd-e) t g
9 r, ))v a-k:
A - Mt reBegi)
Rwnt D847121 t dai@gnfD84 D 61 266D8. 7447



5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC
T ue T M y3, 2, ,
OFIL Lnegth (6:A2 - T 91, :A2 P T )
PIL CIMENS (Lights Md T utuorarlns3c nMth3- ndnstdMs3v irarlns ue BuM3v irarlns ue
Ccuss (Ms)
PIL T uffik nets
nh : yDIAD/3Lur Miue: 6DINy888, 398D54D62D

5 of 6

Lng	Ouath					JuFth					E nst					
Lionrtiue	J uFth. uF	ed				Ouath. uF	ed				SMt. uFe	d				
Wk n	В	W	U	PNN	- nd*	W	L	U	PNN	- nd*	В	L	U	P NN	- nd*	net
, 2, , 92D92y 6:22- T	, у	, 6,	2	, 81	2	A28	y,	2	Ayy	,	1, D	A	2	1, 4	61	8y
D22- T	DA	655	2	Diy	1	5A4	1 Ay	2	888	,	, 52	D	2	, 5D	168	1D6
5:22- T	D6	A6,	1	Ay8	16	562	116	2	8D6	5	14y	4	2	1y8	15y	1A6
8:22- T	D8	A52	2	618	16	688	y,	2	DБу	1,	18D	8	1	14A	1AA	115
4:22- T	A2	A6,	2	A8,	A	A5,	5A	2	6, D	6	12A	6	2	128	8,	y2
y:22- T	,,	, 88	2	, yy	Г	A6D	65	2	Ay1	6	8y	6	2	4A	Dt	88
12:22- T	Dy	AD1	2	612	A6	A12	6A	2	ADA	1,	y4	,	2	122	111	45
11:22- T	, 1	, A4	2	, Dy	2	1D5	1D	2	181	A	D5	1	2	D8	16	64
, 2, , 92D912 1, :22P T	5	51	2	58	5	D6	A	1	D4	2	5	A	2	у	8	1/
WatN	AA1	, 58y	1	A211	88	A, 4y	528	1	A4y8	6D	12y1	AB	1	11, y	86D	42 <i>A</i>
% P NNouMh	1172%	4y72%	2%	9	9	4676%	1D5%	2%	9	9	y575%	A7466	271%	9	9	
% With	671%	AA7A%	2%	A87D%	9	627/%	875%	2%	647D%	9	1A5%	270%	2%	1672%	9	
Lights Med T utucrarlns	A, 1	, 646	1	, 425	9	A28y	Dy8	1	A588	9	12, D	, 8	1	12DA	9	8D
% Lights Med T utuorarlns	y872%	y, 78%	122%	yA7, %	9	yA5%	y475%	122%	y676%	9	y672%	8AZ2%	122%	yA7P06	9	yA749
c nMHs	1	8D	2	85	9	DA	A	2	D6	9	,	1	2	A	9	1.4
% c nMHa	274%	, 74%	2%	, 1D%	9	175%	27D%	2%	176%	9	27, %	, 78%	2%	27/196	9	1789
virarlıs ue Bu <b>M</b>	у	1, 2	2	1, y	9	1D8	8	2	156	9	56	у	2	8A	9	A5
% virarlns ue BuM	, 78%	67D%	2%	674%	9	674%	17, %	2%	67, %	9	Dly%	, 674%	2%	570%	9	6759
	9	9	9	9	88	9	9	9	9	61	9	9	9	9	8, 1	
- ndnstoiMs				0	122%	9	9	9	9	y171%	9	9	9	9	y574%	
- ndnstoiMs % - ndnstoiMs	9	9	9	9	12270											
	9	9	9	9	12270	9	9	9	9	6	9	9	9	9	, 6	

6 of 6 1 of 6

# 5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC

Mon May 9, 2022 — 112:30 AM)
MI Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 95135., Location: 456997772, -7568. 5405



[N] North Total: 6338 In: 3011 Out: 3327 2679 331 39 [W] West Total: 2068 In: 1129 Out: 939 1091 360 ►23 22 1 607 3289 Out: 3771 In: 3897 Total: 7668

[S] South

5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC

5360614-CUVID-BAINS ST (@ WILLION CRES-MA...- IMC
TUE T M y3, 2, , ng 20T h (g 2 0T 6h: AF-M90RM 1 uP) 9C9MSFB i dore MHT uur-vayFs31 FMu30FHSe-dMs3BdavFs ue RuMBBdavFs ue
C-ussvM 6
) 9T uAFk Fec
rh gy (D (43) uvMdiegn (7 y888, 318 (54 (n2)

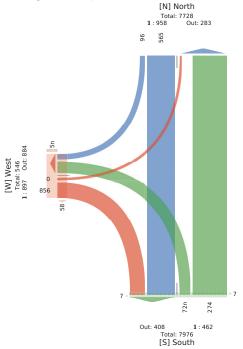


i Fo	f u-α					GuPar					J Fsc					
I d-Fvalue	GuPar. uPo	H				fu-αr.uPe	H				EMc uPeH					
Sdx F	R	S	W	) 00	0FHU	S	i	W	) 00	0 FHU	R	i	W	) 00	OFHU	nec
, 2, , h2(h2y ng 20T	D)	DD	2	D)(	2	D(,	n4	2	, 22	2	((	D	2	(5	Dy	t4
ngn( 0T	D8	D, y	2	Dn5	2	D((	nn	2	Dyy	,	82	,	2	8,	,,	nl
(g20T	D	Dгу	2	Ι(,	2	D52	nt	2	, 2t	2	(5	2	2	(5	nD	n
(gD(0T	D5	D2t	2	IDy	2	D(2	t n	2	D4n	2	58	2	2	58	У	t
SudM	(4	n4n	2	(n,	2	5D8	DБу	2	845	,	, n4	t	2	,(D	уD	D(
* ) COuMr	15.28*	4y7 *	2*	h	h	847(*	, DI(*	2*	h	h	y474*	DÇ*	2*	h	h	
* SudM	t 78*	t 278*	2*	t n7(*	h	t y7D*	D238*	2*	ny74*	h	D(78*	27,*	2*	D(3/*	h	
019	274, n	2748n	h	274y,	h	27/5(	27482	h	27y55	h	2748D	27.8(	h	2744t	h	27y
i doros MeHT uou-vav9Fs	(5	nn2	2	ny5	h	(55	D55	2	8t,	h	, t 2	t	2	, tt	h	Dn
* idores MHT uou-vav9Fs	y575*	y27y*	2*	yD(*	h	yDB*	y47, *	2*	yt 7D*	h	y, 78*	D22*	2*	y, 74*	h	у, 7(
1 FMa	2	D4	2	D4	h	у	D	2	172	h	2	2	2	2	h	
* 1 FMa	2*	t 78*	2*	t 7 *	h	Df(*	275*	2*	DR*	h	2*	2*	2*	2*	h	D74
Bd/av9Fs ue RuMF	,	, 5	2	, 4	h	n,	,	2	nn	h	D4	2	2	D4	h	3
* Bdvav9Fs ue RuMH	t 7h*	(7h*	2*	(7*	h	574*	Dr. *	2*	(75*	h	87.*	2*	2*	87, *	h	(78
0FHFsc-dMs	h	h	h	h	2	h	h	h	h	D	h	h	h	h	4(	
* 0FHFsc-dMs	h	h	h	h	h	h	h	h	h	(272*	h	h	h	h	yt 7h*	
Bd/av9Fs ue C-usswMI	h	h	h	h	2	h	h	h	h	D	h	h	h	h	5	
* Bd/av9Fs ue C-usswMJ	h	h	h	h	h	h	h	h	h	(272*	h	h	h	h	575*	

UpFHFsedMs MtHBdvav9Fs ue C-usswMl 7i gi Fb3RgRdbrc3SgSr-P3WgWhSP-e

2 of 6

5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC
Mon May 9, 2022
PM Peak (May 09 2022 5-60PM ) 060 PMv) r l elidu Peak AoOH
su Luilei (glt dd anB MoodByRei, Aeal y, PeBeidhani, wifyRei on moaB, wifyRei on
Libii I alw'
s uMol eDend
:4 - 9Ol6OB, goRadon-5O697772, )7O830500



5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC
Tue May 3, 20, 00
F M l eal.nt/day 3, 0, 00 30F M g 3 F Mt
F M l (Beffer A 495 aP) MCCki yi he@d eaoy2l e) e6b\dPQr Ayi he6 CP c Ca) 2r Ayi he6 CP
( SCRFilalli
F hiMCev ePI6
Rwkm8l ntD: CI a MCPw4n5l k88802g8n5Dn#, m

3 of 6

e-		OG:19					J Cu 19					E e61					
RAsei IACP		J Cu 19. Cu	iP)				OG:19. Gil	?)				Sa61 CuP)					
TAv e		С	T	W	FNN	le)U	T	:	W	FNN	l e) U	с	:	W	FNN	l e) U	BP1
	0, 00g ng3, 30w, FM	4	0I	,	08	,	Im	I	3	Ik	,	I	0	,	m	m	
	30v≩nF M	0	ID	,	4,	5	3k	,	,	3k	,	I	3	,	4	0	
	TClah	5	53	,	58	5	m4	I	3	mD	,	5	I	,	k	8	31
	* FNNcai9	k7,*	k37, *	, *	g	g	kI 73*	n90*	378*	g	8	5578*	1171*	,*	g	g	
	* TClah	47hf	4mhr*	, *	m, 7, *	g	4, 71*	070*	, 78*	4171*	8	47h#	0.00*	,*	578*	g	
	1 d %	, 718m	, 7I DD	g	, 74, 5	g	, 71 k,	, 70m;	, 70m,	, 718m	8	, 7h, ,	, 70m,	g	, 74I D	g	, 741
	: A916aP) MCICsi yi he6	5	пБ	,	50	g	nB	I	3	mm	8	5	3	,	8	g	30
* :	: A916aP) MCIGsi yi he6	3, , *	k37D*	, *	k07hf	g	k474*	3,,*	3,,*	k47D*	8	3,,*	11.11*	,*	887D*	g	k07m
	d eaoy	,	I	,	I	g	0	,	,	0	8	,	,	,	,	g	
	* d eaoy	, *	47k*	, *	47hf	g	I 78*	,*	,*	I 74*	8	,*	,*	,*	,*	g	178
	r Ayi he6 CP c Ca)	,	0	,	0	g	3	,	,	3	8	,	0	,	0	g	
	*rAlyihe6CPcCa)	, *	17/*	, *	17*	g	37k*	,*	,*	378*	8	,*	5578*	,*	0070*	g	178*
	l e) e61s4aP6	g	g	g	g	5	g	g	g	g	,	g	g	g	g	m	
	* le)e6kAP6	g	g	g	g	3, , *	g	g	g	g	8	g	g	g	g	8374*	
	r Alyi he6 CP ( sC66HaliL	g	g	g	g	,	g	g	g	g	,	g	g	g	g	0	
*	r Avi he6 CP ( sC66HaliL	g	g	g	g	.*	g	g	g	g	9	g	g	g	g	0D5*	

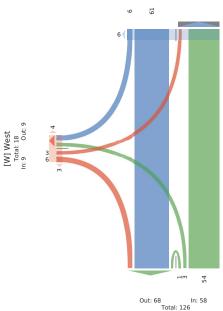
Ul e) e6isAaP6 aP) r Alyi he6 CP ( sC66HahL7: w. ebi2c wc A 912TwT9su2WwMgTusP

# 5566814 - COVID - BANK ST @ WILTON CRES - MA... - TMC

3, , 9 t g)ie--ai@g wn2 Nepeag2ON2K0G DJI 29 A

[N] North Total: 124 In: 67 Out: 57

[S] South



# 5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

SSB0814 - CUVID - DAINS ST (@ MARCHE WAY - MAY... - TMC Tue T M y3, 2, OFIL Inegith (6:A2 - T91, -32 PT ) PIL CIMENS (Lights Md T uturarlns3c nMh3-ndnstaiMs3v irarlns ue BuM3v irarlns ue CussRiMo) PIL T uthk nets nh : yDLAt13Lur Miue: 6D™yy62A39BD45418



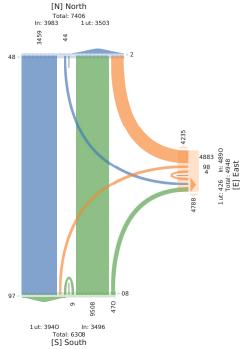
Lng	Ough					I Mr					EuPth					
Ling Limrtine	EuPth uE					S nst. uFe					Ough, uF					
								-								
Wk n	W	L	U	P NN	- nd*	В	L	U	PNN	- nd*	В	W	U	PNN	- nd*	
, 2, , 92D92y 6:22- T	A26	A	2	A28	,	DD	1	2	D4	186	4	, A5	2	, 66	y	4
D22- T	D42	,	2	D4,	A	1,6	2	2	1, 6	6y8	1y	D21	2	D, 2	11	1,
4:22- T	686	1	2	68D	2	152	2	2	152	566	62	D21	2	D61	18	1
8:22- T	65,	D	2	658	1	, 2y	A	2	, 1,	441	Ay	616	2	6DA	1,	1
5:22- T	6A8	2	2	6AB	6	54	A	1	y2	A26	11	AA5	2	A6y	1A	
y:22- T	A15	2	2	A15	6	y4	D	2	121	1DA	16	A24	2	A, 2	6	
12:22- T	A81	2	2	AB1	2	1DD	D	2	142	515	, у	A56	1	616	8	
11:22- T	154	2	2	154	2	8,	,	2	86	44	12	, 1A	2	,,A	A	
, 2, , 92D9L2 1, :22P T	42	2	2	42	6	, 4	1	2	,8		4	ID	1	4,	1	
WitM	Aly,	11	2	A, 2A	15	122A	, 2	1	12, 6	ADAy	186	, yI2	,	A1, 4	88	8
% P NNouMh	yy78%	27/96	2%	9	9	y87/%	, 72%	271%	9	9	DF4%	y676%	271%	9	9	
% With	6A76%	271%	2%	6A74%	9	1A74%	274%	2%	1A7/%	9	, 76%	6271%	2%	6, 7D%	9	
Lights Med T utuorarlns	A2, y	4	2	A2AD	9	y5,	, 2	1	122A	9	182	, 844	1	, yAB	9	- 4
% Lights Med T utuorar Ins	y63/%	D67D%	2%	у6Ъ%	9	y83/%	122%	122%	y87/%	9	y878%	yA5%	D272%	y672%	9	уб
c nMa	8A	2	2	8A	9	6	2	2	6	9	2	DБ	2	D5	9	
% c nMHa	, 7/10%	2%	2%	, 7466	9	276%	2%	2%	276%	9	2%	, 72%	2%	17/9%	9	1
v irarlıs ue Bu <b>M</b>	y2	D	2	yD	9	18	2	2	18	9	6	1, 4	1	1.A1	9	
% virarlıs ue BuM	, 75%	6DID%	2%	AZ2%	9	178%	2%	2%	178%	9	, 7466	67/46%	D272%	67,%	9	F
- ndnstoiMs	9	9	9	9	14	9	9	9	9	AD, 2	9	9	9	9	88	
% - ndnstalMs	9	9	9	9	557/%	9	9	9	9	yy7D%	9	9	9	9	122%	
virarlns ue CoussRMw	9	9	9	9	,	9	9	9	9	1y	9	9	9	9	2	

\*- ndnstoiMs Med virarIns ue CoussRMw7L: Lnbt3B: Bight3W WhoF3U: U9WFoe

5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC
Mon May 9, 2022
Fuil Length (4:30 PM-12:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 9513. 1, Location: 45699403, -756 8. 17



6 of 6



5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC
T ue T M y3, 2, ,
0T OPM IT M 29, 2, , ng 20T h (g 2 0T 6h: AF-M90PM I uP) 9C9MShE I dros MHT uu-vayEs31 FMu30PHSecMes3Bdav4Fs ue RuMBBdvayFs ue
C-ussvM 6
) 9T uAFk Fes
th gyDtt n43i uvMdheg7Di yy72t 3h( Dh5n4(

<b>Ottav</b>	va
0-uAdFH. agCda ub: 0 422 CuesdF9Mdu	dMvM e I -3
f FOFMe3: f 3N, p DK	3C)

1 of 6

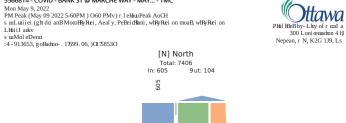
i Fo	f u-a					GMc					JuPar					
f d-Pvodue	J uPar . uP	eН				E Fsc uPe	H				f u-α. uPe	H				
Sdk F	S	i	W	) 00	OFHL	R	i	W	) 00	OFHU	R	S	W	) 00	0FHJ	nec
, 2, , h2Dh2y ng 20T	472	2	2	472	2	D	2	2	D	, 4(	4,	4, 2	2	4t,	,	t,
ng/D0T	444	2	2	444	2	Dy	2	2	Dy	, D4	4,	4t,	2	477	,	t 4
(@201	447	2	2	447	2	D	2	2	D	, D4	4,	4, t	2	4t D	5	t2
(g4D0T	4t 5	2	2	4t 5	2	D5	2	2	D5	4ny	42	427	2	447	4	t 4
Sud	<b>9</b> 12t	2	2	D2t	2	, , t	2	2	,,t	555	7n	7(y	2	ŊD	4t	4, I
* ) 00-uM	422*	2*	2*	h	ŀ	422*	2*	2*	h	h	585*	y48 *	2*	h	h	
* Sud	728*	2*	2*	728 *	ŀ	4(85*	2*	2*	4(85*	h	*)81	t 58 *	2*	7, 82*	h	
01	% 285yn	h	h	28Буп	ŀ	28/Dt	h	h	28yDt	h	28yt 5	285y2	h	285y7	h	28y(
i dores MeHT uou-vav9F	754	2	2	754	ŀ	,,4	2	2	,,4	h	7D	7D2	2	7yD	h	44y
* idores MeHT uou-vav9E	yD8n*	2*	2*	yD@h*	ŀ	yy84*	2*	2*	yy8t*	h	y(85*	yt 8y*	2*	y78:*	h	yD#(
1 FM		2	2	42	ŀ	2	2	2	2	h	2	у	2	у	h	4
* 1 FM	, 82*	2*	2*	, 82*	ŀ	2*	2*	2*	2*	h	2*	48/*	2*	48(*	h	480
Bd/av9Fs ue RuN	H 4,	2	2	4,	ŀ	,	2	2	,	h	4	, 2	2	, 4	h	t
* Bd/av9Fs ue RuN	H , 87*	2*	2*	, 87*	ŀ	28/*	2*	2*	28y*	h	,8*	78 *	2*	782*	h	, 85°
0FHScdM	s h	h	h	h	2	h	h	h	h	55t	h	h	h	h	4t	
* 0FHSc-dM	s h	h	h	h	ŀ	h	h	h	h	yy87*	h	h	h	h	422*	
Bd/av9Fs ue C-usswM	h	h	h	h	2	h	h	h	h	D	h	h	h	h	2	
* Bdvav9Fs ue C-usswM	h	h	h	h	ŀ	h	h	h	h	28h*	h	h	h	h	2*	

UpFHFso-dMs MtHBdvav9Fs ue C-usswM1 8i gi Fb3RgRdbrc3SgSr-P3WgWh6P-e

3 of 6 2 of 6

# 5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC





20 218

9 ut: 605 In: 646 Total: 7043 [S] South



9ut: 20 In: 445 Total: 408 [E] East

031

# 5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

Sobola (4- CUVID - BANK ST @ MARCHE WAY - MAY... - IMC Tue May 3, 20, 00 F M leaLnMay 3, 0, 00 30 F M g3 F Mt Filk [h8666 A 905 a) MCCki yi h82d eaoy2l e)e6k&P2r Ayi h86 CP c Ca) 2r Ayi h86 CP (\$CSCHABLE FilmChev eP16 Brwkm81 IB2: CI a MCPw4m1 kk4, 12gm105B8



: e-	OG:19					J a61					ECu19					
RAei IAD	ECu19. Cul	P)				S e6L CuP	)				OGs19. Cul	P)				
TAv e	T		W	FNN	le)U	С	- :	W	FNN	le)U	С	T	W	FNN	le)U	BP1
0,00g mg3, 30w, FM	H	,	,	H	3	35	,	,	35	31	4	18	3	40	3	1
30v@mF M	08	,	,	08	I	5	3	,	k	k	0	35	,	0,	,	1
TClah	D)	,	,	Ŋ	4	0D	3	,	08	00	D	mm	3	D0	3	3
* FNNcai9	3, , *	,*	,*	g	g	kDI*	I 78*	,*	g	g	k78*	5578*	37D*	g	g	
* TClah	4, 7/*	,*	,*	4, 71*	g	3874*	, 78*	,*	3573*	g	47, *	I Dlk*	, 78*	437D*	g	
1 d %	, 74D8	g	g	, 74DB	g	, 7I DB	, 70m,	g	, 718m	g	, 718m	, 7I5D	g	, 715m	g	, 74
: A916 aP) MCICsi yi le6	mD	,	,	mD	g	0D	3	,	08	g	D	45	,	mi	g	3.
* : A916aP) MCICsi yi he6	kI 7 *	, *	,*	kI 71*	g	3,,*	3,,*	,*	3,,*	g	3,,*	587 *	,*	5873*	g	k3%
d eaoy	I	,	,	I	g	,	,	,	,	g	,	I	,	I	g	
* d eaoy	nī; *	,*	,*	nī; *	g	,*	,*	,*	,*	g	,*	nîhŕ	,*	475*	g	47
r Alyi he6 CP c Ca)	3	,	,	3	g	,	,	,	,	g	,	4	3	m	g	
* r Alyihe6CPc Ca)	378*	,*	,*	378*	g	,*	,*	,*	,*	g	,*	871*	3,,*	578*	g	47
l e) e6kAP6	g	g	g	g	4	g	g	g	g	00	g	g	g	g	3	
* 1 e) e6kArP6	g	g	g	g	3,,*	g	g	g	g	3,,*	g	g	g	g	3,,*	
r Alyi he6 CP ( sC66HaliL	g	g	g	g	,	g	g	g	g	,	g	g	g	g	,	
* r Alyi he6 CP (sC66HaliL	g	g	g	g	-,*	g	g	g	g	,*	g	g	g	g	,*	

Ul e) e6isAtP6 aP) r Ayi læ6 CP ( sC66HahL7: w. ebi2c wc A 912TwT9su2WwMgTusP

4 of 6

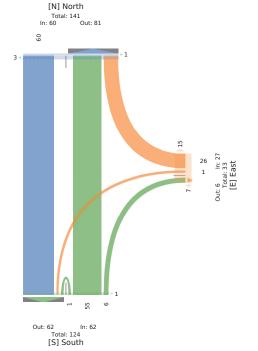
5566814 - COVID - BANK ST @ MARCHE WAY - MAY... - TMC

5566814 - COVID - BANK ST ⊚ MARCHE WAY - MAY... - TMC
Tue May 3, 20, 00

AM Peak (May 3, 0, 00 30AM 83 AM:
A-9-si)e) (1 GiJi agh Mr it rdyd-e)20 ear y2Pehe)iriāg)2c (dyd-e) t g Ht ah2c (dyd-e) t g
9π.) y-a-k:
A- Mt reBegi)

Rwnt D847321 t dai@gn6D4115, 4266D71736





5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

3500011+ COVID-FRANCE (FINESCENCE)
THE IT MS 32, COVID-FRANCE (FINESCENCE)
THE IT MS 3

- cuHidnd . 122 CuestnllMiue I c3OnNnM3?

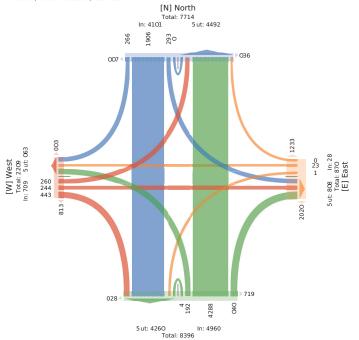
Lng	Ouath	_					J Mat						EuPth						Sirst						
I ionrtiue	EuFth. t	ıFed					S rist. u	Fed					Ouath. u	:Fed					J Mit. uF	ed					
Wik n	В	W	L	U	PNN	- nd+	В	W	L	U	PNN	- nd+	В	W	L	U	PNN	- nd+	В	W	L	U	PNN	- nd+	met
, 2, , 92D92y 6:22- T	14	, 52	5	2	, yA	Dy	2	2	2	2	2	18A	AD	, Ав	A1	2	A26	82	A1	11	11	2	DA	DD	4D2
D22-T	AA	D6A	, 6	2	422	128	1	,	,	2	Đ	6y1	54	688	IΣ	2	416	142	6A	, D	A6	2	12,	, 2,	1A, 1
4:22- T	, 6	61y	A6	2	655	, AA	,	6	2	2	4	5AD	128	Π2y	6A	1	441	, D2	46	A,	A2	2	1, 4	, 4y	1,52
5:22- T	A2	A4A	Al	2	6, 6	1Dy	1	2	2	2	1	444	111	65D	6D	2	4A1	, 22	85	A,	A1	2	102	, 61	1, 24
8:22- T	,,	Ayy	, 1	A	66D	42	1	1	2	2	,	A62	AD	A5,	16	2	6, 1	11A	Al	у	12	2	D2	88	y18
y:22- T	, A	, yA	,8	2	A66	65	2	1	2	2	1	, Al	AA	A62	,,	2	AyD	44	A1	12	14	2	DS	54	5y5
12:22- T	AB	AA8	, 4	2	62,	1DI	2	,	2	2	,	85D	, у	6, A	65	2	6уу	, D2	A1	у	AB	2	58	, у,	y81
11:22- T	11	15y	5	1	1y8	, у	2	2	2	2	2	5A	D	, Dy	, 6	2	, 88	, 6	у	D	,,	2	A4	A1	ц,
, 2, , 92D9121, :22PT	,	DD	,	2	Dy	у	2	2	2	2	2	, 2	,	5A	D	,	8,	,	A	2	A	2	4	4	165
WitM	1yy	, 8Dy	182	6	A, 6,	8DD	D	12	-	2	15	A416	6A6	A155	, 81	A	ÆyD	116D	AA2	1AA	1yD	2	4D8	1,42	581,
% P NNasMth	471% 8	387 %	D4% :	271%	9	9	, y76% I	087B% 1	178% 2	%	9	9	1171%	3174%	57,%	271%	9	9	D27, %,	27,%,	y 74% 2	2%	9	9	9
% With	, 7D%	A474%	, 74%	271% €	S17D%	9	271%	271%	2% 2	%	27,%	9	D94% (	5275%	A74%	2% (	sy7/%	9	67, %	175%	, 7D% 2	2% 1	876%	9	9
Lights Med T utuorarlns	1y6	, 521	158	6	A255	9	2	2	2	2	2	9	612	A264	, 55	A	A5A4	9	A18	11A	1y1	2	4, ,	9	56AE
% Lights Med																									
T utuorar lns						9	2%	2%	2% 2		2%	9	y67D%		y874%	122% 3		9	y475% 8	BD2%	57/% 2	2% <b>y</b> 4	67D%	9	yDĘ %
c nMh	2	5D	2	2	5D	9	1	2	2		1	9	2	DD	1	2	D4	9	,	2	,	2	6	9	1A4
% c nMh	2%	, 74%	2%	2%	, 24%	9	, 272%	2%	2% 2	%	DB/%	9			276%	2%	176%	9	274%	2%	172% 2	2%	274%	9	175%
virarlıs ue Bu <b>M</b>	D	8A	,	2	y2	9	6	12	,	2	14	9	, 6	54	A	2	12A	9	12	, 2	,	2	A,	9	, 61
% virarlns ue BuM	, 7D%	, 3/%	171%	2%	, 78%	9	8272%	122%	122% 2	% y	671%	9	DID%	, 76%	171%	2%	, 74%	9	A72% 1	D2%	172% 2	2% (	63/%	9	A71%
- ndrstoiMs	9	9	9	9	9	86A	9	9	9	9	9	AD88	9	9	9	9	9	11A2	9	9	9	9	9	1, 6,	
% - ndnstaiMs	9	9	9	9		874%	9	9		9		y 74%	9	9	9	9		875%	9	9		9		874%	9
	9	9	9	9	9	1.	9	9	9	9	9	- 4	9	9	9	9	9	1D	9	9	9	9	9	18	
v irarlns ue CoussRMw	9	-	-			٠,																			

6 of 6

5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

Mon May 9, 2022 — 112:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 9513. 4, Location: 4569979. , -856 7. 5. 3





[S] South

5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

53000 I F - COVID - DAWN ST & HOLLWOOD AVE - M... - TINL.
TUE T M 3/S, 7, 7, 181 OT THE UT M 7/S - M. - TINL.
TUE T M 3/S, 10 T OPAIL IT M 2y, 2, 7, 181 OT THE UT M 7/S - METCE LIST OF MASORE REAMACS VIBHETCUE BUM3V IBHETCUE
) AVCRM (
P - T TU: FWFEC
longy I Din3s ut Milue gnt 7Dy/8/43161 7884 4D



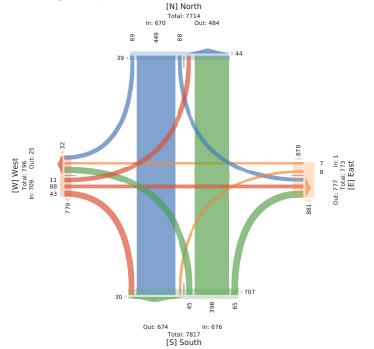
s Fd	f uAo						GME	r					Julro						E FG						
miÆHiue	Julro.	ulec					ΕR	G. uleo					f uAro.	ulec					GME. u	lec					
SiwF	В	S	s	W	PCO	0FcU	В	S	s	W	POD	0FcU	В	S	s	W	PCO	0FcU	В	S	s	W	PCO	0FcU	ler
, 2, , h2t h2y ngnt 0T	y	I nt	t	2	Ity	Dh	2	2	2	2	2	y5	14	I, n	, I	2	141	, 8	Iy	n	8	2	п	, 5	Dil
t g220T	n	I Dy	٠,	2	Int	Ιy	2	2	2	2	2	yt	Ir	I,t	Ιt	2	Itn	Db	у	,	8	2	Iy	n,	пв
tglt0T	,	I,5	t	2	I Dh	, у	2	2	2	2	2	I 28	15	I Dn	у	2	142	t,	12	n	8	2	,,	t t	DI 4
t gD20T	In	I n8	12	2	15,		2	I	,	2	D	ID	, 2	I 2y	Ι,	2	InI	, n	14	I,	у	2	IБ	nD	DΙ
SurM	, у	tty	- ,,	2	412	I2n	2	I	,	2	D	nΩ	45	ny,	t 5	2	414	InI	t n	,,	DD	2	I 2y	145	IDD
* POOA:Mib	n78*	yI 74*	D74*	2*	h	h	2*	DDD°	4475*	2*	h	h	127y*	5y7y*	y7D*	2*	h	h	ny7 *	, 27, *	D27D*	2*	h	h	
* SurM	, 7, *	nI 78*	I 74*	2*	nt 74*	h	2*	27 *	27/*	2*	27, *	h	t 72*	D478*	n7D°	2* 1	14Z*	h	n72*	174*	,7*	2*	87.*	h	
09 %	2718	27yt,	27tt2	h	27By2	h	h	h	h	h	h	h	27ynI	27/2,	27445	h	27ynD	h	25,,	27.22	27/15	h	275t 5	h	27yt 5
s idorCMc T uruAhHFC	, у	tIt		2	t 44	h	2	2	2	2	2	h	4r	n45	t 4	2	t 85	h	t 2	18	п	2	уу	h	I,t,
* s idorCMc																									
T uruAbHR				2*		h	2*	2*	2*		2*	h	yt 7 *	yn7y*	y87,*	2* !	yt 7D°	ŀ	y, 74*	8I 7B*	уШу*	2* y	y278*	h	yD4*
9 FMa	2	18	2	2	18	h	2	2	2	2	2	h	- 2	y y	2	2	у	ŀ	,	2	,	2	n	h	п
* 9 FMa	2*	D; *	2*	2*	DE2*	h	2*	2*	2*	2*	2*	h	2*	178*	2*	2*	17*	ŀ	D5*	2*	47 *	2*	D2+	h	, 7D*
v iHtHPCue BuM	2	, 4	- 2	2	, 4	h	2	I	,	2	D	h	I	14	I	2	, 2	ŀ	,	n	2	2	4	h	t t
* viHhHPCue BuM	2*	пЂ*	2*	2*	n7D°	h	2*	I 22*	122*	2*	I 22*	h	n7 *	DiD,	178*	2*	DĘ*	h	D2+	187 *	2*	2*	t 7 *	h	n7 *
0FcFGAMC	h	. 1	ı h	h	h	I2D	h	h	h	h	h	nΠ	- 1	h b	1 1	ı h	h	I Dn	h	. I	ı h	h	h	I4t	
* OFCEGAMO	h	. 1	ı h	h	h	yy72*	h	ŀ	ı h	h	h	yy7 *	1	h b	1 1	ı h	h	yt 72*	h	. I	ı b	h	h	y878*	1
viHiHFCue ) AcCRM	h	. 1	ı h	h	h	I	h	h	ı h	h	h	n	- 1	h b	1 1	ı h	h	5	h	. I	ı b	h	h	,	_
* viHiHPCue ) AuCRM	h	. 1	n h	h	h	172*	h	ŀ	. h	h	h	27/*	- 1	h h	1 1	h	h	t 72*	h	. h	ı h	h	h	17.*	ŀ

UprcPGAM/CMc viHaHPCue ) AuCR MI 7s gs Pb/3BgBidor3SgSoAl3WgWl61Ae

2 of 6

5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC
Mon May 9, 2022
PM Peak (May 09 2022 5-56PM ) 6-56 PMC) v relaHPeak u o.A
CHB BilleL(i ght d.anc ModblByHel, u ear y, Peceldganl, RghyHelLon woac, RghyHelLon slolLmalRO
CHMOrel end.
D - 964135, i oBadgon-56.199793, )86.373631





5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC
Tue May 3, 20, 00
F M l eaLinday 3, 0, 00 30F M g 3 F Mt
Filk (la6566 A 305 aP) MCCki yi le62d eaoy2l e) e6k&P62r Ayi le6 CP c Ca) 2r Ayi le6 CP (SCG+Ialli
Filk MCeve P156
Rwkm8l D42: Cl a 142P-v4m1 kk8kDg-śmt/BDn11

3 of 6

e-	OG:19							J a6	il					EQ:19						S e61						
RAei IACP	EGı 19	. CuP)						S e	61 C	aP)				OG:19.	CuP)					J a61 C	hP)					
TAv e	c		T	:	W	FNN	le)U	С	T	:	WE	NN I	e) U	с	T	- 1	W	FN	lle)U	с	T	:	W	FNN 1	e) U	BP1
0, 00g mg3, 30w, FM	- (	) I	3	,	,	H	D	,	,	,	,	,	33	0	44	m	3	m0	,	0	,	I	,	m	m	k
30v≩nF M	,	. 0	)4	0	,	0D	I	,	,	,	,	,	k	,	0k	,	3	I,	0	3	,	,	,	3	3	n
TClah	-	) п	m	0	,	nk	k	,	,	,	,	,	0,	0	5I	m	0	80	0	I	,	I	,	D	D	34
* FNNcai9	I 74*	kI 70°	* I	74* ,	*	g	8	,*	,* .	,*,	*	g	g	074*	8k7, *	D3*	074*	8	8 8	m, 7, *	,*	m,7,*	, *	g	g	
* TClah	374*	I 574°	* 3	74*,	* 4	, 73*	8	.*	,* .	,*,	*	,*	g	374*	4k万*	I 74*	374*	nm®*	8	07.*	,*	07,*	,* 4	473*	g	
1 d %	, 70m	, 74n	ŋ , î	0m	g,	74D;	8	g	g	g	g	g	g	, 70m,	, 7405	, 70m,	, 7m,	, 74, I	8	, 715m	g	, 70m,	g,	7,,	g	, 743
: A916aP) MCICsi yi he6	3	3 п	ıΒ	0	,	mi	8	,	,	,	,	,	g	0	DБ	m	0	5E	) 8	I	,	I	,	D	g	31
* : A916aP)																										
MCIGsi yi he6	m 7,*	k075°	* 3,	,*,	* k	37h#	g	, *	,* ,	,*,	*	g	g	3,,*	k378*	3,,*	3,,*	k05*	8	3,,*	,*	3,,*	, * 3	t, , *	g	k07m
d eaoy	,		I	,	,	I	g	,	,	,	,	,	g	,	I	,	,	I	8	,	,	,	,	,	g	
* d eaoy	,*	niht	ř	,*,	*	nß*	8	,*	٠.	,*,	*	g	g	,*	473*	,*	,*	I 75*	8	,*	,*	,*	, *	,*	g	473
r Alyi he6 CP c Ca)	- 3	3	3	,	,	0	8	,	,	,	,	,	g	,	I	,	,	I	8	,	,	,	,	,	g	
* r Alyi he6 CP c Ca)	m, 7, *	378	*	,*,	*	I 74*	8	.*	,* .	,*,	*	g	g	,*	473*	,*	,*	I 75*	8	,*	,*	,* .	,*	,*	g	I 74*
l e) e6kAP6		g	g	g	g	g	k	g	g	g	g	g	0,	g	g				g 0	8	g	g	g	g	D	
* le)e6kAtP6		g	g	g	g	g	3,,*	g	g	g	g	g3,	,*	g	g	g	g		3,,*	g	g	g	g	g3,	, *	
r Alyi he6 CP ( sC66HaliL		g	g	g	g	g	,	g	g	g	g	g	,	g	g				3 ,	g	g	g	g	g	,	
* r Avi le6 CP (sCl6HaliL		g	g	g	g	g	. *	g	g	g	g	g	. *	g	g				3 ,*	8	g	g	g	g	. *	

U e) e6lsAtP6 aP) r Atyi he6 CP ( sC66HahL7: w. ebl2c wc A 912TwT9su2WwMgTusP

5566814 - COVID - BANK ST @ HOLMWOOD AVE - M... - TMC

5566814 - CUVILD - DAWN 3. G. FLOCKING.

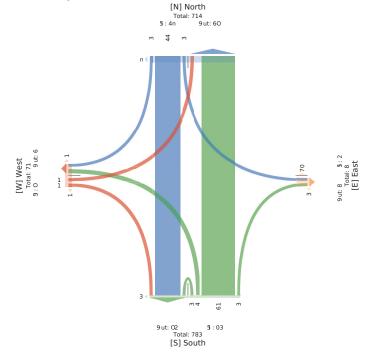
The May 3, 20, 00

AM Peak (May 3, 0, 00 30AM 83 AM:
A – 9 a))e) (1 GL1) agh Mt it niyde)20 ear y2Pehe)iriāg)2c diyde) t g Ht ah2c diyde) t g
9 r1) y2 a\*.

A – Mt reBegi)

Rwrll D847521 t daid gn5D411617281D767D74





5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC

SSOSA 14 - CUVID - QUEEN ELIZABETH DIKWY @ FIF... - TIMC Tue T M y3, 2, OFIL Lnegth (6:A2 - T 91, -A2 P T ) PIL Classes (Lights Md T uturarlns3c nMh3-ndnstaMs3v irarlns ue BuM3v irarlns ue CussRMs) PIL T uthk nets nh : yDLA473Lur Miue: 6D82 Ay, 1355D8471y56

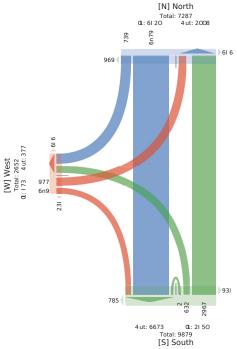


Lng	Ouath					JuFth					E nst					I
I ionrtiue	JuFth. uFe	ed .				Ouoth. uFo	ed				SMt. uFed	1				I
Wk n	В	W	U	PNN	- nd*	W	L	U	PNN	- nd*	В	L	U	P NN	- nd*	net
, 2, , 92D92y 6:22- T	A2	, A7	2	, 47	DA	y2	, 4	2	114	55	1D	, 2	2	AD	, 4	
D22- T	yA	D24	2	Dyy	11D	, 14	41	2	, 55	152	, 5	64	2	5A	5D	
4:22- T	1, 4	6, 5	2	DDA	117	1yy	D,	2	, Di	, 25	A7	D4	2	y6	y4	П
5:22- T	117	, 15	2	AAD	11y	1y4	DA	2	, 6y	15A	64	56	2	1, 2	7y	
7:22- T	A6	, 1y	2	, DA	4y	164	14	2	14,	5D	1y	A2	2	6y	Dt	1
y:22- T	,7	145	2	1yD	A7	121	, 1	2	1,,	D6	, 6	,7	2	D,	,,	
12:22- T	AD	152	2	, 2D	D6	, A2	, у	2	, Dy	yD	, 4	D4	2	7,	4D	П
11:22- T	7	71	2	7y	у	11y	12	1	1A2	1A	. 7	A,	2	62	A	
, 2, , 92D9121, :22PT	1	17	2	1y	2	, 5	A	2	A2	2	2	,	2	,	2	
VětN	65A	, 26A	2	, DI4	DSD	1A, 6	, 51	1	1Dy4	746	, 2A	A66	2	D65	6, 5	Г
% P NNouMh	1787%	718 %	2%	9	9	7.AB2%	1582%	281%	9	9	A581%	4,8/%	2%	9	9	Г
% With	128 %	6ABy%	2%	D682%	9	, 786%	D87%	2%	A684%	9	686%	586%	2%	1185%	9	П
Lights Med T utuorarlns	612	, 21y	2	, 6, y	9	1A2D	, 45	1	1D5A	9	1y7	AAy	2	DA2	9	Г
% Lights Med T utucrarlns	7485%	y787%	2%	y480%	9	y784%	y78D%	122%	y784%	9	y58D%	y78D%	2%	y78,%	9	3
c nMHs	6	D	2	у	9	1	,	2	A	9	1	6	2	D	9	Г
% c nMB	287%	28 %	2%	286%	9	281%	285%	2%	28,%	9	280%	18,%	2%	28/%	9	
v irarlıs ue Bu <b>M</b>	Dy	1y	2	57	9	17	,	2	, 2	9	6	1	2	D	9	
% v irarlns ue BuM	1,80%	28y%	2%	A61%	9	186%	285%	2%	18496	9	, 82%	284%	2%	28/%	9	
- ndnstoiMs	9	9	9	9	642	9	9	9	9	564	9	9	9	9	622	П
% - ndnstriMs	9	9	9	9	7282%	9	9	9	9	7484%	9	9	9	9	уАБ%	
							9	9	9	117	9	9	9	9	-	. –
virarlns ue CoussRMi	9	9	9	9	11D	9	9	9	9	11/	3	9	9	9	, 5	l .

6 of 6

0-uAd-FH. agCda ub: ccMvM D22 Cuesd-99Mdue I -3 f FOFMs3: f 3N, p nKy3C)

5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC
Mon May 9, 2022
Fuil Length (4:30 PM-12:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 9513. 6, Location: 457403921, -857 61984



5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC
T ue T M y3, 2, ,
0T OPM IT M 29, 2, , ng 20T h (g 2 0T 6h: AF-M90PM 1 uP) 9C3MSh I dros MHT uu-vayEs31 FMu30PHSecMes3Bdav4Fs ue RuMBBdav4Fs ue
C-ussvM 6
) 9T uAFk Fes
th gynD (43) uvMdheg7n872ty, DBf6n8(4Dy57

0, 1	-		-													
Fo	f u-α					GuPer					J Fsc					
d-Fvolue	GuPar. uPo	eH				fu-α.uPe	H				EMc uPeH	I				
dk F	R	S	W	) 00	0FHJ	S	i	W	) 00	0FHL	R	i	W	) 00	0 FHU	mec
, 2, , h2nh2y ng 20T	t D	D24	2	Dгy	, 7	7D	D)	2	nt	74	у	n	2	,,	D,	, D7
ng/n0T	D5	Di 2	2	D75	7t	nn	DF	2	(y	nt	122	ĽΣ	2	, 2	,,	, t (
(@20T	DS	D7n	2	D(,	, у	n7	у	2	(t	72	DD	DБ	2	, 4	, 2	, nt
(gDn0T	t 5	D4t	2	,,2	t(	75	ĽΣ	2	n5	(2	n	y	2	DF	, 2	, yD
SudM	I2,	n( (	2	((4	D,	Dy5	7n	2	, 7,	, 2E	tn	7y	2	47	57	yy7
* ) CO-uMr	Dn8 *	4785*	2*	h	h	4D87*	D48(*	2*	h	h	7D6*	n48 *	2*	h	h	h
* SudM	128 *	n(8y*	2*	(58*	h	Dy84*	78n*	2*	,78*	h	t 8h*	78/*	2*	48n*	h	h
01 %	28(4n	285(n	h	285nn	h	28142	28427	h	284(7	h	285yn	285, D	h	285n2	h	28174
idoros MeHT uou-vav9Fs	57	nn5	2	(tD	h	Dy2	7n	2	, t n	h	tn	74	2	4t	h	y7y
* idores MeHT uou-vav9Fs	5, 8n*	y487*	2*	y78h*	h	y(87*	D22*	2*	y58D*	h	D22*	y482*	2*	y481*	h	yn8n*
1 FMa	2	t	2	t	h	2	2	2	2	h	2	D	2	D	h	7
* 1 FMa	2*	28n*	2*	287*	h	2*	2*	2*	2*	h	2*	, 82*	2*	D8 *	h	287*
Bdvav9Fs ue RuMH	, 4	(	2	t7	h	5	2	2	5	h	2	2	2	2	h	7D
* Bd/av9Fs ue RuMH	, 58n*	DBD*	2*	n8D*	h	* 181	2*	2*	, 8/*	h	2*	2*	2*	2*	h	78D*

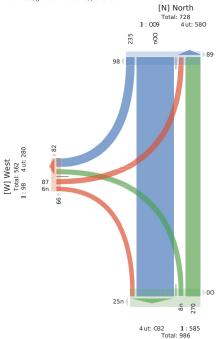
U0FHFsc-dMs MtHBdvav9Fs ue C-usswMl 8i gi Fb3RgRdbrc3SgSr-P3WgWh6P-e

2 of 6 3 of 6

#### 5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC

Mon May 9, 202 202 25-60PM) 0-60 PMy) r l elatureak AoCH su Luitei (gli trid an BMoodByRei, Acad y, PeBei dhani, wRyRei on moaB, wRyRei on Libii I alw su Mol eDendi :4-9516CB, goRadon-. 57.06921, )857B19B.





5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC



: e-	OG:19					J Cu 19					E e61					
RAei IACP	J Cu 19. CuP	9				OG:19. G:P)					Sa6L C	iıP)				
TAv e	с	T	W	FNN	le)U	T		W	FNN	le)U	С	- 1	W	FNN	le)U	BP1
0,00g,mg3,30w,FM	,	33	,	33	,	35	0	,	3k	,	,	,	,	,	,	I
30v≩nF M	3	5	,	4	,	3,	3	,	33	,	,	0	,	0	,	(
TClah	3	34	,	3k	,	05	I	,	I,	,	,	0	,	0	,	1
* FNNcai9	n <b>a</b> *	k785*	,*	g	g	k, 8, *	3,8*	,*	g	8	,*	3, , *	,*	g	g	
* TClah	08*	1 n8 *	,*	158*	g	m98k*	n <b>8</b> k*	,*	m#81*	g	,*	18c*	,*	18k*	g	
1 d %	, 80m,	, 87, k	g	, 8710	g	, 81 k5	, 8 5m	g	, 81 km	8	g	, 80m	g	, 80m,	g	, 87
: A916aP) MCICsi yi he6	3	34	,	3k	g	05	I	,	I,	g	,	0	,	0	g	1
* : A916aP) MCIGsi yi he6	3,,*	3, , *	,*	3,,*	g	3,,*	3, , *	, *	3,,*	g	,*	3,,*	,*	3,,*	g	3,,
d eaoy	,	,	,	,	g	,	,	,	,	8	,	,	,	,	g	
* d eaoy	,*	,*	,*	,*	g	,*	, *	,*	,*	g	,*	,*	,*	,*	g	,
r Ayi he6 CP c Ca)	,	,	,	,	g	,	,	,	,	8	,	,	,	,	g	
* r Alyi he6 CP c Ca)	,*	,*	,*	,*	g	,*	, *	,*	,*	g	,*	,*	,*	,*	g	,
l e) e6lsArP6	g	g	g	g	,	g	g	g	g	,	g	g	g	g	,	
* l e) e6isAtP6	g	g	g	g	g	g	g	g	g	g	g	g	g	g	g	
r Alyi he6 CP ( sC66HahL	g	g	g	g	,	g	g	g	g	,	g	g	g	g	,	
* r Ayi he6 CP (sC66HaliL	g	g	g	g	g	g	g	g	g	8	g	g	g	g	g	

Ul e) e6isAtP6 aP) r Ayi læ6 CP ( sC66Hahl.8: w. ebi2c wc A 912TwT9su2WwMgTusP

4 of 6

#### 5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC

5566814 - COVID - QUEEN ELIZABETH DRWY @ FIF... - TMC
Tue May 3, Q, 00

AM Peak (May 3, 0, 00 30AM 83 AM:
A-9-si)e) (1 GiJi agh Mr it rdyd-e)20 ear y2Pehe)iriāg)2c (dyd-e) t g Ht ah2c (dyd-e) t g
9 r, ))v a-k:
A- Mt reBegi)
Rwnt D847521 t dai@gm D6, 4l 03281D87531 1.

[S] South

[N] North Total: 48



5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC
T ue T M y3, 2,
OFIL Leegh (6:72 - T 91, :72 P T )
PIL CIMSen (Lights Md T utucrarlns3c nMit3 - ndrstdiMs3v irarlns ue BuM3v irarlns ue
CussRiMo)
PIL T UHK nets
ni : yDLAt13LurMue: 6DPy6, y1391085:A62y



Lng	Ouath						J Mrt						EuFth						S rist						
I ionrtiue	EuFth. u	яFed					S nst. ui	Fed					Ouath. t	Fed					J Mt. uF	ed					
Wik n	В	W	L	U	PNN	nd+	В	W	L	U	PNN	- nd+	В	W	L	U	PNN	- nd+	В	W	L	U	PNN	- nd+	met
, 2, , 92D92y 6:22- T	, A	, 41	81	2	ADD	9	45	, 6	A	2	12D	AB	5	, D6	12	2	, 4,	A1	12	, A	, D	2	DБ	4A	43
D22- T	86	D 5	12A	2	8yD	9	105	D4	14	2	, A,	1, A	14	684	1y	2	D2A	у6	, 8	IΣ	DD	2	1.A1	15A	1DE
8:22- T	DA	Ay,	54	2	DA,	9	1.AA	IΣ	у	2	1y,	1, 4	15	DΣ,	, у	2	D6y	62	A,	A,	D,	2	118	161	1.A5
4:22- T	AB	61D	42	2	D, 1	9	45	AD	16	2	1, 4	1.46	1,	A51	, D	2	615	A1	, у	,,	A6	2	5D	y5	11E
5:22- T	, 5	A84	66	2	6Ay	9	66	16	12	2	85	51	11	AA4	, 8	2	A46	, y	Al	AB	, D	2	y,	84	y4
y:22- T	A,	, 58	A5	2	ADB	9	61	, 2	D	2	88	AD	у	A2A	14	1	AA2	1D	1A	15	A4	2	85	DB	5,
12:22- T	A4	A46	, 5	2	6Ay	9	AD	1D	D	2	DD	1Ay	8	, Dy	16	2	, 4y	, 2	, A	12	A1	2	86	IΣ	5A
11:22- T	- ,,	, D4	, 1	2	A22	9	15	A	D	2	, 8	, 6	A	1.A5	8	2	164	2	D	5	11	2	,6	11	6y
, 2, , 92D912 1, :22P T	5	D4	8	2	41	9	A	1	2	2	6	4	2	64	A	2	ID2	2	,	1	A	2	8	,	1.4
VétNi	A2A	, y64	6DS	2	A425	9	D55	, 1y	85	2	54D	425	56	, 855	16y	1	, y, ,	, 82	141	, 22	, 4A	2	866	851	516
% P NNuMh	57, %	4y7D% 1	1, 75%	2%	9	9	847, % ,	D/2%	45%	2%	9	9	, 7/% )	7, 72%	DN%	2%	9	9	, 878% .	4171% (	5, 76% 2	2%	9	9	
% WitM	A74% .	A87, %	DB%	2% €	DDW	9	47, %	, 74%	25%	2% 1	1274%	9	172%	AA2%	175%	2% A	EBy%	9	, 71%	, 70%	A76% 2	% 4	3/%	9	
Lights Med T utucrarIns	, 84	, 44,	6D6	2	A6yA	9	DSD	, 18	88	2	584	9	4y	, D, 2	168	1	, 468	9	182	1yA	, 8D	2	815	9	44,
% Lights Med																									
T utucrarlns	5571%	y671% y	yy71%	2% <b>y</b>	67,%	9	уу70% у	/578% y	471%	2% 3	yy71%	9	y672% y	/A5%	y572% 1	22% <b>y</b>	622%	9	yAB% y	/87D% <u></u>	471% 2	% y8	72%	9	y6759
c nMh	, D	ED2	1	2	48	9		2	2	2	,	9	2	DS	,	2	82	9	,	,	1	2	D	9	16
% c nMh	574%	174%	27,%	2%	, 72%	9	274%	2%	2% 2	2%	27,%	9	2%	, 7, %	174%	2%	, 71%	9	17, %	172%	276% 2	% 2	75%	9	1759
v irarlns ue BuM	11	1, D		2	1Ay	9	1	A	,	2	8	9	D	112	1	2	118	9	у	D	4	2	, 1	9	, 5
% virarlns ue BuM	AB%	67,%	274%	2%	A74%	9	27, %	176%	, 3/% :	2%	274%	9	872%	671%	274%	2%	672%	9	D996	, 7D%	, 78% 2	% A	7466	9	ADS
- ndnstaiMes	9	9	9	9	9	2	9	9	9	9	9	8y6	9	9	9	9	9	, 6,	9	9	9	9	9	8AA	
% - ndnstaiMs	9	9	9	9	9	9	9	9	9	9	93	52%	9	9	9	9	93	/A71%	9	9	9	9	9 y.	A72%	
	9	9	9	9	9	- 2	9	9	9	9	9	16	9	9	9	9	9	15	9	9	9	9	9	65	
virarlns ue CoussRMw	9																								

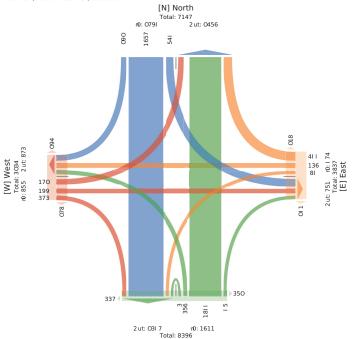
		In: 19	Out: 29
	н	18	
[W] West Total: 6 In: 2 Out: 4		Dut: 18	17
		Out: 18 Total: 4 [S] Sou	18 uth

6 of 6

5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC

Mon May 9, 2022 — 112:30 AM)
MI Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 9513. 1, Location: 45694291, -. 56783409





5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC
Tue T M y3, 2, ,
0T ORB IT M 2y, 2, , ngn 0T h tgt 0T (h6: FM4 0FM 9 u1A
P -) -MRTCLS idonCMc T unuAbiHR39 FMa30FRRAMGV ibiHPCue BuM3v ibiHPCue
) AKCRM (
P - T u: FiveFirc'
kngyt IDI 3s uMulegent Zbyn, y13list 785Dzby



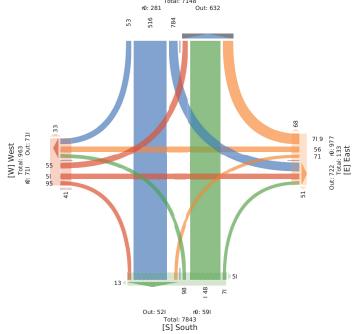
s Fd	f uAso					GME:						Julro						E FGr						
miÆHiue	Julro. u	:lec				E FG. t	lec.					f uAto.	u1ec					GME: u	1ec					
SiwF	В	S	s	W	PCO0FeU	В	S	s	W	PCO	0FcU	В	S	s	W	PCO	0FcU	В	S	s	W	PCO	0FcU	ler
, 2, , h2t h2y ngnt 0T	ID	In5	, у	2	Iy2 h	DD	Ι,	I	2	n8	Iy	D	ID	t	2	In2	, I	t	Ιt	Ιt	2	n	nD	nI I
t g220T	у	ID	, 5	2	14, h	nn	18	t	2	8t	nt	n	Ht	D	2	Ι,,	DD	у	12	5	2	, 4	t,	DS
tglt0T	, 2	ID	, 8	2	145 h	D,	In	D	2	ny	, t	I	HH	t	2	114		12	It	15	2	nD	D4	D54
t gD20T	18	I,I	, 8	2	IBD h	DD	Ιn	n	2	t I	, n	8	ID	4	2	Int	18	I	In	Ιn	2	, у	ny	D55
SurM	t 5	t DB	I 2y	2	42D h	In,	t 8	ID	2	,II	HD	In	ny2	, 2	2	t,n	y,	, t	t n	t t	2	I Da	I 5I	It4,
* POOA:Mib	57D° 4	487, *	I t 7 *	2*	h h	847D*	, 87. *	87, * 2	2*	h	h	, 74*	yDR *	D2+	2*	h	h	1574*	n27D*	nI 72*	2*	h	h	
* SurM	D24+ I	Dn7l *	87y+	2* r	m74+ h	y 2*	DB+	275* 2	2÷ 1	I Dîn+	h	27y+	DI 7, *	17D°	2* I	DID*	h	I.28+	Dh+	D£+	2*	57.*	h	
09%	274, t	27yI5	23/t t	h	27yDy h	27524	2754t	27822	h	27525	h	278t 2	27y, n	274I n	h.	27y2D	h	278Dy	275t 2	274yn	h 2	27522	h	27yt
s idorCMc T uruAhHPC	t D	nyD	I 28	2	8t, h	InI	t 8	I,	2	, 2y	h	ID	nt,	Iy	2	n5n	h	, D	t I	t D	2	1,4	h	In4
* s idorCMc T uruAlbHPC		y, 72+	y47 +	2* <b>y</b>	r, 74° h	yy7D°	122*	y, 70° 2	2* ;	yy7i +	h	y, 7y*	y, 7 *	yt 72*	2* <b>y</b>	, 7h+	h	y, 72*	yn7h+	y87h+	2* y	п <b>Ђ</b> +	h	yDB*
9 FMa	t	In	I	2	,2 h	I	2	2	2	I	h	2	12	I	2	H	h	2	2	I	2	I	h	Е
* 9 FMa	578*	, 7B*	27y+	2*	,75° h	274*	2*	2* 2	2*	27.*	h	2*	, 2*	t 72*	2*	,7*	h	2*	2*	122+	2* :	274*	h	,7*
v iHtHPCue BuMt	2	, у	,	2	II h	2	2	I	2	I	h	I	, 5	2	2	, у	h	,	D	I	2	8	h	8
* v iHtHPCue BuMt	2*	t 7h+	122+	2*	n7h+ h	2*	2*	474*	2*	27.*	h	47 *	t 74°	2*	2*	t 7. *	h	572*	t 78*	122+	2* :	n7 *	h	n7D°
0FcFGAMC	h	h	h	h	h 2	h	h	h	h	h	125	h	h	h	h	h	5n	h	ı h	h	h	h	188	
* 0FcFGAMtC	h	h	h	h	h h	h	h	h	h	h	yt 78*	h	h	h	h	h	/I 7D*	h	ı h	h	h	hy	/1740	
v iHhHFCue ) ArCR M	h	h	h	h	h 2	h	h	h	h	h	t	h	h	h	h	h	5	h	ı h	h	h	h	Ιt	
* viHtHFCue ) AuCCRM	h	h	h	h	h h	h	h	h	h	h	n7n+	h	h	h	h	h	574*	h	ı h	h	h	h	57D°	

UprcFGAMcCMcviHaHFCue) AuGRMl7sgsFbr3BgBidor3SgSoAl3WgWl61Ae

2 of 6

5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC
Mon May 9, 2022
PM Peak (May 09 2022 5-56PM ) 6-56 PMC) v rela⊞Peak u oA
CHB BilleL(i ght d.anc ModblByHel, u ear y, Peceldganl, RghyHelLon woac, RghyHelLon slollmalRO
CHMOrel end.
D - 964134, i oBadgon-56.195294, )36.781509 [N] North Total: 7148 r0: 281 Out: 632 516 23 784

[S] South



5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC

Tue May 3, 20, 00

F M | eat.nYday 3, 0, 00 30F M g 3 F Mt
F hly (h6566 n A916 aP) MCCGs yi he62d eaoy2l e) e6kahP62r Ayi he6 CP c Gs) 2r Ayi he6 CP
( sCGF4lalit
F hlmGrev eP16

R wkm81 EB2: Cl a lAP-wim1 k40k32ghr851 4, k

l scoAe) . yw	tawa Ay Obf DaHa
3, , ( CF	61elfa 1ACP Rs
OeNeaP2f O2	p 0K mCk2( F

3 of 6

			_																						
: e-	OGB						J a61						EC	h19					S e61						
RAei MP	ECu 19.	CuP)					S e61	CuP)					00	39. CuP)					J a61 C	iiP)					
TAv e	С	T	:	W	FNN	e) U	С	Т	1 :	W	FNN	le)U	С	T	:	W	FNN	) U	С	T		W	FNN	l e) L	BP1
0,00g mg3, 30w, FM	0	01	3	,	80	g	I	3	٠,	,	4	3	,	. 10	3	,	H	,	3	,	,	,	3	3	8
30v∂nF M	8	I 4	m	١,	4m	g	,	,	,	,	,	8	,	. 3m	0	,	3D	,	3	3	I	,	m	3	8
TClah	5	пD	8	,	ĽΒ	g	I	3	,	,	4	D	,	4D	I	,	m	,	0	3	I	,	8	0	31
* FNNcai9	337 *	5, 71*	57h#	,*	g	g	Dn≅ *	0nF, *	,*,	*	g	8	, *	k47,*	87,*	.*	g	g	1171*	387D*	m, 7, *	, *	g	8	
* TClah	873*	41 7h#	478*	,* 1	nd70*	8	071*	, Ъ*	,*,	*	173*	8	, *	I nik*	* 10	, * 1	570*	g	37hf	, Ъ*	071*	, *	478*	8	
1 d %	, 7111	, 74, 4	, 7,,	g	, 7I SI	8	, 70m,	, 70m,	g	g	, 70m,	8		g,718D,	7 Dm	g	, 71 Dk	g	, 7m,	, 70m	, 70m	g	, 1, ,	8	, 745
: A916 aP) MCICsi yi le6	D	ni	8	,	88	g	I	3	٠,	,	4	8	,	4m	I	,	45	g	0	3	I	,	8	8	30
* : A916aP)																									
MCIGi yi le6		kI 7, *	3,,*	,* I	kI 7, *	g	3,,*	3,,*	,*,	*	3,,*	8	, *	kn⁄D* 3	3, , *	, * 1		g	3,,*	3,,*	3,,*	, *	3, , *	8	k47D*
d eaoy	3	0		,	I	g	,	,	,	,	,	8	,	. 0	,	,	0	g	,	,	,	,	,	8	-
* d eaoy	307h#	I 7hf	,*	,*	470*	g	,*	,*	,*,	.*	,*	g	,*	47 *	,*	.*	47 *	g	,*	,*	,*	, *	,*	8	15*
r Ayi he6 CP c Ca)	,	0	,	,	0	g	,	,	,	,	,	g	,		,	,	,	g	,	,	,	,	,	8	(
* r Alyihe6CPc Ca)	, *	I 7hf	,*	,*	0万*	g	, *	,*	,*,	*	,*	g	, *	, *	,*	.*	,*	g	, *	,*	,*	, *	,*	8	37h#
l e) e6lsAtP6	g	g	g	g	g	,	8		g g	g	g	D		g g	g	g	g	,	g	. 8	8 8	g	g	0	
* le)e6kAP6	g	g	g	g	g	g			g g	g	g	3,,*		g g	g	g	g	g	g	. 8	8 8	g	g3	,,*	
r Ayi le6 CP ( sC66HaliL	g			g	g	,	8		g g	g	g	,		g g	g	g	g	,	g	. 8	8 8	g	g	,	
* r Alyi le6 CP (sC66HaliL	g	g		g	g	g			g g	g	g	,*		g g	g	g	g	g	g	. 8	8 8	g	g	,*	

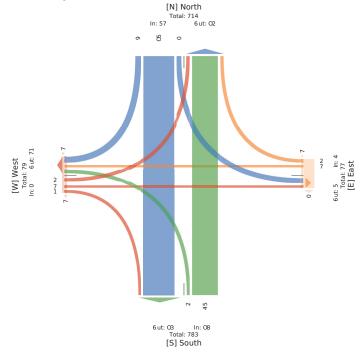
Ul e) e6is/aP6 aP) r Alyi le6 CP ( sC66HahL7: w. ebI2c wc A 912TwF9su2WwMgTusP

4 of 6 5 of 6 5566814 - COVID - BANK ST @ SUNNYSIDE AVE - ... - TMC

5566614 - CUVID - JANNES 1 & JOHNSON ...
THE MBy 3, 20, 00

AM Peak (May 3, 0, 00 30AM 83 AM:
A – 9-a))e (I GLI) agh Mt it nlyde)20 ear y2Pehe)iriāg)2c dlyde) t g Ht ah2c dlyde) t g
9 r1) yb - 4k:
A – Mt r eB egi)
Rwrl DB47321 t daid gn5D415013287D6145, I





5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

55068 14 - COVID - BANN ST @ EXPIBITION WAY -... - TMC
Tue TM y3, 2-T 91, :A2 PT )
PII Climse; (Lights Md Tutuorarins3c nMh3-ndnstaiMs3v irarins ue BuM3v irarins ue
CaussRMo)
PII Tuthk nets
th: yDi6143Lur Miue: 6DBy8546395DR8DByA



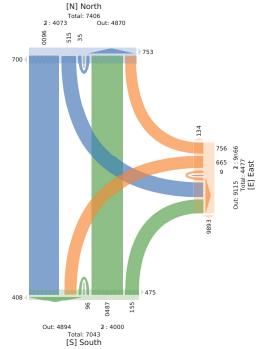
Lng	Ouath					J Mt					EuFth					
Lionrtiue	EuFth. uF	ed				S nst. uFe	ed.				Ouoth. uF	ed				
Wk n	W	L	U	PNN	- nd*	В	L	U	PNN	- nd*	В	W	U	PNN	- nd*	net
, 2, , 92D92y 6:22- T	, 25	84	,	, yD	5,	Ay	41	2	122	1D5	y2	, 18	1	A2y	A4	
D22- T	611	14D	у	DBD	151	84	118	2	, 26	Ay6	184	61D	,	42A	y8	1.
4:22- T	Al D	1DD	1,	68,	, 55	81	81	2	14,	666	186	6, 6	4	416	168	1,
5:22- T	A, 8	1D8	12	6y4	, 4,	58	84	2	146	A48	1, 1	A4A	A	685	1Ay	1
8:22- T	, y4	1A5	A	6A4	44	42	5D	2	1AD	142	8A	, 8,	2	A4D	68	
y:22- T	,,D	y8	5	AA2	4,	41	52	2	1.A1	56	84	, 68	1	AAD	, 8	
12:22- T	, 41	125	11	Абу	A5,	15A	168	2	A, 1	,,A	у6	, 26	6	A2,	14,	1
11:22- T	1AA	4D	,	, 22	Α,	12A	11D	2	, 18	AA	62	116	2	1D6	, 5	
, 2, , 92D912 1, :22P T	61	18	A	4,	A	14	, D	1	6,	1D	1D	A8	2	DA	A	
WatN	,,15	y8y	Dy	A, 4D	1A15	4y5	55y	1	1655	1848	8yy	, A24	15	Α,,,	48y	5
% P NNouMh	457/%	A274%	178%	9	9	657, %	D, 75%	271%	9	9	,57/9%	5174%	270%	9	9	
% With	,578%	1,76%	275%	6172%	9	878%	y78%	2%	1870%	9	117766	, y2%	27,%	627D%	9	
Lights Med T utuorarlns	, 251	y5D	Dy	Al2D	9	4y2	5A4	1	16, 5	9	88,	, 1y6	15	A2yA	9	. 5
% Lights Med T utuorarlns	yA76%	y874%	122%	yD/1%	9	yy72%	y67D%	122%	y474%	9	y871%	yD/1%	122%	y42%	9	yΙ
c nMHs	52	A	2	5A.	9	A	6	2	5	9	4	ID2	2	D4	9	
% c nMHs	A7, %	274%	2%	, 7,%	9	276%	270%	2%	270%	9	275%	, 7, %	2%	175%	9	1
virarlıs ue BuM	54	11	2	85	9	6	Ay	2	6A	9	11	4,	2	5A	9	
% virarlns ue Bu <b>M</b>	A76%	171%	2%	, 75%	9	274%	DI2%	2%	, 3/%	9	17,%	, 75%	2%	, 7/196	9	,
- ndnstaiMs	9	9	9	9	1, y8	9	9	9	9	18A1	9	9	9	9	454	
% - ndnstoiMs	9	9	9	9	y874%	9	9	9	9	y872%	9	9	9	9	y871%	
virarlns ue CoussRMi	9	9	9	9	1y	9	9	9	9	A5	9	9	9	9	1A	Г
						9			9	. 72%	9	9	9	9	17/96	

\*- ndnstoiMs Med virarlns ue CoussRMM/ZL: Lnbt3B: Bight3W WhoF3U: U9WFoe

6 of 6

5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC
Mon May 9, 2022
Fuil Length (4:30 PM-12:30 AM)
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 95141., Location: 456978. 4, -856 75793





5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC
Tue T M y3, 2, ,
0T 0PM IT M 2y, 2, , ngt 0T ht grt 0T (h6: FAM-0PM 9 u1A
P -) - MCRC14 douCMe T unuAbHR39 FMa30FcRGAMG3v ibhHPCue BuM3v ibhHPCue
) AuCRM (
P -T u: PwFerC
lmgyt I n1 DBs ul-Miuegnt 47y85Dh3l6t 428t 8y7

0Aı: icFc . ag) ira ub6 mR? 122) ueGF-Miue mA
f FOFM(36 f 3N, p t Ky3) P

1 of 6

s Fd	f uAno					GM2					Ju1ro					
mi.AHiue	Julro. ul	ec				E FG. u1e	+c				f uAto. u1e	ec.				
SiwF	S	s	W	PCO	0FcU	В	S	W	PCO	0FcU	В	S	W	PCO	0FcU	ler
, 2, , h2t h2y ngnt 0T	117	ny	I	I DF	n2	,7	, у	2	t,	8y	t 7	I 2D	2	Ity	, D	75
t g/20T	I,I	, 8	2	Iny	7n	, n	7I	2	tt	8D	ny	I 2n	2	It7	, n	7t
tgt0T	8t	nI	,	I,8	n8	, 8	72	2	t 8	Hy	n,	I 2n	2	InD	ID	77
t g/20T	IIy	t D	t	182	t I	In	, n	2	78	5,	tt	I 25	2	ID,	7I	78
SurM	n78	I 5n	8	D) 2	I57	8y	Hn	2	, 27	7DD	I yy	n, I	2	D) 2	y5	Inn
* P COAuNHo	524D*	, 84 *	I47*	h	h	n748*	t D4 *	2*	h	h	7,4*	D54y*	2*	h	h	
* SurM	724a*	1,4*	24D*	n742*	h	D4 *	54y*	2*	In4*	h	I 748*	, y4 *	2*	n742*	h	
09%	248y5	2455,	24h22	248D7	h	245yt	24y7I	h	248Dn	h	248yI	24yD;	h	24y78	h	24yn
s idorCMc T uruÆhHPC	7y2	I 57	8	t 5I	h	8y	I 25	2	IyD	h	I yD	7yn	2	t y2	h	I7t
* s idorCMec T uru/HhHPC	8y42*	yy4n*	I 22*	y, 4*	h	I 22*	y74y*	2*	yD4D*	h	y84 *	y74D*	2*	yt 4 *	h	yn42
9 FMa	Iy	2	2	Iy	h	2	I	2	I	h	2	12	2	12	h	7
* 9 FMa	n47*	2*	2*	74*	h	2*	24y*	2*	24*	h	2*	, 4n*	2*	14D*	h	, 4*
v iHiHPCue BuMt	, у	I	2	72	h	2	D	2	D	h	7	15	2	, 2	h	t
* v iHiHFCue BuMt	DD*	24D*	2*	n48*	h	2*	t 47*	2*	742*	h	14*	n42*	2*	74*	h	74y*
0FcFQAMC	h	h	h	h	ID	h	h	h	h	7t,	h	h	h	h	y,	
* 0FcFGAMC	h	h	h	h	yt 4n*	h	h	h	h	yD4*	h	h	h	h	yn48*	
v iHaHFCue ) AuCRM	h	h	h	h	8	h	h	h	h	In	h	h	h	h	t	
* viHiHFCue ) AcCRM	h	h	h	h	n4D*	h	h	h	h	748*	h	h	h	h	t4*	

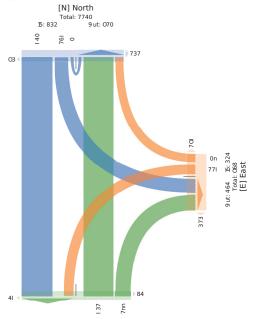
UprcFGAMcCMc viHiHFCue ) AuCRMI 4s gs Fbr3BgBidor3SgSoAl3WgWbS1Ae

2 of 6 3 of 6 5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

Mon May 9, 2022
PM Peak (May 09 2022 5-56PM ) 6-56 PMO) v relaillPeak u o N
CHB Hiller (Ji dt Janc Modoll) Helt, u eary, Peceldginl, RglyHellon woac, RglyHellon s lollmaliCO
CHMorel end.

D - 964541, i oBadgon- 563 97815, )86317679.





[S] South

5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

Tue May 3, 20, 00 F M l eaL nMay 3, 0, 00 30F M g 3 F Mt

. m. caulinary 3., ov. oue m. g 5 P ml. Filth (h6666 ft A 916 a P) MCCki yi he62d eaoy2l e) e6bAP62r Ayi he6 CP c Ca) 2r Ayi he6 CP ( ≤650+dl4t FhlmChev eP16 BR wkm8i 3D2: CI a IvTPwl mFk85DI 2g6m4Dm8k7



: e-	UCSB					J apr					ECHB					
RAei MOP	ECu19. Cul	P)				S e61 CuP	)				OG:19. Cul	?)				
TAv e	T	:	W	FNN	l e) U	c		W	FNN	le)U	с	T	W	FNN	le)U	BP1
0,00g,mg3,30w,FM	3D	3m	7	7I	3	8	30	3	03	m	5	0D	,	77	7	88
30vanFM	0m	7	,	08	0	8	37	,	03	3,	8	30	,	0,	,	Ľk
TClah	13	38	7	D0	7	3D	0m	3	10	3m	3m	78	,	n7	7	3n5
* FNNiCai9	DD8*	0k4 *	I48*	g	8	7848*	nk4nf	04*	g	g	0847*	5345*	,*	g	g	8
* TClah	0D8*	334n#	34×*	7k4n*	8	3, 40*	3mk*	, 4D*	0D8*	g	k4D*	0I 40*	,*	7748*	g	8
1 d %	,4,,	, 47, ,	, 40m	, 4 D0	8	, 4n, ,	, 4 83	, 40m	, 4m,	g	, 4 Dk	, 47Dm	g	,4,0	g	,418
: A916 aP) MCKsi yi le6	75	38	7	nß	8	3m	0m	3	13	g	3I	7D	,	m,	g	3I k
* : A916aP) MCK3i yi le6	k, 40*	3,,*	3,,*	k74nf	g	k748*	3, , *	3,,*	k54D*	g	k747*	kI 45*	,*	ki 47*	g	kI 4k*
d eaoy	7	,	,	7	8	3	,	,	3	g	3	0	,	7	g	5
* d eaoy	547*	,*	,*	I 48*	g	DØ*	,*	,*	04*	g	D5*	m\$7*	,*	m <b>5</b> *	g	I 4nf
r Ayi le6 (P c Ca)	3	,	,	3	8	,	,	,	,	g	,	,	,	,	g	3
*rAyile6CPcCa)	04*	,*	,*	34D*	g	,*	,*	,*	,*	g	,*	,*	,*	,*	g	, 4D*
l e) e6kAP6	g	g	g	g	7	g	g	g	g	3m	g	g	g	g	7	
* le)e6kAP6	g	g	g	g	3,,*	g	g	g	g	3,,*	g	g	g	g	3,,*	8
r Alyi le6 CP ( sC66HaliL	g	g	g	g	,	g	g	g	g	,	g	g	g	g	,	
* r Alyi he6 CP (sC66HaliL	g	g	g	g	,*	g	g	g	g	,*	g	g	g	g	,*	8

Ul e) e6isAtP6 aP) r Alyi læ6 CP ( sC66HaltL4: w. ebi2c wc A 9i2TwT9su2WwMgTusP

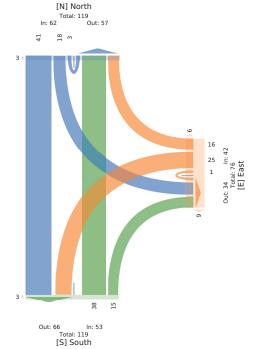
4 of 6 5 of 6

5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC

5566814 - COVID - BANK ST @ EXHIBITION WAY -... - TMC
Tue May 3, 20, 00

AM Peak (May 3, 0, 00 30AM 83 AM:
A-9-si)e) (1 GiJi agh Mr it rdyd-e)20 ear y2Pehe)iri3g)2c (dyd-e) t g Ht ah2c (dyd-e) t g
9 r.) y-a-k:
A- Mt reBegi)

Rwnt D843721 t dai(2 gm4D5 16174281D576D51.



**Ottawa Transportation Services - Traffic Services** 

Turning Movement Count - Study Results
FIFTH AVE @ O'CONNOR ST

Survey Date: Tuesday, July 26, 2022 WO No: 40492 Start Time: 16:00 Miovision **Full Study Diagram** O'CONNOR ST 11 1 ▓ 1835 1164 581 Total Heavy Vehicles 0 89 0 FIFTH AVE 1 4 0 + 4 891 20 5 0 1289 2 £ 113 111 t 1147 0 G **[+**] 131 + 400 J ብ 🕇 🗗 Cars **\$ %**↑ 1 0 0 Heavy Vehicles 180 296 190 198 4 \*

Page 1 of 8 6 of 6



#### **Turning Movement Count - Study Results**

FIFTH AVE @ O'CONNOR ST Survey Date: Tuesday, July 26, 2022 WO No: 40492 Start Time: 16:00 Miovision Device: Full Study Peak Hour Diagram O'CONNOR ST 28 **↓**↑ 1 22 13 Cars 22 FIFTH AVE 1 1 6 t 4 2 F **t** Peak Hour: 16:30 17:30 G ₽ 59  $\Box$ A I L

**%**↑

\*

Cars 32

Total

32 28

94

4

#### **Transportation Services - Traffic Services**

#### **Turning Movement Count - Study Results** FIFTH AVE @ O'CONNOR ST

Survey Date: Tuesday, July 26, 2022 WO No: 40492 Start Time: 16:00 Miovision Device: Full Study 15 Minute Increments O'CONNOR ST Time Period LT ST RT NOT LT ST RT S STR LT ST RT E LT ST RT 16:00 | 16:15 | 9 | 2 | 6 | 17 | 4 | 0 | 32 | 36 | 53 | 6 | 10 | 0 | 16 | 0 | 0 | 16:15 | 16:30 | 12 | 8 | 7 | 27 | 6 | 0 | 43 | 49 | 76 | 5 | 8 | 0 | 13 | 1 | 0 
 17:45
 18:00
 10
 5
 7
 22
 4
 0
 25
 29
 51
 3
 2
 0
 5
 0
 0
 22

 18:00
 18:15
 7
 10
 9
 26
 9
 0
 20
 29
 55
 3
 9
 0
 12
 0
 2
 31

Note: U-Turns are included in Totals

June 16, 2023 Page 2 of 8 June 16, 2023 Page 4 of 8

### **Ottawa**

#### **Transportation Services - Traffic Services**

#### **Turning Movement Count - Study Results**

		FIF I II AVE	@ O CONNOR ST	
Survey Date:	Tuesday, July 26, 2022		WO No:	40492
Start Time:	16:00		Device:	Miovision
		Full Study	Cyclist Volume	
	O'CONNOR S	ST	FIFTH AVE	

		O'CONNOR ST			FIFTH AVE		
Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
16:00 16:15	3	6	9	7	4	11	20
16:15 16:30	4	5	9	6	8	14	23
16:30 16:45	4	9	13	3	8	11	24
16:45 17:00	3	11	14	7	8	15	29
17:00 17:15	4	8	12	7	7	14	26
17:15 17:30	1	9	10	5	15	20	30
17:30 17:45	5	14	19	1	4	5	24
17:45 18:00	0	8	8	0	5	5	13
18:00 18:15	9	9	18	5	4	9	27
18:15 18:30	2	3	5	4	6	10	15
18:30 18:45	1	5	6	10	5	15	21
18:45 19:00	4	12	16	4	4	8	24
19:00 19:15	4	4	8	5	3	8	16
19:15 19:30	3	5	8	7	0	7	15
19:30 19:45	4	7	- 11	1	3	4	15
19:45 20:00	5	3	8	4	7	11	19
20:00 20:15	5	5	10	4	7	11	21
20:15 20:30	6	3	9	3	7	10	19
20:30 20:45	3	4	7	0	4	4	11
20:45 21:00	4	4	8	1	4	5	13
21:00 21:15	3	0	3	1	2	3	6
21:15 21:30	5	2	7	2	0	2	9
21:30 21:45	1	1	2	3	0	3	5
21:45 22:00	3	2	5	1	3	4	9
22:00 22:15	4	7	11	6	4	10	21
22:15 22:30	1	0	1	0	5	5	6
22:30 22:45	0	0	0	1	3	4	4
22:45 23:00	0	1	1	0	0	0	1
23:00 23:15	1	1	2	1	1	2	4
23:15 23:30	5	0	5	1	0	1	6
23:30 23:45	1	1	2	0	0	0	2
23:45 00:00	0	4	4	2	2	4	8
Total	98	153	251	102	133	235	486

### **Ottawa**

#### **Transportation Services - Traffic Services**

### Turning Movement Count - Study Results

40492

### FIFTH AVE @ O'CONNOR ST Survey Date: Tuesday, July 26, 2022

Start Time: 16:00 Device: Miovision **Full Study Pedestrian Volume** O'CONNOR ST FIFTH AVE Time Period NB Approach SB Approach (E or W Crossing) (E or W Crossing) Grand Total Total 16:30 16:45 17:30 17:45 17:45 18:00 18:00 18:15 18:15 18:30 18:30 18:45 19:00 19:15 19:15 19:30 21:00 21:1 23:30 23:45 23:45 00:00



### **Turning Movement Count - Study Results**

FIFTH AVE @ O'CONNOR ST

Survey Date: Tuesday, July 26, 2022 WO No: 40492 Start Time: 16:00 Device: Miovision

Full Study Heavy Vehicles

				0,00	ONNO	R ST		uii C	tua	y i ic	avy	VCI		FTH A	VE					
		N	orthbo	und		Sc	uthbou	ind			Е	astboui	nd		W	estbour	nd			
Time	Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
16:00	16:15	0	0	0	0	0	0	0	1	1	0	1	0	1	0	0	-1	2	3	2
16:15	16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	17:00	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	1	1
17:00	17:15	0	0	0	0	0	0	1	2	2	0	0	0	1	0	0	-1	1	2	2
17:15	17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	18:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	2	1
18:30	18:45	1	0	0	1	0	0	0	1	2	1	0	0	2	0	0	0	0	2	2
18:45	19:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	2	1
19:00	19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	19:30	0	0	0	1	0	0	0	0	1	0	2	0	2	1	0	0	3	5	3
19:30	19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:15	20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:45	21:00	0	0	0	0	0	0	0	0	0	0	-1	0	3	0	2	0	3	6	3
21:00	21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	22:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	2	1
22:00	22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	22:30	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	2	1
22:30	22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:45	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total:	None	1	0	0	2	0	0	1	5	7	2	6	0	14	1	4	2	13	27	17



#### **Transportation Services - Traffic Services**

#### **Turning Movement Count - Study Results** FIFTH AVE @ O'CONNOR ST

Survey Date: Tuesday, July 26, 2022 WO No: 40492 Start Time: 16:00 Device: Miovision

Full Study 15 Minute U-Turn Total O'CONNOR ST FIFTH AVE

	Time Pe	eriod	Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
	16:00	16:15	0	0	0	0	0
	16:15	16:30	0	0	0	0	0
	16:30	16:45	0	0	0	0	0
	16:45	17:00	0	0	0	0	0
	17:00	17:15	0	0	0	0	0
	17:15	17:30	0	0	0	0	0
	17:30	17:45	0	0	0	0	0
	17:45	18:00	0	0	0	0	0
	18:00	18:15	0	0	0	0	0
	18:15	18:30	0	0	0	0	0
	18:30	18:45	0	0	0	0	0
	18:45	19:00	0	0	0	0	0
	19:00	19:15	0	0	0	0	0
	19:15	19:30	0	0	0	0	0
	19:30	19:45	0	0	0	0	0
	19:45	20:00	0	0	0	0	0
	20:00	20:15	0	0	0	0	0
	20:15	20:30	0	0	0	0	0
	20:30	20:45	0	0	0	0	0
	20:45	21:00	0	0	0	0	0
	21:00	21:15	0	0	0	0	0
	21:15	21:30	0	0	0	0	0
	21:30	21:45	0	0	0	0	0
	21:45	22:00	0	0	0	0	0
	22:00	22:15	0	0	0	0	0
	22:15	22:30	0	0	0	0	0
	22:30	22:45	0	0	0	0	0
	22:45	23:00	0	0	0	0	0
	23:00	23:15	0	0	0	0	0
	23:15	23:30	0	0	0	0	0
- :	23:30	23:45	0	0	0	0	0
-	23:45	00:00	0	0	0	0	0
_	Tota	ıl	0	0	0	0	0

June 16, 2023 June 16, 2023 Page 7 of 8 Page 8 of 8

5589707 - BANK ST @ AYLMER AVE - OCT 14 2022 - TMC
The May3, 20F00
Th Lingshy (it AF - 9 133AF - 9 P)
ILCh Sigh (it oftely is st d 9 oyouar algi 2c gsH 2- gdgi yust 12v eur algi ot Bosd2v eur algi ot Cunii Rsh&P)
IL9 oftely gryi
nh A3FF0D842n oasyert A, 78 47521. 785D, 3. 52beg CodgA, F53, 3F:



gh eugayeot		Nouy( boly(fol	t d				boly( Nouy(folt	d				Egiy Ssiyfolto	1				
Mek g		B	W	U	) pp	- gd*	W	u n	U	) pp	- gd*	B	n	U	) pp	- gd*	mv
E. B	0F0013F13. : AF- 9	35	347	F	033	T.	3. F	7	F	3.7	3:	:	30	F	37	, 5	:.
	: A7-9	3,	3D	F	34D	3:	3,5	0	F	3. D	30	- :	0F	F	0:	,.	:4
	c ol ulr Woys I.	: F	:.4	F	, F4	03	: 35	-	F	: 0:	07	5	: 0	F	: D	4:	
	. AFF- 9	3.	3D	F	0FF	3.	357	- :	F	35D	35	:	3.	F	3.	07	: E
	, As7-9	34	304	F	0FD	3E	0F3	0	F	0F:	3,		3D	F	03	:7	,:
	, AF- 9	0,	3	F	0F3	34	3D	-	F	3D	3F	F	3,	F	3,	: F	, F
	, A7-9	-,	3	F	3D	00	3	3	F	3.7	07	,	34	F	0:	: 0	: E
	c ol ulr Woys I	5.	. 05	F	. 4:	. 5	. 0.	4	F	.::	57	3F	57	F	. 7	300	35F
	7AFF- 9	3D	34.	F	030	00	340	0	F	34.	34	D	07	F	::	:4	,:
	7 <b>&amp;</b> 7-9	33	3D5	F	34.	07	3.3	7	F	3.5	3D		04	F	::	77	, F
	7AF-9	3:	3DD	F	0F3	П	3	7	F	300	3.	D	37	F	0:	:7	, F
	7A7-9	30	3. F	F	3D0	0:	3, .	5	F	37:	3D		03	F	0D	5.	:5
	c ol ulr Woys I	7,	.:D	F	. 40	. E	5D	3D	F	. F7	. 0	0.	4F	F	33.	345	353
	5AFF- 9	37	374	F	3. ,	:7	3, ,	3:	F	37.	3:	3F	37	F	07	, 3	:7
	5A97-9	3.	3,:	F	35F	: 4		- :	F	357	34	3	05	F	0.	47	:7
	5AF-9	3.	3, 3	F	377	50	37F	D	F	37D	05	D	07	F	::	DF	:,
	5A7-9	3:	373	F	35.	DS	33.	7	F	300	74	3F	0:	F	- ::	3:3	:3
	c ol ulr WovsL	74	74.	F	57:	000	7.:	04	F	5F0	33.	04	D4	F	33D	:70	3:.
	. AFF- 9	30	35F	F	3. 0	, 3	35:	4	F	3. 0	0.	04	3,	F	03	DF	:5
	. Ar- 9	37	357	F	3DF	: 4		7	F	3: 3	35		33	F	37	5,	:0
	. AF- 9	30	3, .	F	374	0F	334		F	30:	33	:	3D	F	03	0.	: F
	. A7-9	37	375	F	3.3	OI-	337	4	F	30.	33	3	3:	F	3,	:3	: F
	c ol ulr Woys L	7,	50D	F	5D0	3F.	70:	0.	F	77F	57	37	75	F	.3	0F.	3: F
	DAFF-9	4	330	F	303	3F	3F.	7	F	330	37	0	33	F	3:	34	0.
	D87-9	37	3: 3	F	3, 5		3F.		F	3F.	-		33	F	3D	0F	0,
	DAF- 9	30	30F	F	3: 0	00	3F0	5	F	3FD		3	33	F	30	:,	0.
	DA7-9	30	3F0	F	333	00	3FF	5	F	3FD	F	3	5	F	30	03	00
	c ol uir Wöys L	7	. 57	F	73F	:4	. 3:	3D	F	,:3	00	33	:4	F	7F	4,	44
	4AF-9	3F	4,	F	3F.	3	DD		F	43	UU	0	5	F	D D	0:	0F
	4AF-9 4A7-9	3F	4, D	F	D D	I		- :	F	43	3	7	D	F	3:	0:	34
	4AF-9	5	.7	F	DR DR	L		,	F	. D	3	:	D	F	33	37	34
	4AF-9	_	. /	F	54	3.		- 3	F	4D	30			F	33		3.
		: 00	: 34	F		3.	: 7,	30	F	:55	0,	3:	07	F	: D	5, 3: 3	3.
	c ol ulr Woys L				:,3								0/				
	3FÆF- 9 3FÆ7- 9	7	5F . 3	F	57 DF	07	. 0	5	F	. D	3D 0F	7	7	F F	5 3F	: 4: D	3, 31
	00.10. 0	7	43					- 1		45 5.	7	7		F	3F 33	13 05	31
	3FAF- 9			3	4.	,	5,	- :	F		_		5	F	33		03
	3FA.7-9	30	30.	F	3:4	4	: F0	3	F	: 37	- 1	0	,	F		00	.0
	c ol ulr Woys L	:3	:,4	3	: D8	77		3:	F		, 5	3,	34		::	707	
	33ÆF- 9	7	30F	F	307 DD	7	5F	,	F	5, 5D	0	0	7	F		0:	34
	33.As7-9			3		0	5D	F	F		- :	3		3	5	0.	35
	c ol ulr Woys I.	3F	0F0	3	03:		30D	,	F	3: 0	7		4	3	3:	7F	:7
	Woys L	:.0	, , FF	0	,,	5: 7	, FOF	3:.	F	, 37.	,,3	30D	, 0,	3	77:	3.5.	4, I
	%) ppuosa(	. 82%	4080%	F%	1	1	458 %	:8%	P%	1	1	0:88%	. 58 %	F80%	1	1	
	% Woys L	: 84%	, 58 %	F%	7F8 %		, 08 %	38 %	P%	,:80%	1	38 %	, 87%	F%	780%	1	
	h(yi std9 oyouaralgi	: 7.	, 3: 3	0	,,4F	1	:.5D	3:7	F	: 4F:	1	30:	, 37	3	7:4	1	D4:
% ne	h(yi std9 oyouaralgi	4589%	4: 84%	3FF%	4,88%	- 1			P%	4: 84%	1	4588%	4.84%	3FF%	4.87%	1	4, 809
	c gsHr	,	3, .	F	373	- 1	3:7	0	F	3: .	1	F	0	F	0	1	04
	% c gsHr	38%	: 8 %	F%	: 80%	1	:8,%		P%	:8%	1	P%	F87%	F%	F8 %	1	: 88
	veralgi ot Bosd	33	300	F	3::	- 1	33.	F	F	33.	1	7		F	30	1	05
	% veralgi ot Bosd	: 87%	08D%	F%	08D%	1	084%		P%	080%	1	: 84%	38 %	F%	080%	1	080
	- gdgi yust i	1	1	1	1	53:	1	1	1	1	,:0	1	1	1	1	3., F	
		1	1	- 1	1	4587%	1	1	1	1	4D#P%	1	1	1	1	4D87%	
	% - gdgiyusti earalgi ot CupiiRsIw	1	1	1	1	00	1	1	1	1	41.017.0	1	1	1	1	41.0/70	

ngh	Nous(					bol y(					E giy					
I eugayeot	bol y(foltd					Nous(foltd					Ssiyf ol t d					
Wek g	В	W	U	) pp	- gd*	W	n	U	) pp	- gd*	В	n	U	) pp	- gd*	mby

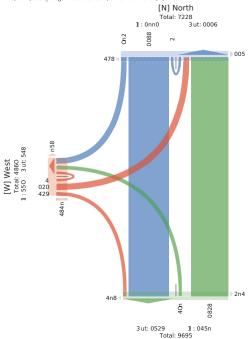
<sup>\*-</sup>gdgiyusti std venralgi ot CuoiiRslw8n AngQ92BABeh(y2WAW(ul 2UAU1Wiut

#### 5589707 - BANK ST @ AYLMER AVE - OCT 14 2022 - TMC

5589/07 - BANN 51 & ALLEMEN AV. COLLING AV. COLLING AV. SERVICE STATES AV. COLLING AV. P. SI LEERBY 1: 3 u. A. P. SI LEERBY 1: 3 u. A. P. SI LEERBY 1: 10 LES bits 1: leet ft/3 sgd - o 75-ayr yfni 0c nsH 0Andni 2tsgi 0v tyr yfni og Bosdôv tyr yfni og Caoli RStave 1. Lee States 1: 10 Leo 4thk ng/3 nt 3, uuFt) 90c oys 70g 3245 94. 06845 12, 8. 0bt/h Codn32u., 2, u:

[N1] Morth





[S] South

5589707 - BANK ST @ AYLMER AVE - OCT 14 2022 - TMC

5589/07 - BANN ST WE ATLINER AVE - ULT 14 2022 - TMC
The May 3, 2019 1.0 (36 LL : 6(36 LL A: M-mg/91) ngr. 1 P) u

LL lngr h; (36 LL : 6(36 LL A: M-mg/91) ngr. 1 P) u

Cys-Sg hin hidrory ig: FLL PyPuva9ni21 ng-v21 nHni yuggi 2Banva9ni Pc RPgH2Banva9ni Pc
st Pli vig 1 A

Cy9L P-nh n; i

nh (3FP01B42d Pagy4Pc), (6784652: 675L) 3. 52 byn s PHn(, F53, 3F8



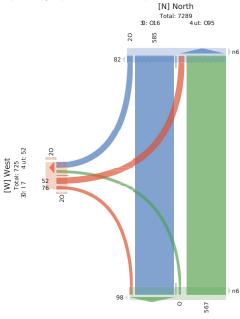
dno	NPuyr					bP) yr					Eniy					
I enayePc	bP) yr f P) c	H				NPuyr f P)	:H				Sgiyf P) cH	I				
Wek n	R	W	U	Срр	l nH⁵	W	d	U	Срр	l nH*	R	d	U	Срр	l nH*	mry
0F00:3F:3, , (36l L	34	3D4	F	0FD	3E	0F3	0	F	0F8	3,	8	3D	F	03	86	, ;
, (8FI L	0,	3	F	0F3	34	3D,	8	F	3D	3F	F	3,	F	3,	8F	, 1
, (, 6l L		3	F	3D,	00	3.,	3	F	3.6	06	,	34	F	08	80	8
6(FFI L	3D	34,	F	030	00	340	0	F	34,	34	D	06	F	88	84	,;
WPyg9	5D	. 8.	F	DF6	D8	. 63	D	F	. 64	5D	36	. 5	F	43	385	35
% CppuPgar	DE %	4375%	F%	:	- 1	4D/4%	373%	F%	:	- 1	3576%	D876%	P%	:		
% WPyg9	, 73%	, , 76%	F%	, DI5%		, 67, %	F76%	F%	, 674%		F74%	, 75%	P%	676%		
11T	F7545	F74, 5	- :	F746F		F740D	F755.	- 1	F7404		F7, F5	F7 6F	:	F755.		F74
deoryi gcHL PyPuava9ni	58	54D	F	. 53		. F.	D	F	. 36		38	. 8	F	D5	:	36
% deor yi gcHL PyPuava9ni	4075%	4, 7 %	F%	4, 76%		4, 73%	3FF%	F%	4, 70%		D57 %	4573%	P%	4, 76%		4, 7,
1 ng-v	3	3.	F	3D	- 1	38	F	F	38	- 1	F	0	F	0		-
% 1 ng- v	376%	078%	F%	070%		37 %	F%	F%	37 %		F%	075%	P%	070%		07F
Besva9ni Pc RPgH	,	00	F	05	- 1	83	F	F	83	- 1	0	3	F	8		
% Beava9ni Pc RPgH	674%	87F%	F%	870%		, 23%	F%	F%	, 73%		3878%	378%	P%	878%		875
l nHni yangci		:	- 1	- 1	. 5	:		- :	- 1	55	:		- :	- :	388	
% 1 nHni yuegci		:	- :	- 1	487D%	- :		:	- 1	4.73%			- :	- :	4. 7D%	
Beava9ni Pc s uPi i wg9t		:	- 1	- 1	6	:		- :	- 1	0	:		- :	- :	8	
% Beava9ni Pc suPiiwg9t			- 1		570%		- 1	- 1	- 1	074%			- 5	- 1	070%	

\*1 nHni yungci gcHBeava9ni Pc s uPi i wg9.7d(dnOj2R(Reory2W(Wru)2U(U:W)uc

3 of 5

#### 5589707 - BANK ST @ AYLMER AVE - OCT 14 2022 - TMC

5589707 - BANK ST @ AYLMER AVE - OCT 14 2022 - TMC
Sat My7, 20PUFF
1 L leng l2(, 11 L : 1, 11 L 3: M/ean—leng 6 P) a
C -s mile in thor 7a ncHL P/Payvy-ei 06 en/w 01 eHei 7atnci 0Btyvy-ei Pc RPnH/DBtyvy-ei Pc
saPi iwn-g3
C—L PAek ec7
nb (, uuFQ 90d Pyn/Pc(214591, 0:814 D2, 8, 0bt/2 s PHe( 2u., 2, u)



4 ut: 569 30: 56I Total: 7677 [S] South

### 5589707 - BANK ST @ ECHO DR - OCT 14 2022 - TMC

5589707 - FANNA 19 ELTHU DK - UCT 14 2022 - IMC The May 3, 20F00 Til Ling by (1 of A F 9 193AF - 9 P ULCS high ofhe(f) st d 9 oyana falgi 2c gsH 2- gdgi yast 12v ear aligi ot Bosd2v ear aligi ot Choil RShP ULS office gr

4 of 5

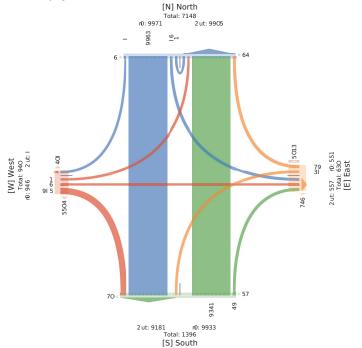
1 of 4

nli A3FF0D842noasy	ot A, 7	78 571	D4521	478 I	)::,2	beg	Codg/	, F.	3: 3F:										Ngp	gst 21	VIIN.2	ZKUG	/J5.	2C)
ngh	Nou						Esiv					bol v(						Sgiy	_					
eugayeot	bol y f	ol t d					S giyf ol	t d				Nous fo	ol t d					Esiyf ol	t d					
¥kg	В	W	n	U	) pp	- gd*	В	W	n U	) pp	- gd*	В	W	n	U	) pp	- gd*	В	W	n	U	) pp	- gd*	my
0F0013F13, : AF- 9	F	35,	3	F	357	F	,	F	: F	4	3:	3	37.	F	F	374	F	34	F	F	F	34	70	:
: A7-9	3	3D4	0	F	35F	3		F	F F	٠.	3F		35F	F	F	35,	F	0F	F	F	F	0F	7.	
c ol uir Woys I	. 3	: IB	- :	F	: D7	3	D	F	: F	33	0:	7	14.5	F	F	: 73	F	:4	F	F	F	:4	3FD	4
, AFF- 9	F	3DD	0	F	35F	3	- :	F	3 F	,	00		34D	F	F	300	F	3.	F	F	F	3.	- ::	:
. Ai7-9	3	35.	F	F	357	F	D	F	: F	33	07	,	03.	F	F	00F	F	- 00	F	F	F	00	, D	
, AF- 9	F	0F7	0	F	0F4	F	-	F	: F	5	73		35,		F	35D	F	3.	F	F	F	3.	:,	
, A7-9	F	34	_	F	344	3	5	F	3 F	3F	7F	7	350		F	354	3	3.	F	F	F	3.	7:	
c ol uir Woys I	. 3	4. F	D	F	4.5	0	0	F	D F	:,	3, D	34	4DF		F	454	3	4F	F	F	F	4F	3. D	3.
7AFF-9	F	033	:	F	03,	F	D	F	3 F	-,	40		03:	-	F	034	F	3,	3	3	F	3		
7,87-9	F	3DB		F	3D	0	7	E	3 F		D	7	357		E	0FF	F	35	F	F	E	35	. F	
7AF-9	F	350	0	F	35.		3	F	FF	3	7:	-	3D		F	3DD	F	0:	F	F	F	0:	:5	
7A7-9	F	3. D		F	343	F	3	F	0 F	7	7.	,	37:		F	377	F	3.	F	F	F	3	77	:
c ol uir Woys I	F	470	33	F	4.:	7	34	F	. F	03	0.5	37	4, 7		F	4. F	F	40	3	3	F	4,	35D	3.
						F		F		0.3	304	7			F				F		F	05	35D	
. AFF- 9	F	3, . 3: D	0	F	3, D	F	0	F	0 F		304	3	3, 5		F	37, 350	F	0D	F	3		05	50	:
. 267-9			3	_		,	F		3 F	3		-					F	00		F	F			:
. AF- 9	F	3: D	3	F	3: 5	3	- :	F	F F	:	: FF	3	343		F	340	F	35	3	F	F	0F	. 5	:
. д.7- 9	3	3: D	0	F	3, 3	4	F	F	0 F	0	: 0,	,	3: 4		F	3, 3	F	0.	F	3	F	04	. F	:
coluir Woys I	. 3	7. F		F	7.4	30	7	F	7 F	3F	50:	33	., D	-	F	. 75	F	57	3	0	F	5D	0.4	3:
4AF-9	F	37D	3	F	375	F	F	F	F F	F	OF:	3	34.		F	344	0	3D	F	F	F	3D	74	:
4/67-9	F	3. D	,	F	340	F	3	F	3 F	0	3, .	3	3:5		F	3, F	F	37	F		F	3D	7D	:
4AF-9	F	37F	3	:	37,	7	0	F	3 F	:	D	0	3:,	F	F	3:.	F	5	F	3	F	3F	: F	:
4A.7-9	F	374	:	F	3. F	3	0	F	0 F	,	70	3	30D	F	F	305	F	30	F	F	F	30	, 4	:
c ol uir Woys I	F	.::	5	:	.,7	-	7	F	, F	5	, D	7	744	F	F	7E0	0	7,	F	,	F	7D	350	30
DÆF- 9	F	33.	0	3	335	F		F	F F	:	7.	3	334	F	F	33D	F	30	F	3	F	3:	34	0
D#87-9	F	3:,	- :	F	3:4	3	,	F	: F	4	05	0	33:	F	F	337	F	3,	F	F	F	3,	:3	0
DAF-9	3	30F	F	F	303	F	0	F	F F	0		F	330	F	F	330	F	5	F	F	F	5	1.	0
DA7-9	F	3F0	0	F	3F,	F	0	F	3 F	:	:5	3	3F.	F	F	3F4	F	D	F	F	F	D	: F	0
c ol uir Woys I	3	. 40	4	3	, IB	3	33	F	. F	37	3DD		D	F	F	, 70	F		F	3	F		33,	5
5AF-9	F	5.	0	F	5.	F	- :	F	F F	:	. F	3	5:	F	F	5.	F	33	F	F	F	33	0.	0
5/87-9	3	45	0	3	D	F	0	F	F F	0	4D	F	3F0	F	F	3F0	D	4	F	F	F	4	: 0	3
5AF-9	F	4D	3	0	DB	F	0	F	F F	0	:3	F	D4		F	D4	0	5	F	F	F	5	00	3
5A7-9	F	4F	0	F	40	F	3	F	F F	3	4F	F	5,		F	5,	D	0	F	F	F	0	4D	3.
c ol uir Woys I	. 3	: 03	4	-	::0	F	D	F	FF	D	035	3	: 4.		F	: 44	3D	05	F	F	F	05	37D	4
3FAFF-9	F	74	F	F	74	F	F	F	: F	:	3DF	0	40		F	4,	7.	03	F	F	F	03	, 7,	3.
3FAF- 9	F	43	F	3	40	F	F	F	0 F	0	- 3 - 3	3	57		F	5.	03	34	F	F	F	34	D	3
						P -	P	F		7							U.S							
3FAF- 9	F	50	F	3	5:	3	- :		0 F		5,	0			F	. D		4	F	F	F	4	: 4	3
3FA.7-9	F	30.	F	F	30.	F	F	F	F F	F	, D	F	44		F	44	F	4	F	3	F	D	: 3	α
c ol uIr Woys I	F	:,.	F	0	:,D	3	- :	F	4 F	3F	: 7:	7	: 3F		F	: 37	44	:4	F	3	F	: D	. FD	4
33AFF- 9	F	337	3	F	33.	F	3	F	F F	3	0:	3	. 7		F		3	5	F	F	F	5	03	3
33/67-9	F	D	F	F	D	F	F	F	F F	F	07	F	4,		F	4,	-	7	F	F	F	7	34	3.
c ol uir Woys I	F	35D	3	F	355	F	3	F	F F	3	, D	3	3:5	F	F	3, F	4	3,	F	F	F	3,	: D	- :1
Woys I	. 7	, , 0:	70	5	,,E5	0D	D)	F	:7 F	335	0.77	.,	,:.5	F	F	,,::	3F7	, 73	0	5	F	,.0	3D73	57
%) ppuosa(	F88% :	5D67%	380%	F80%	1	1	4F8 % F	% O	58 % F%	1	1	38 % 5	5D8 %	F% F	%	1	1	548 %	FB %	385% 1	F%	1	1	
% Woys I	F83%,	. 87%	F87%	F83%,	480%	1	F85% F	% :	F8 % F%	38 %	1	F84%,	. 82%	F% F	%,	.8%	1	, 84%	F%	F88% I	-% ,	, 85%	1	
neh( yi st d 9 oyouaralgi	F	, 30,	, D	5	, 3DB	1	. 0	F	:: F	57	1	, 0	, 3F,	F	F	, 3, .	1		0	5	F	,74	1	DE
% neh(yi st d																			_					
9 oyouaralgi	F% :	5: 80%	508 % 3	3FP% :	5: 88%	1	4: 8D% F	% 5	8% F%	4580%	1	. 78 % 3	5: 85%	F% F	% 5	: 87%	1	5D65% 3	SFF%	3FP% I	F% 5	DE5%	1	5:8
c gsHr	F	3, .	F	F	3, .	1	F	F	3 F	3	1	F	3, 3	F	F	3, 3	1	3	F	F	F	3	1	0
% c gsHr	F%	:8%	F%	F%	:8%	1	F% F	%	085% F%	FBD%	1	F%	: 80%	P% F	%	: 80%	1	F80%	F%	P% I	F% I	F80%	1	:8
veralgi ot Bosd	7	37:	,	F	3. 0	1	00	F	3 F	0:	1	00	30,	F	F	3, .	1	٠,	F	F	F	,	1	:
% veralgi ot Bosd	3FF%	: 87%	484%	F%	:8%	1	0.80% F	%	085% F%	358 %	1	:,8%	080%	P% F	%	:8%	1	F85%	F%	P% I	F% 1	F85%	1	:8
- gdgi yast i	1	1	1	1	1	0.	1	1	1 1	1	0.7:	1	1	1	1	1	3F:	- 1	1	1	1	1	3DB.	
% - gdgi yust i	1	1	1	1		085%	1	1	1 1		5585%	1	1	1	1	_	DB%	1	1	1	1		DB%	
	-	1	1	1	1	00070	1	1	1 1	1	0	1	1	1	1	1	0	1	1	- 1	1	1	. 7	$\vdash$
verals of Cmil RsIv	1																							
veralgi ot CuniiRslw 6 veralgi ot CuniiRslw	1	1	- 1	- 1	- 1	488%	1	1	1 1	- 1	F88%	- 1	1	1	1	1	385%	1	1	1	1	- 1	385%	

5 of 5

5589707 - BANK ST @ ECHO DR - OCT 14 2022 - TMC





5589707 - BANK ST @ ECHO DR - OCT 14 2022 - TMC

5589/07 - BANK S1 (# ECHO DR - OCT 14 2022 - 1 MC Tre May 3, 2009 |
1 L Ingr h, G6 I L : 6(36 I L A: M-nug9l ngr 1 P)u
1 L Ingr h, G6 I L : 6(36 I L A: M-nug9l ngr 1 P)u
C9S- sgi ni Horry (g-HL P)Punva9ni 21 ng- v21 nithi yungci 2Banva9ni Pc RPgF2Banva9ni Pc
suPi vg9 A
C991. P- nk ncy
nk ( 3FF01B42d Pagg4c) ( 67856D152:467 D, 88, 2ben s Pth(, F. 383F8)

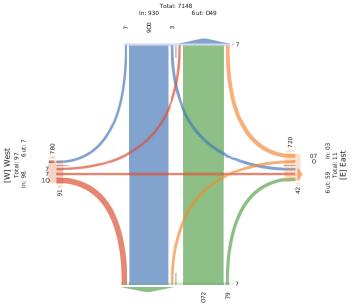


dno	NPug						Egiy						bP)yr						Sniy						
I enayePc	bP) y	fP)cH					S niyf P	) cH					NPuyr f	P) cH					Egiyl P)	cH)					
Wek n	R	· W	/ d	U	Срр	l nH⁵	R	W	d	U	Cpp	l nH⁵	R	W	d	U	Cpp	l nH⁵	R	W	ď	U	Cpp	l nH*	may
0F00:3F:3, , (36l L	3	35,	F	F	356	F	D	F	8	F	33	06	,	03.	F	F	00F	F	00	F	F	F	00	, D	,,I
, (8Fl L	F	0F6	0	F	0F4	F		F	8	F	5	63	,	35,	F	F	35D	F	3.	F	F	F	3.	8,	, 8F
, (, 6l L	F	348	,	F	344	3	5	F	3	F	3F	6F	6	350	F	F	354	3	3.	F	F	F	3.	68	, FF
6(FFl L	F	033	8	F	03,	F	D	F	3	F	5	40	,	038	F	F	034	F	3,	3	3	F	3.		, 6.
WPygS	3	4D8	5	F	458	3	83	F	D	F	85	35D	34	D86	F	F	D80	3	. D	3	3	F	4F	345	348,
% CppuPgar	F28%	5D4%	373%	F%	:	- :	4576% 1	P% (	)F76% I	7%	:	- 1	07F%	5DF%	F% I	F%	:	- :	5473%	37, %	37, %	F%	:	- :	
% WPygS	F28%	, 670%	F76%	F%.	, 674%	- :	370% 1	P%	F76% I	7%	070%	- 1	37F%	, 47F%	F% I	F%,	DIF%	- :	875%	F73%	F/3%	F%	, IF%	- :	
l 1 T	:	F7588	F7, 8D	:	F7588	- :	F7. 6.	:	F76D8	:	F744D	- 1	F7 DD	F758D	:	:	F75, 0	- :	F74.3	F706F	F706F	:	F74D,	- :	FZ585
deoryi gcHL PyPuava9ni	F	4, F	4	F	4, 4	- :	03	F	4	F	0D		33	4.5	F	F	4DF	- :	. 4	3	3	F	. 5	- :	3. 0,
% deor yi gcF L PyPuava9ni		5, 76%	4470%	F%:	5, 70%		. 474% 1	P% I	D476% I	7% 4	1370%		. , 74%	5, 7, % :	F% I	F% 5	870%		5D%%	3FF%	3FF%	F% 5	5DF %		5874%
1 ng-v	F	3E	) F	F	3D	- :	F	F	F	F	F	- 1	F	36	F	F	36	- :	F	F	F	F	F	- :	88
% 1 ng- v	F%	0.78%	F%	F%	078%	- :	F% I	P%	P% I	7%	F%	- 1	F%	37D%	F% I	F%	370%	- :	F%	F%	F%	F%	P%	- :	375%
Beava9ni Pc RPgH	3	06	0	F	0D	- :	3F	F	3	F	33	- :		83	F	F	84	- :	3	F	F	F	3	- :	44
% Besva9ni Pc RPgH	3FF%	870%	0070%	F%	876%	- :	8078% 1	P% :	3076% I	% (	D0%	- :	8678%	87D%	F% I	F%	, 7,%	- :	376%	F%	F%	F%	37 %	- :	, 7, %
l nHni yagci	:	:	- :	- :	- :	3	:	- :	- :	:	- :	35D	:	:	:	:	- :	F	- :	- :	:	- :	- :	3	
% 1 nHni yaggci	:					3FF%	:					3FP%						F%	- :					5074%	
Benva9ni Pc s uPiiwg9t	:	:	:	:		F	:	- 1	- :	:	:	F	:	:	:	:	:	3			:	:	:	38	
% Benva9ni Pc s uPiiwg9t				-		F%		-	-	-		P%			- :			3FF%		_				478%	

<sup>\*</sup>l nHniyungci gcHBeava9ni Pc s uPiiwg9.7d(dnG)2R(Reory2W(Wru)2U(U:W)uc

2 of 4

5589707 - BANK ST @ ECHO DR - OCT 14 2022 - TMC 5589707 - BANK ST @ ECHO DR - OCT 14 2022 - TMC
Sat My7, 20PUFF
11. leng l2(, 111. : 1, 111. 3: M/ean-leng 6 P) a
C-s ani ein flotor 7a ncHL P/Payvy-ei 06 en/v01 eHei 7atnci 0Btyvy-ei Pc RPnHDBtyvy-ei Pc
saPi iwn-g3
C-L PAek ec7
nb (, uuFQ) 90d Pyn/Pc(2145. 1DB. 0:9148D25520bt/le s PHe(2u/8, 5, u.5) [N] North



6 ut: O23 In: O05 Total: 7137 [S] South

5589707 - BANK ST @ EXHIBITION WAY - OCT 14 ... - TMC The May3, 20700 THL ng hy, 60 AT - 19 33 AF - 9 P ) ILCEstigi findh (yi st d 9 oyour algi 2c gsH 2- gdgi yust i 2v mralgi ot Bosd2v mralgi ot Cunil Rs Ng ) ILS9 otk; gr yi A 38FHDIS: 20 noswort A 42 815. 21547 DIDS: 2b nor Code A. F. 353F:

nh A3FF0D8: 2n oas yeot A, 4	47. 8D5.	, 21547.	D4D8:	2beg	CodgA	F. 353	F:						08.0.	t 2MN2		
ngh	Nou)(					Esiy					bol y(					
eugayeot	bol y(fol	t d				S giyf ol	t d				Nous fol	t d				
Nek g	W	n	U	) pp	- gd*	В	n	U	) pp	- gd*	В	W	U	) pp	- gd*	
0F0013F13, : AF- 9	334	- 11	F	3, D	, 0	3:	0:	F	1.	, 4	08	8,	F	30:	3,	:
: A.4-9	88	: 4	3	3:4	0,	00	0.	F	, D	55	: 4	3F.	F	3, 3	38	
c ol uir Woys I	03,	. D	3	0D		:4	, 8	F	D,	300	٠,	0FF	F	0.,	- ::	-
, AFF- 9	334	: 4	F	34F		33	: 5	F	, D	D,	0D	8D	3	305	05	
, As4-9	335	,:	3	3.3	43	3D	03	F	:8	D4	: 5	3: 0	F	3.8	05	:
, AF- 9	33.	,:	3	3. F	.,	3.	0D	F	,,	8:	: D	33D	3	345	05	:
, A.4-9	3:0	- 11	4	35F	D	38	0,	F	,:	3, F	1,	33D	F	340	: 4	:
c ol uir Woys I	, DF	34,	5	.,3	0.3	.,	33F	F	35,	, F0	3: 5	,	0	. F4	33.	3,
4AFF- 9	348	33	0	350	3F4	3D	0:	F	, 3	335	0,	343	3	35.	,.	:
484-9	308	F	F	308	33D	F	F	F	F	34.	:	350	F	354	. F	:
4AF-9	3,:	F	F	3,:	3, 8	F	F	F	F	38F	F	358	F	358	,,	:
4A4-9	3:8	F	F	3:8	30.	F	3	F	3	0F0	F	3.0	F	3.0	. 8	:
c ol uir Woys I	45F	33	0	4D	, 8D	3D	0,	F	, 0	4	05	,	3	. 80	038	3:
. AFF- 9	3, D	F	F	3, D	0.,	F	F	3	3	00D	F	3. 5	F	3.5	4,	:
. A4-9	344	F	F	344	ODF	F	F	F	F	04F	F	350	F	350	4F	
. AF- 9	3: F	F	3	3:3	0.4	F	- F	F	F	034	F	35:	F	35:		
.A4-9	3. 8	F	3	34F	. F.	F	F	F	F	OF.	F	3:.	F	3:.	4.	
c ol uir Woys I	4D0	F	0	4D	3034	F	F	3	3	D88	F	., D	F	., D	00.	30
5AFF- 9	34.	F	3	344	0	F	F	F	F	3: 5	F	3	F	3	, 3	-
5A4-9	344	F	F	344	0FF	F	F	F	F	D8	F	35F	F	35F	, F	
5AF-9	3, 0	F	F	3, 0	58	F	F	F	F	D.	F	3, 3	F	3, 3	; F	
5A4-9	300	F	F	300	36 4F	3	F	F	3	. 3	F	303	F	303	: F	
c ol uir Woys I	45:	F	3	45.	484	3	F	F	3	:53	F	48D	F	48D	3, 3	33
	-	F				3 F	F	F	3 F				F			
DÆF- 9	33, 300	F	F	33,	:5	F	F	F	F	, F 50	F	304	F	304 33F	, 3	
D84-9	_		0	30,	, 8						F	33F			, 4	
DA F- 9	8D	F	F	8D	53	F	F	F	F	D	F	333	F	333	04	(
DA 4- 9	8:	F	F	8:	1.	F	3	F	3	4.	F	D0	F	D0	04	3
c ol uir Woys I	, 05	F	0	, 08	38:	F	3	F	3	04,	F	, 0D	F	, 0D	3: .	1
8AFF- 9	8F	F	F	8F	. F	F	F	F	F	D8	F	30,	F	30,	, 3	
8A94-9	3FF	F	F	3FF	: D	F	F	F	F	30.	F	3F0	F	3F0	03	- (
8AF-9	85	F	3	8D	53	F	F	F	F	3FD	F	8.	F	8.	43	3
8A4-9	DB	F	F	DB	3, :	F	F	F	F	00F	F	D,	F	D)	4D	
c ol ulir Woys I	:. D	F	3	:.8	: 30	F	F	F	F	4, :	F	, F.	F	, F.	353	
3FÆF- 9	43	F	F	43	,,5	F	F	F	F	44.	F	DB	F	DB	: F4	3
3FA4-9	D0	F	F	120	8.	3	F	F	3	3.8	F	8F	F	8F	5F	3
3FAF-9	33D	3	F	338	. D		3	F	,	335	F	84	F	84	4.	(
3FA4-9	D8	8	F	8D	: 4	4F	33	F	. 3	8D	4	. D	F	5:	: 3	
c ol uir Woys I	:, F	3F	F	:4F	.,.	4,	30	F		8, F	4	::,	F	::8	,.0	
33AFF- 9	4,	1.	3	83	:3	08	:3	F	. F	, 5	3,	, 8	,	. 5	30	(
33A4-9	43	38	3	53	0.	00	0:	F	, 4	4D	35	, D	3		: 3	3
c ol uir Woys I	3F4	44	0	3.0	45	43	4,	F	3F4	3F4	:3	85	4	3::	,:	
Work	:.48	08D	3D	: 854	: D :	00:	04F	3	, 5,	,:F3	0	: D 3	D	. 33:	34, 5	D
%) ppuosa(	8073%	574%	F74%	1		, 57F%	4075%	F70%	1	,	. 7 %	8: 7 %	F70%	, 55.	1	
% Woys I	,025%	: 74%	F70%	7%	1	07 %	078%	F%	474%	1	: 73%	,,78%	F25%	. DIF%	1	
neh( vi st d 9 oyouar algi	-	08:	3D	: 558	- 1	03.	0:5	3		- 1	044	:.00	D	: DD4	- 1	D
nen(yi st d 9 oyouar aigi % neh(yi st d 9 oyouar aigi	:,.D 8,70%	8DF %	3FF%	8473%	- 1	8.78%	8, 7D%	3FF%	, 4, 847D%	- 1	8. 7 %	8, 7 %	3FF%	8, 74%	- 1	8, 7
c gsHr	3, 0	OLE 70	3FF76	3,:	1	0. A070 F	0, AD%	SFF76	644.0%	1	0. 4.76	3:0	SFF76 F	3:4	1	
				: 7 %	- 1	F%			FZ %	- 1	373%		F%	: 7.%	- 1	: 7
% c gsHr	: 78%	F7 %	F%		- 1	F%	370% 3F	F%	F7 %	- 1	3.5%	: 7,%	F%		1	
veralgi ot Bosd	, 8	,	F	4:	- 1					- 1		DS		8:	- 1	
% veralgi ot Bosd	37 %	37.%	F%	37 %	1	: 73%	, Æ%	F%	: 7 %	1	07.%	07 %	F%	07 %	1	37
- gdgi yust i	1	1	1	1	: D03	1	1	1	1	, 0D0	1	1	1	1	3400	
% - gdgi yast i	1	1	1	1	887 %	1	1	1	1	887 %	1	1	1	1	8DE %	1
veralgi ot CuoiiRslw	- 1	1	- 1	1	00	1	1	1	1	38	1	1	1	1	04	

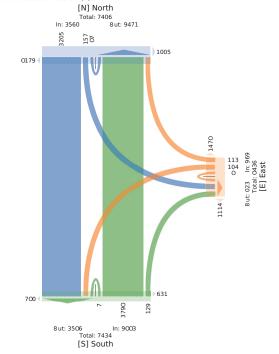
ngh Nou	u)(					Esiy					bol y(					
I eggayeot bol	y(foltd					S giyf ol t d					Noug(foltd					
Wik g	W	n	U	) pp	- gd*	В	n	U	) pp	- gd*	В	W	U	) pp	- gd*	mby

% verralgi or CuoirRslw 1 1 1 1 1 FZ % 1 1

\*- gdgi yusst i st d v ear algi ot CuoirRslw?n An g@2BABch(y2WAW(ul 2UAU IW ut

5589707 - BANK ST @ EXHIBITION WAY - OCT 14 ... - TMC





2 of 5 3 of 5

5589707 - BANK ST @ EXHIBITION WAY - OCT 14 ... - TMC

5589707 - BANK ST @ EXHIBITION WAY - OCT 14 ... - TMC
The May3, 200100
11. Ing h, G61 L : 6G61 L A: M-nag991 ngr 1 P) u
C99. Sghini Hûroryi gcHL PyPurva9ni21 ng-v21 nHi yangci2Bmva9ni Pc RPgH2Bmva9ni Pc
suPi vog91 A
C991. P-n ki ncyi
nh (3FF0DB42d PagqePc(, 678815., 2:567. D6DB42bep s PHn(, F. 353F4

dno	NPur					Egiy					bP) yr					
I enayePc	bP) yr f P)	cH				S niyf P) o	H				NPug f P)	cH				
Wek n	W	d	U	Срр	l nH*	R	d	U	Срр	l nH*	R	W	U	Срр	l nH*	ney
0F00:3F:3, , (361 L	335	, 4	3	3.3	63	3D	03	F	48	D6	45	340	F	3.8	05	4.8
, (4Fl L	33.	, 4	3	3. F	٠,	3.	0D	F	,,	84	4D	33D	3	365	05	4.3
, (, 61 L	340	44	6	35F	D4	38	0,	F	, 4	3, F	4,	33D	F	360	46	4.6
6(FFI L	368	33	0	350	3F6	3D	04	F	,3	335	0,	363	3	35.	, .	4D8
WPyg9	60,	34F	8	4	4F4	53	8.	F	3.5	, 46	344	638	0	. 6,	346	3, D;
% CppuPgar	587P%	387 %	37, %		:	, 076%	6576%	F%		:	0F74%	587, %	F74%	:		
% WPyg9	4674%	DID%	FZ %	,,75%	- 1	, 7D%	. 76%	P%	3374%		87F%	467F%	F3%	,,73%		
l1T	FÆBF	F756F	F7, 6F	F786F	- 1	F7843	F7D, D	- :	F78, 0		F7D 0	F7D; 0	F76FF	F7835	- 1	F78, 0
deor yi gcHL PyPusva9ni	, 86	308	8	. 44	- :	. 5	8,	F	3.3		30D	, 8,	0	. 0,		3, 3D
% deor yi gcHL PyPuava9ni	8, 76%	8870%	3FF%	8676%	- :	8, 7, %	8578%	F%	8. 7, %		8.70%	8670%	3FF%	867,%		867 %
1 ng-v	35	F	F	35	- :	F	3	F	3		4	33	F	3,		40
% 1 ng- v	470%	F%	F%	07 %	- :	F%	37F%	F%	FZ %		074%	073%	F%	073%		070%
Beava9ni Pc RPgH	30	3	F	34	- :	,	3	F	6		0	3,	F	3.		4,
% Beava9ni Pc RPgH	074%	F7D%	F%	07P%	- 1	67. %	37F%	F%	47P%		376%	075%	F%	07,%		074%
l nHni yugci	- :				4FF					, 40	:				306	
% 1 nHni yangci	:			- 1	887P%		- 1	- 1	- 1	8874%	:	- 1	- 1	- :	807 %	
Beava9ni Pc s uPiiwg9t	- :	- 1	- :	- 1	4	- 1	- 1	- :	- 1	4	- 1		- 1	- 1	3F	
% Beava9ni Pc s uPi i wg9t	:	- 1	- 1	- 1	377%	- 1	- 1	- 1	- 1	F/5%		- 1	- 1	- 1	57,%	:

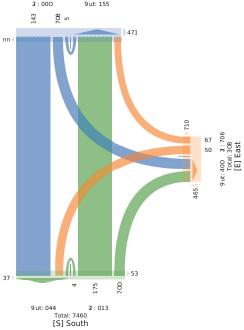
<sup>\*1</sup> nHni yuegci gcHBeava9ni Pc s uPiiwg9t7d(dnG)2R(Reory2W(Wru)2U(U:W)uc

5589707 - BANK ST @ EXHIBITION WAY - OCT 14 ... - TMC

5589707 - BANK ST @ EXHIBITION WAY - OCT 14 ... - TMC
Sat My7, 20PtEF
11. leng l2(, 11 L : 1, 11 L 3: M/ean-leng 6 P) a
C-s - ani ein lidror 7a ncHL P?Payvy-ei06 en/w0l eHei 7anci 0Btyvy-ei Pc RPnH0Btyvy-ei Pc
s aPi iwn-eg3
C-L PAek ec7
nb (, uuFD, 90d Pyn7Pc (214/5D 820: 14/8DLDS90bt7e s PHc (2u8, , , u9)

l uP-eHnHfv(s eyv POMygwg 3FFs Pciyn99gyePc I u2 Nnpngc2MN2K0G6J82sC

[N] North Total: 7404 2 : 000 9 ut: 155 143 28



4 of 5 5 of 5

5589707 - BANK ST @ FIFTH AVE - OCT 14 2022 - TMC
Tu-hhy3, 20F00
Til Ling hy (6 AF - 9 B3AF - 9 P)
Il Clisti gif indit/y st d 9 oyour algi 2c gsH 2- gdgj yust i 2v urr algi ot Bosd2v urr algi ot Curi IRsbP
Il 30 Hyk g sj
ih A3FF0128F2n ossyot A, 47, F3852 15478 D5412. eg CodgA F8383P:

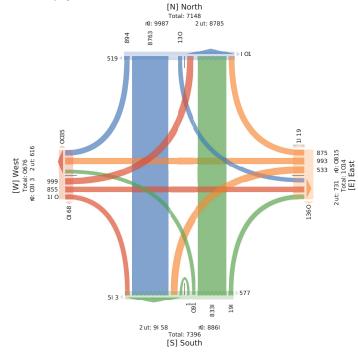


ngh engayent	Oouy( . ol y( bo	ol t d					Esiy Sgiybol	t d					. ol y( Oou( bo	l t d					S giy Esiybol t	t d				
Mik g	В	W	n	U	) NN	- gd+	В	W	п	U	) NN	- gd+	В	W	п	U	) NN	- gd+	В	W		п т	NN - gd	i* mby
0F0013F13, : AF- 9	8	3:8	3F	F	340	83	8	5	34	F	0D	SF.	3	3FD	F	F	3FJ	: 4	5	34			:4 J	
: A4-9	3:	308	4	F	3,,	- 5	8	D	3:	F	05	J:	0	3F8	3	F	3FJ	- P	J I	34 D			:, 8	
coluir Wow.L	3J	080	34	F	3,, 0J8	JD	30	34	0D	F	44	38:		03.	3	F	03D	5:	38	0: D			8J 34	
	3:	304	34	F	3	JD	30	34	3.	F	:3	38: DB	4	33.	8	F	304	3	38	34			<b>.0</b> 5	
, AFF- 9			8			-,:				-								,						, .,
, A4-9	5	3:5	,	F	3, D	, F	4	3,	38	F	:4	3FD	J	30J	:	3	3, 0	0J	3F	35			:D 8	
, AF- 9	3,	3, 0	8	F	380	, D	33	3F	3J	F	, F	3: D	33	33F	- :	F	30,	3D	33	3,			:8 I	
, A4-9	J	34:	D	F	35F	- ,:	3,	3,	03	F	, Ј	3F8	5	303	,	F	3:0	- ::	30	30	33		:4 J	,
c ol ulir Woys I.	,:	445	0,	F	80,	35,	:4	4F	5F	F	344	,:D	: 0	, 5,	38	3	40:	303	,5	4D			43 : 3	
4ÆF- 9	34	345	D	F	3DF	:5	5	33	03	F	:J	3F4	J	304	8	F	3, F	,,	5	33			:J [	
4Æ4-9	38	3, 5	33	F	35,	, 0	3J	38	3F	F	, 4	3:5	3F	3F,	8	F	30F	- ::	D	34				D :5
4AF-9	3D	3, 0	,	F	38,	4,	30	0F	3J	F	43	3, F	3F	3F:	5	F	30F	40	J	34	3:	F :	:5 3F	4 :5
4A4-9	34	38:	J	F	3D6	:8	3,	00	03	F	45	38F	3:	55	,	F	J,	, F	4	33	34	F :	: <b>3</b> 30	
c ol ulir Woys I.	8,	8FJ	:0	F	5F4	38J	40	8J	53	F	310	4, 0	, 0	, FJ	0:	F	, 5,	38J	0J	40	8,	F 3	,4 :J	J 343
8ÆF-9	34	34D	D	F	3D8	, D	D	3J	00	F	, J	35D	38	333	8	F	3::	- ::	3:	03	0F	F ·	<b>4,</b> 3,	8 ,3
884-9	3:	343	8	F	35F	80	3J	0:	3D	F	8F	0F3	5	IJ	8	F	330	, 5	J	3J	03	F,	<b>, J</b> 3J	5 :J
8AF-9	30	34:		F	38D	8:	33	3D	3,	F	.:	0, F	3:	33:	0	F	30D	, J	D	34	3,	F :	:5 38	: 5
8A4-9	3J	383	5	F	3D6	48	33	3J	30	F	,0	014	D	DB	4	F	J,	- 12	33	35	3,	F,	.0 38	3 :8
c ol uir Woys I.	4J	80:	0,	F	5F8	00J	, J	5J	88	F	3J.	J3.		, F,	3J	F	. 85	350	.3	50	8J	F 3	<b>DO</b> 85	: 34,
5ÆF-9	38	3: D	D	F	380	04	3:	3D	0F	F	43	3J4	30	3F5	4	F	30.	:8	3,	3:	38	F .	.: 30	
5.84-9	38	388	D	F	3JF	, F	0F	04	3,	F	4J	34J	30	3F5	4	F	30.	0J	5	38	3D			D ,3
5AF-9	30	3:3	30	F	344	: F	0F	D	0.	F	40	335	30	DI	5	F	3FD	. 3	5	3F				ъ :4
5A4-9	8	330	D	F	308	0:	33	35	03	F	.J	33J	4	J3	8	F	3F0	0J	38	30			.0 4	
c ol ula Wows L	4F	4.5	:8	F	8::	33D	8,	8D	5J	F	033	4JF	, 3	:J,	0:	F	. 4D	3:4	30	43			83 :.	. 3.8
DEF- 9	33	3FJ	. 0	F	300	08	o,	3F	08	F		88	5	.J,	D.	F	333	:8	,, D	43 D				, 3,6
D\$4-9	33	3F:	8	F	30F	04	33	D	0:	F	,,	J:	5	85	5	F	DB		5	3F				5 05
DAF-9	33	333	4	F	303	8	38	3:	0F	F	, U	8D	8	DB	4	F	10	0:	5	JF D				0 OJ
															- 4		DR.		3 I	D				
DA4-9	4	D4		F	J,	0,	3:	33	J	F	::	3F0	3	55		F		0:	_	,				D 00
c ol ulr Woys I.	: 0	, FD	35	F	, 45	EB	, D	, 0	5D	F	38D	: 0J	03	: 03	0:	F	: 84	304	:3	: F			<b>FO</b> 0F	
JÆF-9	3,	J4	,	F	33:	0D	5	3:	3:	F	::	JD	0	58	4	F	D	0,		3F		_		U 04
J.84-9	33	3F:	J	F	30:	0:	30	J	3F	F	:3	33,	4	4D	- :	3	85	:3	,	,				8F 0,
JAF-9	8	3F5	5	F	30F	0:	3F	33	33	F	:0	334	3,	88		F	D)	: F	8	J				3 08
JA4-9	0	J5	- :	F	3F0	:3	3F	3:	3F	F	::	3DB	J	50	8	F	DБ	:3	D	J				0 04
c ol ufr Woys I.	::	, F0	0:	F	, 4D	3F4	:J	, 8	.,,	F	30J	43:	: F	050	3D	3	: 03	338	00	:0			<b>FO</b> 0,	
3FÆF- 9	8	5:		F	D0	55	3:	3J	D	F	, F	, D	8	8J	4	F	DF	D		4	35	F (	<b>08</b> 0F	4 00
3FÆ4-9	30	5D	5	F	J5	: F	30	38	3F	F	: D	: 50	:	J:	8	F	3F0	5:	4	J	0,	F :	: <b>D</b> 30	05
3FAF-9	3D	10	8	F	338	: F	04	0F	33	F	48	38J	8	5,	,	F	ц	:3	J	J	35	F :	:4 8	BD OJ
3FA4-9	5	D4	- :	F	J4	34	0F	J	38	F	,4	3F:	5	3FF	3	F	3FD	38	4	3F	34	F :	:F :	F 05
coluir Woys I	- 11	: 0D	3J	F	:JF	340	5F	8,	, 4	F	35J	330D	00	::8	38	F	:5,	0FJ	0:	::	5:	F 3	OJ , O	4 3F5
33ÆF- 9	- :	58	5	F	DB	5	30	,	3F	F	08	84	0	JF	0	F	J,	3F	4	,	- :	F :	<b>30</b> 0	0 03
33Æ4-9	3	5D		F	D	- :		-:	J	F	38	::	J	10	3	F	3F0	3D	:	F		F	5 3	. 0F
c ol ufr Woys I.		34,	33	F	38J	3F	38	5	3J	F	,0	JD	33	3D0	:	F	3J8	0D	D		5	F :	3J :	8 ,0
Worst	:,5	: DIF	0F3		,,:D	33: 8	: D4	F	4FF	F	3: 04	. 534	0,8	: FF8	3, 0		::J8	33. D	083	: 44		F 3F		
%) NNinsa(	57D% E		. 74% F		,,		0J 73%:		575% I		3.04	, 234	570% I			F78%	1		0. 78% :	: 74% .	. 371% F		1	1 3703
% ) Nvubsa( % Worst	: 7 % :		07P% F			- 1	: 70%	. 7.%	, 71% 1			- 1	07%		37,%		: 70%	- 1	0,28%	: 4% , : 74%	, 2% P			1
neh( vi st d 9 ovouaralgi		: 8J0	3JD		. 00.	- 1	- DB	; J.	, 10 70 1	F	308D	-	0; % (	05JF	3:4		: 383	- 1	0.6%	- 38	, 2 70 F			1 J88
nen(yı sto 9 oyouaraıgı % neh(yi stol	,	. 630	JJD	r	, 00,	1	. LB		, 1:	r	SUGD	- 1	ο:,	UaJF	3:4	U	. 363	- 1	04,	. 36	, . D	r 3P	no .	1 188
	J87 % J	796 1	I DOM: D	2004	1/7994	1	JJ7F% I	N 7894 1	rmsc r	294 1	47594		J 473% J	0794	147896 1	REDUCT	- 7994	1	157 % F	N 7004	JDB% P	K 147	194	1J. 749
c gsHr	0 0.878	3:8	J LI476 F	F F	3.3	- 1	31.4-26.1	≠ A+70 J	LM070 I	% J	4.0% D	- 1	→4.070 J	30D	y → 1,370 S	F	3:4	- 1	J57.% L	0.0		% J425 F	8	1 0J
	F78%	: 74%	374% F		: 70%	- 1	FZ %	F75%	F7D% I	_	F78%		370%	, 7 %	070%	P%	. 7P%	- 1		F78%	F75% F			1 0708
%cgsHr						1	17.7%	10%				- 1			U.4.8%			- 1						
veralgi ot Bosd	33	80	F	F	5:	1		:	:	F	, J	- 1	J	DD	:	F	3FF	1	8	: 5			, 8	1 08
% verralgi ot Bosd	: 70%	378%	P% F		378%	1	F7D%	J 7D%	F78% I		: 75%	1	: 75%	031%	073%	P%	031%	1	07 % 3	1F7 %	F25% F			1 0789
- gdgi yast i	1	1	1	1	1	3300	1	1	1	1	1	, 530	- 1	1	1	1	1	33: J	1	1	1	1	1 055	
																- 1		J70%	- 1					ar I
% - gdgi yæst i	1	1	1	1	1.1	DD%	1	1	1	1	1 J	17%	- 1	- 1	- 1		1.1	J JU%	-	- 1	1	1	11172	
	1	1	1	1	1.1	3,	1	1	1	1	1 J	121%	1	1	1	1	1.1	J.0%	1	1	1	1		J J

5589707 - BANK ST @ FIFTH AVE - OCT 14 2022 - TMC

55897/07 - BANK ST @ HFTH AVE - OCT 14 2022 - IMC
Sat My7, 20F0F
ST LE ngh7 E 3 u A - 6, 3 u A - P
J LICEStini Leth(7 sgd - o7ooyryfniOc nsH OAndni 7asgiOv tyr ylni og BosdOv tyr ylni og
Caoi 18.5 kbP
J L- oHkk ng7
nt 3, uuFD u0e oys7og32942u, 5. 06 945D 9D08t7a Codn32u5, 5, u:





1 of 4 2 of 4

#### 5589707 - BANK ST @ FIFTH AVE - OCT 14 2022 - TMC

										_		_				_						_			
	O) ujc						Egdy						5) Gc						S ndy						
Denaye) H	5) Cycb	) CH/					S ndyb)	Œŀ					O) ujcb)	)CHv					Egdyb) (	CH/					
Wenn	w	W	0	U	s NN	l nv+	W	W	0	U	s NN	l nv*	w	W	0	U	s NN	l nv+	w	W	0	U	s NN	l nv+	IHy
0F00:3F:3, (6(1L	3(	3A	J	F	348	. A	3,	00	03	F	(8	3AF	3.	88	,	F	J,	, F	(	33	3(	F	. 3	300	. AJ
AGFFI L	3(	3(4	4	F	343	, 4	4	3J	00	F	, Ј	384	3A	333	A	F	3		3.	03	0F	F	(,	3, A	, 38
AG(1 L	3.	3(3	A	F	38F	A0	3J	0.	34	F	AF	0F3	8	IJ	A	F	330	, 8	J	3J	03	F	, Ј	318	. J3
AG FI L	30	3(.		F	3A4	A	33	34	3,	F	,.	0, F	3.	33.	0	F	304	, J	4	3(	3,	F	. 8	3AJ	. 8A
WJyg1	((	A0(	0.A	F	8FA	0FJ	(0	40	8(	F	0FJ	88J	, Ј	, FF	34	F	, AB	3AJ	. (	AA	8F	F	383	Α,	3((.
% s NNi) gac	874%	447(%	. 78%	F%	:	:	0, 71%	J 70%	.(7%)	P%	:	-	3F7(%	4( 7B%	. 71%	F%	:	- :	0F7(%	. 474%	F3%	F%	:		:
% WJ yg1	. 7(%	, F70%	378%	F%,	(7%	- :	. 7 %	(7%	, 74% 1	P% 3	3. 7(%		. 70% (	0(74%	370%	F%.	F75%	- :	07.%	, 70%	, 7(%)	F% 3	37P%		- 1
1 P T	F7 FF	F3A	F7800	- :	FØ, A	- :	F744,	F748(	F74(0	-:	F74A,		F78( F	F744,	F7AAB	- : :	F74J0	- :	F748.	F7844	F74	- : :	F7BJ0		F7.,
oercydgHvL)y)uaBaind	(,	(4F	0.A	F	AAF	- :	(0	88	8(	F	OF,		, 4	. (J	3(	F	, 00	- :	. (	A	8F	F	3A4		3, (,
% oercyd gHv L)y) uaBalad		J 074%	3FF%	F% I	1.7(%	:	3FF% .	J. 7J%	3FF% I	F% J	187466		J47F%	4J 74%	4. 7 %	P% J	F7 %		3FP%	J(7%	3FP%	P% J	470%	7	J. 7496
P ng9B	F	. A	F	F	. A	- :	F	F	F	F	F	-	F	. F	3	F	. 3	- :	F	F	F	F	F		AB
% Png9B	P%	(74%	F%	F%	(23%	- :	F%	P%	F% I	F%	P%		P%	87,%	(74%)	F%	A7P86	- :	P%	F%	F%	F%	P%		, 7.%
RenBaind) Hw) gv	3	J	F	F	3F	- :	F	(	F	F	(		3	33	0	F	3,	- :	F		F	F			. 0
% ResBalad) Hw) gv	374%	37,%	F%	F%	37,%	:	F%	A33%	F% I	P%	07, %	-	07F%	074%	3373%	F%	. IP%	- :	P%	,7%	F%	F%	374%		073%
l nvndjægHd	:	- :	- :	- :	- :	0FA	- :	- :	:	- :	- :	88J	:	- :	- :	- 1	- :	3A,	:	- :	- :	- :	- :	A 3	
% I nvndyægHil	:	- :	- :	- :	: 1	47496	- :	- :	:	:	: 3	FF%		- :	- 1	- 1	: 1	872%	:	- :	- :	- :	: 1	117%	- :
RmBahd) Hi u) ddk glt	- :	- :	- :	- :	- :		- :	- :	:	- :	- :	F	:	- :	- :	- 1	- :	(		- :	- :	- :	- :		
% RenBalnd) Hi u) ddk glt	- :	- :	- :	- :	- :	37, %	- :	- :	:	- :	- :	F%	:	- :	- :	- 1	- :	. IP%		- :	- :	- :	- :	F7(%	- :

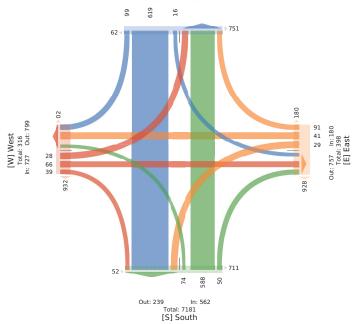
<sup>\*1</sup> nvndyugHtlgHv ReaBa Ind ) Hi u) ddk git 7o 6o nfy2w6wer cy2W6WcuC2U6U: WCuH

#### 5589707 - BANK ST @ FIFTH AVE - OCT 14 2022 - TMC

5589707 - BANK 7 & HFTH AVE - OCT 14 2022 - TMC
Sat My7, 20FUFF
I. I. leng ft [2 | I. 1. 32 | I. A. M-cantfoll eng P | Ca
s 66 i Giddelth ort 7d Inft L ) 7) ay ByfedDP en - B0l evedZanHtDRtyByfed | Hw) nv0RtyByfed | H
i a) dk nigA
s 66L ) - emeHI
ID1, uuF9, u00 ) yn7) H 2 (-2u, 350:5 (-495 ( 90. 1% i ) ve12u3, 3, u8

[N] North Total: 7114 Out: 911 In: 286





3 of 4 4 of 4

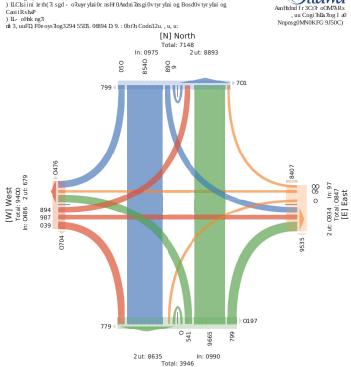
5589707 - BANK ST @ HOLMWOOD AVE - OCT 14 20... - TMC
Tur Mry 3, 20F00
Till ang hy (£ AF - 9 193AF - 9 P)
Jil Clisti gi field y st d 9 opear a figi 2c gsH 2 - gdgj usst i 2v ear algi ot Bosd2v ear algi ot Canii Rsb.P)
Jil 9 oligk gi y
A AFFORD/2020nosyot A 47 881ES21. 4751545: 2bog CodgA F53F3F:

3FF Cot i ygllsyeot I u2Ngp

l uP-eHnHfv(s eyv POMyygwg 3FFs Pciyn99gyePc I u2 Nnpngc2MN2K0G 6J82s C

nh A3FF0D802noasy	ot A, 4	7 88I	26521.	475DE	45: 2	beyg (	CodgA,	F53F	3F:							511	Cut	,,6.22	<i>y</i>		B./. 2.		-	JO2-C)	,
ngh	Nou(						Esiy						bol y(						Sgiy	_				$\top$	$\neg$
I eigayeot	bol y(fo	ol t d					Sgiyfo	l t d					Nous(f	ol t d					Esiyf ol	t d					
Wekg	В	W	n	U	) pp	- gd+	В	W	n	U	) pp	- gd+	В	W	n	U	) pp	- gd+	В	W	n	U)	pp - 1	şl÷ <b>my</b>	,
0F0013F13, : AF-9	8	3:8		F	344	38	F	F	F	F	F	8F	30	3F4	8	F	305	,:	5	-,	D	F			880
: A4-9	38	308	5	F	34,	1.	3	F	F	F	3	33F	03	300	33	F	34,	, 4	38	0	-	F	0D	,8 :	::.
c ol ulr Woysl	0D	05D	3:	F	: F8	45	3	F	F	F	3	0FF	::	00.	0F	F	0DF	DD	04	5	34	F	,5	88 5	5:5
, ÆF- 9	-	308	4	F	3, 3	: 3	3	F	3	F	0	33F	3D	3F4	D	F	3: 3	40	3:	5	8	F	0Đ	:8:	F0
, A4-9	-	3,,	5	F	34.	: F	F	F	F	F	F	333	3,	3, ,	33	F	358	4:	38		3F	F	5	, D :	: 50
, AF- 9	0F	3::	4	F	34D	04	F	F	F	F	F	34F	00	3:,	35	F	3. 0	50	3D	4	34	F	D	4D :	5D
, A4-9	30	354	5	3	3D	- 1,	F	F	F	F	F	3.,	38	300	35	F	34.	, 4	35	-	30	F	4	5: :	. 5
c ol ulz Wóys l	, 5	4.3	00	3	5, F	30F	3	F	3	F	0	4,4	- :	4F4	43	F	508	030	55	04	,5	F 3	. (	)FD 3,	, FD
4AFF- 9	34	3, .	3F	F	3.0	0,	3	F	F	F	3	3, F	03	3, F	33	F	3. 0	45	38	D	8	F	5		DB
4A4-9	34	33D	0F	F	34:	0:	F	0	F	F	0	3:.	,.	333	34	F	3.:	83	3F	30	30	F	,	DB :	50
4AF-9	-	30,	3.	F	3, D		F	F	F	F	F	383	:3	3F5	04	F	350	- :	8	3F	33	F	F	5D :	, F
4A.4-9	3.	33D	3D	F	34:	50	F	:	F	F	- :	0,8	, 0		05	F	3, 4	85	38	30	3F	F	, 3	BF. :	, 0
c ol uir Woys l	4,	4F.	54	F	505	3D	3	4	F	F	5	. 3.	3, 3	,:,		F	540	: 35	4.	, 0	, 0	F 3	3 :	30 3,	04
5ÆF-9	35	34:	3,	F	3D	58	3	- :	F	F	,	0,4	- 1.	300	0F	F	3.8	304	3:	3F	33	F	,	, 000	FF
5A4-9	03	3:0	3:	F	355	33,	F	F	F	F	F	1.1	:5	8.	03	F	34,	3, 0	38	30	,	F	4	3, F :	44
5AF-9	33	30:	3.	F	343	8F	F	F	F	F	F	05D	:5	33,	00	F	3.0	03:	3,	8	-,	F	D. (	3. :	4F
5A4-9	0.	304	D	F	35F	8.	F	F	F	F	F	04,	::		04	F	3:4	3D6	35	-	-	F	F (	)F. :	04
c ol ulr Wóysl	. 4	4::	40	F	55F	:.F	3	:	F	F	,	33, F	3, 0	, 3F	DD	F	5, F	555	50	: D	05	F 3	05	5D5 3,	: F
. ÆF- 9	8	3:,	3,	F	34.	D0	F	0	F	F	0	03,	04	330	35	F	34:	35F	00	5	3F	F	D 3	3.F :	4F
. A4-9	03	3:3	3.	F	358	- ,:	F	F	F	F	F	3.,	4F	33:	05	F	3D8	30F	35	8	3F	F	4	38 :	8:
. AF- 9	34	3::	3,	F	350	0D	F	F	F	F	F	35F	- 11	85	34	F	3, ,	55	3D	3,	3:	F	.4	54 :	43
. A4-9	35	33,	3F	F	3, F	:5	F	F	F	F	F	3.:	0:	DD	35	F	30.	40	3F	-	34	F	0	55 0	088
c ol ulz Wóys l	53	430	44	F	50D	3D8	F	0	F	F	0	. 03	3:3	, F8	:	F	53:	: 8D	55	:5	, D	F 3	4F .	0F 3:	8:
DÆF-9	3D	3FF	30	F	3: F	- 1.	F	F	F	F	F	3F,	03	D8	35	F	305	- 1.	30	3:	D	F	::	.4 0	0DB
D\$4-9	5	3F5	D	F	30F	04	F	F	F	F	F	308	03	D)	3,	F	338	: F	30	30	8	F	:	40 0	0.0
DAF-9	3F	3F0	8	F	303	3D	F	3	F	F	3	3:0	0,	. F	30	F	3F5	: D	33	8	3,	F	,	45 0	050
DA4-9	-		3F	F	8,	3,	F	3	F	F	3	333	D	58	30	F	D8	:3	30	-,	30	F	0D	0. 0	030
c ol ulz Wóys l	, 3	: D4	:8	F	, 54	8,	F	0	F	F	0	,.5	,	: 30	4,	F	,,F	3:5	,.	: D	y.:	F 3	0D 3	BDF 3F	F: 4
8AFF- 9	38	D4	8	F	33:	:3	F	F	F	F	F	304	0F	. 0	3.	F	3F8	, 4	D	D	33	F	0.	, 8 0	0, 8
8/84-9	34		5	F	8,	- 12	F	F	F	F	F	353	0F	5F	38	F	88	4,	0,	3F	-	F	.3	, 8 0	D: ,
8AF-9	34	- ::	D	F	85	: 4	5	F	F	F	5	35.	35	5.	35	F	88		05	D	-	F	. 3	54 0	0, 0
8A.4-9	03	5.	D	F	85	: D	F	F	F	F	F	04,	38	4F	8	F	. D	40	3D		3F	F	4	83 0	0F8
c ol ulr Wóysl	. F	08D	:3	F	: 88	3, .	5	F	F	F	5	. F.	. 4	0, 8	53	F	: D4	384	. 5	- ::	:4	F 3	, (	34, 8	B:,
3FAFF- 9	3:	, D	D	F	58	D	F	F	F	F	F	:.4	3F	5.	5	3	D)	3.3		0	34	F	0, :	.0 3	3
3FÆ4-9	34	5D	D	F	83	4D	F	F	F	F	F	0D0	3,	5:	34	F	80	8,	35	-	8	F	0 3	900 0	034
3FAF-9	30	D	5	F	3F4	, 8	F	:	F	F	- :	0F,	3,	. 8	38	F	330	43	00	4	33	F	D	5: 0	04D
3FA-4-9	0:	D,	D	F	334	5F	F	F	F	F	F	3: F	3:	D0	00	F	33.	3.	0F	4	D	F	::		054
c ol ulz Wóysl	5:	0D	: F	F	: DF	04,	F	- :	F	F	- 1	883	43	083	50	3	, F4	:::	54	38	- ,:	F 3	D	EDD 8	B34
33ÆF-9	D	.,	33	3	8,	3.	F	F	F	F	F	DF	0	. 4	30	F	DB	: D	8	F	35	F	04	:8 0	0FD
33A4-9	4	55		F	٠,	D	3	F	F	F	3	44	F	D	D	F	83	3.	8	F	5	F	34	:: 3	3DB
c ol ulz Wóys l	3:	3, F	3,	3	35D	04	3	F	F	F	3	3:4	0	34D	0F	F	3DF	44	3D	F	00	F	F	.0 :	DB
Wóysl	, 43	: 4F3	: 03	0	, 0. 4	3, : D	33	34	3	F	0.	45:0	. 00	0884	4F5	3	, 00,	0:88	, D0	0:.	: 0F	F 3F	8 01	288 84	454
%) ppuosa(	3F74% I	0878%	. 74%	F%	1	- 1	, FZ % 4	4475%	7.% F	296	1	1	3. 73%	. F78%	307P%	F%	1	- 1	, 57, % 0	070%:	F7D% F	%	1	1	1
% Woysl	. 7 %:	575%	: 7,%	F%,	, 7%	- 1	F73%	F70%	P% F	296	FZ %	1	. 74%	: 37 %	47 %	F%,	, 70%	- 1	47F%	074%	: 7% P	% 3F7E	%	1	1
neh( vi st d 9 oyour algi	:	: 080	:3D	3	, F4,	- 1		3	F	F	-	1	. 0F	0D8,	, 83	3	, F05	- 1	0	005	: 3.	F 3F	34	1 8F	F88
% neh( vi st d																			-					_	$\neg$
9 oyouralgi			8873% 4			1		57 %	P% F			1	887 %					1	8.78%8				%	1847	
c gsHr	3	3, 3	3	F	3,:	- 1	F	F	F	F	F	1	F	3:,	8	F	3, :	- 1		3		F	_		08:
%cgsHr	F70%	, T%	FZ %	F%	: 7 %	- 1	P%	F%	P% F		P%	1	P%	, 74%	37D%	F%	: 7,%	- 1	F75%		F78% P				3%
venralgi ot Bosd		5D	0	3	. D	- 1	D	3,	3	F	0:	1	0		5	F	44	- 1		3F	F	F	3.	1 3	3. :
% verralgi ot Bosd	375%	378%	F75% 4	FF%	370%	1	. 07. % 8	B: 7 % 3	BFP% F	% E	1470%	1	F7.%	375%	370%	F%	37 %	1	374%	, 70%	F% F	% 375	%	1 37	D%
- gdgi yast i	1	1	1	1	1	3, 08	1	1	1	1	1	453:	1	1	1	1	1	0:53	1	1	1	1	1 0.	8:	٦

#### 5589707 - BANK ST @ HOLMWOOD AVE - OCT 14 20... - TMC



[S] South

1 of 4

#### 5589707 - BANK ST @ HOLMWOOD AVE - OCT 14 20... - TMC

5589707 - BANK 51' @ HOLMWOOD AVE - OCT 14 20... - TMC
The May 3, 200° BO |
1L lngs h, G6 | L : G(36 | L A: M-nag9l ng; 1 P) u
C98- ggì nì thượn gi chi L. PjPava 3ni 21 ng- v21 ni hi yang ci 2Bau va9ni Pc RPgH2Bau va9ni Pc
si Pli vgi 1 A
C99L P- nk nc y
nà (3FF01B02d PaggMeC), 64'881B52:: 64'61B6572b ng s Phú (, F53F3F7

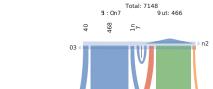
dno	NPusr						Egiy						bP) yr						Sniy						
I enayePc	bP) yr f	P) cH					S niyf	P) cI	ł				NPuyr f	P) cH					Egiyf P	)cH					
Wek n	R	W	d	U	Срр	l nH*	R	W	d	U	Срр	l nH°	R	W	d	U	Срр	l nH⁵	R	W	ď	U	Срр	lnH⁵	my
0F00:3F:3, , (36l L		3, ,	5	F	36.	7F	F	F	F	F	F	333	3,	3, ,	33	F	358	67	38		3F	F	75	, D	750
, (7Fl L	0F	377	6	F	36D	06	F	F	F	F	F	36F	00	37,	35	F	3.0	50	3D	6	36	F	7D	6D	75E
, (, 6l L	30	356	5	3	3D,	7,	F	F	F	F	F	3.,	38	300	35	F	36.	, 6	35		30	F	76	57	7. 5
6(FFl L	36	3, .	3F	F	3. 0	0,	3	F	F	F	3	3, F	03	3, F	33	F	3. 0	65	38	D	8	F	75	65	7D8
WPyg9	6,	6D8	0.	3	5. 3	337	3	F	F	F	3	6.6	. 5	6, F	6,	F	5. F	035	. 0	0.	, 5	F	3, 6	006	3, D
% СрриРуаг	D4F%	D 40%	, 47%	F48%	:	:	3FF%	F% I	F% I	%	:	- :	3347%	IF45%	D8%	F%	:	- :	, 84 %	3D45%	734 %	F%	:	:	
% WPyg9	745%	7845%	340%	F48%	, 648%	:	F48%	P% I	F% I	% F	F48%	- :	643%	7547%	745%	F%,	648%		, 42%	342%	748%	F%	840%	- :	:
11T	F4557	F4080	F4 00		F483D	:	F406F	:	:	: F	406F	- :	F415,	F4873	F400D	:	F48. 0	- :	F487,	F4 6F	F4 5.	- :	F4867	:	F48. 8
deor yi gcHL PyPuava9ni	60	657	05	F	5, 3	:	3	F	F	F	3	- :	. 5	600	60	F	56F		. F	07	, 5	F	378	- :	3, 73
% deor yi gcH L PyPusva9ni		8645%	8547%	P%	8646%		3FF%	P% !	P% I	% 3	FP%	:	3FF%	854 %	8547%	F% 8	3. 4P%		8. 40%	D640%	3FP%	F% 8	3648%		8540%
1 ng- v	3	36	F	F	35	:	F	F	F	F	F	- :	F	3,	3	F	36		3	3	F	F	0	:	77
% 1 ng- v	348%	046%	F%	P%	04 %	:	F%	F% I	F% I	%	P%	- :	F%	045%	348%	F%	040%	- :	34 %	74 %	F%	F%	34 %	:	040%
Benva9ni Pc RPgH	3	33	3	3	3,	:	F	F	F	F	F	- :	F	,	3	F	6		3	7	F	F	,	:	07
% Beava9ni Pc RPgH	348%	348%	74 %	3FP%	048%	:	F%	F% I	F% I	%	P%	- :	F%	F4 %	348%	F%	F4 %	- :	34 %	3348%	F%	F%	040%	:	346%
l nHni yargci		- :	- :		- :	337	- :	- :	- 5	:	- :	6.3	:	:	- :	- :	:	03F	- :	- :	- :	- 1	- :	003	
% 1 nHni yuggci		- :	- :	- 1		3FF%	- 1	- :	- 1	:	- : 1	8847%	:	- :	- :	- :	- 1	8. 40%		- :	:	- 1	: 1	3D40%	
Benva9ni Pc s uPi i wg9.	:		:	:	:	F	:	- 1			- :	,	:	:	- :	- 1	:	5	:		:	- 1	- :	,	
% Benva9ni Pc s uPiiwg9t	-	-				P%			- 1		-	F4 %			-			040%		-	-	- 1		340%	

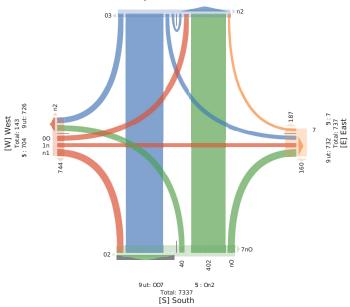
<sup>\*</sup>l nHni yugoci gcHBeava9ni Pc s uPi i wg9.4d( dnOj2R( Reory2W( Wru) 2U( U:W) uc

### 5589707 - BANK ST @ HOLMWOOD AVE - OCT 14 20... - TMC

5589707 - BANK ST @ HOLMWOOD AVE - OCT 14 20... - TMC
Sat My7, 20Pt FI
11. leng 12(, 111. : 1, 111. 3: M/sean - leng 6 P) a.
C - s mile in thor 7a ncHL P?Payvy-ei06 enAv0l eHi 7atnci 0Btyvy-ei Pc R?nH0Btyvy-ei Pc
s aPi iwn-g3
C - L, PAek ec7
nb (, uuFD, F0d Pyn7Pc ( 21985505. 0:819 D. 1. 40bt 7e s PHe ( 2u., u, u4

[N] North





3 of 4 4 of 4

5589707 - BANK ST @ SUNNYSIDE AVE - OCT 14 2... - TMC
Tuchtys, 2.0000
Till.ng by (6 AF - 9 B3AF - 9 P
) Il.C.Giig 6 indiv, 4 st d 9 oyour aligi 2c gsH 2 - gdg yast | 2v ear aligi ot Bosd2v ear aligi ot
Cuil Risby
) Il.30 olik; gs y
in ASPFOID: Zonosyot A 47 8, 0832/547 D , F82beg CodgA F. 343F:



nh A3FF0D0: 2n oasy	eot A, 4	7 8, 0	83215	547 D	, F82	beyg	CodgA,	F. 34	43F:										95	got Zivii v	2100	-502	
n gh	Nou(						Esiy						bol y(					Sgiy					l .
I eggyeot	bol y(f	ol t d					S giyf ol	t d					Nous(f	ol t d				Esiyfol t	t d				
Wek g	В	W	n	U	) pp	- gd+	В	W	n	U)	pp	- gd+	В	W	n U	) pp	- gd+	В	W	n U	) pp	- gd+	mby
0F0013F13, : AF-9	0:	3, 3	:0	F	38.	38	, F	03		F	. 4	0.	D	3FD	D F	30,	. 3	D	5	. F	03	D0	, F
: A.4-9	3.	3, F	1.	F	380	- 11	, D	3.	0	F		. F	5	3F:	, F	33,	338		3:	D F	05	3F8	:8
c ol uir Woys	L :8	0DB	. D	F	:DD	40	DD	:5	-	F 3	3:3	D	34	033	30 F	0: D	3DF	3,	0F	3, F	, D	383	DF
, ÆF- 9	3D	3, 3	0,	F	3D	0.	43	3D	3	F	5F	0D	:	3FD	5 F	33D	: D	3F	0F	D F	: D	4,	, F
, A4-9	38	34.	0D	F	OF:	04	. F	30	F	F	50	05		303	: F	30D	0F		33	30 F	0.	40	, 0
, AF- 9	30	3,:	:3	F	3D	0.	, 8	3D		F	53	. F	5	338	D F	3:,	0D		33	3. F	::	48	, 0,
, A4-9	3.	3: D	- :.	F	3DD	:5	:5	0:		F	٠.	05	3	30F	. F	305	3D	30	04	3F F	, 5	.:	, 0
c ol uir Woys	L .4	45D	335	F	5. F	33.	385	53		F (	055	300	34	D	0, F	4F5	3F.	:3	. 5	F	3, ,	00D	3. E
4ÆF-9	00	3.5	::	F	000	0F	, 3	04	0	F	. D	, D	8	3. D	: F	3. F	0.	3F	3.	30 F	: D		, г
484-9	0D	3	- ::	F	0F4	0.	; F	3.		F	4F	,	33	303	3F F	3.0	0.	D	35	33 F	:.	55	,:
4AF-9	34	34.	:4	F	OF.	0.		35		F	,	4.	33	30F	5 F	3::	38		3D	3D F	,0	. D	,,,
4A4-9	38	333	.0	F	350	- 5	00	3		F	- 8	48	. 8	3:3	33 F	343	3.	- 8	5	30 F	0D	DB	:8
c ol ulr Wow		45D	3.:	F	DF4	3F5	3:5	5.			003	004	:4	40F	:3 F	4D	D.	::	4D	4: F	3, ,	04D	354
. AFF-9	04	33D	0D	F	353	313	3. 3 3D	3.		F	:.	. 8	3D	300	. 5 F	3, ,	35	3F	08	4. F	3, ,	40	:8
				F	343	- ::				F													
. A4- 9	00	333	3D			, 3	3,	35			٠,	. 4	5	30.		3, 3	: 0	D	0:		, 8	3: F	:5
. AF- 9	35	33.	08	F	3.0	: 0	0:	0F		F	, 4	33D	3:	3F:	30 F	30D	, 3	3:	3.	5 F	1.	D5	: 53
. A4-9	:3	88	04	F	344	, 3	0,	00		F	, 5	D	,	88	5 F	33F	: 8	5	3.	3F F	- 11	8F	:,4
c ol ulr Woys		,,,	3FF	F	.:8	3, 5	58	5:			3. 0	: 34	, 0	, 4F	:3 F	40:	308	: D	D)	, 0 F	3.,	: 48	3, D
5AFF- 9	: 3	300	0,	F	355		35	3D		F	, F	, 0		3:4	4 F	3, .	0:		35	33 F	:,	DB	: 8:
5A4-9	0:	33D	04	3	3.5	0:	0:	3,		F	,,	, 8	4	8:	5 F	3F4	3:	33	30	30 F	:4	. 4	:4
5AF-9	04	335	08	F	353	3,	3D	3.		F	: D	,:		DD	33 F	3F0	3F	4	8	30 F	0.	04	::!
5A4-9	03	33.	0F	F	345	3,	0:	33	0	F	:.	05	:	DB	4 F	85	38		38	30 F	:5	: 4	: 00
c ol ulr Woys	L 3FF	, 5:	8D	3	. 50	84	DB	48	3D	F 3	34D	3.3	35	, F4	0D F	, 4F	. 4	0D	45	,5 F	3:0	03,	3, 3
D#F-9	3D	D5	35	F	300	34	38	30	3	F	:0	03	4	DB	8 F	84	03	3F	3:	D F	:3	03	0Đ
D#4-9	3,	3F5	8	F	3: F	3,	38	D	4	F	:0	0.	3	5.	5 F	D	3,		5	. F	35	0,	0. :
DAF-9	33	DD	3,	F	33:	3D	3F	3F		F	0:	, 0	5	DF	. F	8:	3,		0	33 F	3.	: 0	0,4
DA4-9	34	53	38	F	3F4	35	8	D	4	F	00	OR.	4	DB	4 F	83	30	5		4 F	3.	- 4	0:,
c ol ulr Woys	L 4D	: 4:	48	F	, 5F		45	: D		F 3	BF8	33D	3D	: 3D	05 F	:.:	. 3	0,	0.	:F F	DF	330	3F0
8AF-9	30		35	F	80	0:	3.	:		F	0:	38	3	53	4 F	55	3,	D	5	8 F	0,	00	03
8A4-9	D	5:	30	F	8:	00	3,	5		F	0,	05		53	0 F	5.	3D	3F	30	8 F	:3	05	00,
8AF-9	4		33	F	DF	3,	33			F	03	05	-	4D	. F		3.	3	.50	: F	3F	:3	35
8A4-9	5	50	33	F	D0	34	30	_		F	03	: 4	3	DF	5 F	DD.	30	0	_	4 F	33	4F	0F
c ol ulr Woys		050	_	F	:,5	5,	4:	00		F	DB	3FD	8	0DF	3D F	:F5	_	03	08	0. F	5.	3: F	DBI
3FAF-9	3F	40	,: 3F	F	50	: F	4: D	UU		F	OF	3DB	0		3D F		. F	0.5	5	0. F	5. 0F	00D	35
3FA4-9	_	40 D8	JF F	F	D4		8			F	:0	SLB SD	_	.:		50	38	D	5	34 F		3:.	03
	,			F	RR	, 5	5	3.					: 3	4D				D	8		: F		38:
3FAF- 9	D	8F	3	-		8		-		F	3:	, 4	-	4D 44	, F	- ::	3F	-		: F	3D	,:	
3FA4-9	3.	D4	D	F	3F8	35	4	-		F		38	3		D F	٠,	5	D	4	8 F	00	0F	038
c ol ulir Woys			38	F	:.4	3F:	08	٠,		F	ΠF	:,:	5	0: D	0F F	0.4	48	0D	0D	:, F	8F	, 05	DF
33ÆF- 9	4	303	3F	F	3:.	4	4	- 1		F	D	38	F	, 4	, F	,8	F	4	4	8 F	38	0:	03
33A4-9	33		33	F	DD	-	-	4		F	30	34	- :	40	: F	4D	8	5	0	D F	35	03	35
c ol ulr Woys	I. 3.	305	03	F	00,	33	33	D		F	0F	:,	- :	85	5 F	3F5	8	30	5	35 F	1.		: D
Woys	L 405	:,5,	D	3	,.5F	5. 5	5:0	, 3.	88	F 30	), 5	3430	3. 3	08126	38D F	::,.	54F	800	: 5.	:F8 F	83,	38.:	3F35
%) ppuosa(	337 %	5, 7%	3, 7%	F%	1	- 1	4D5%:	: 7%	578% P	16	1	1	, 7D% I	287 %	478% F%	1	1	0473%,	373%:	: 7D% F%	1	1	
% Wbys	470%	:, 73%	. 7%	F%,	478%	- 1	570%	, 73%	37P% P	6 307	%	1	37 % 0	087 %	378% F%	: 078%	1	07.96	: 75%	: 7P% F%	87P%	1	
neh( yi st d 9 oyouar algi	, DD	: 058		3	,,:,	- 1	530	, 30	8D	F 30	000	1	3.3	0583	38D F	: 34F	1	00.	:.3	08, F	DDB	1	8. E
% neh( vi st d	i																						
9 oyouar algi	807 %	8, 7,%	B875%	3FF% 8	3, 78%	1	857 % 8	87F% 8	387% P	6 8D	P%	1	3FF% 8	3: 7 % 3	3FP% P%	8, 78%	1	8D5% 8	. IF% 8	43% F%	8. 7,%	1	84709
c gsHr	: 3	33D	3	F	34F	- 1	,	0	3	F	5	1	F	300	F F	300	1	3	4	3: F	38	1	08
% c gsH	47B%	:7%	FB%	F%	: 70%	- 1	FA%	F24%	37P% P	% F7	%	1	F%	, 23%	P% P%	: 7 %	1	F7, %	37 %	, 70% F%	073%	1	0789
veralgi ot Bosd	D	55	3	F	D	- 1	3.	0	F	F	3D	1	F	5,	F F	5,	1	0	3F	0 F	3,	1	38
% venralgi ot Bosd	374%	070%	FB%	F%	370%	- 1	070%	F74%	P% P	6 37	%	1	F%	074%	P% P%	070%	1	F78%	025%	F7 % F%	374%	1	3789
- gdgi west i	1	1	1	1	1	5. 3	1	1	- 1	1	1	34F4	1	- 1	1 1	1	5:4	1	1	1 1	1	38:.	<u> </u>
% - gdgi yest i	1	1	1	1	18	870%	1	- 1	1	1	15	3874%	1	1	1 1	. 10	BDF%	1	1	1 1		DP4%	-
venralgi ot CuniiRsly	-	-	1	1	1		1	1	1	1	1	5	1	1	1 1	. 1	34	1	1	1 1	1	08	
% venralgi ot CupiiRsIv		1	1	1	_	FZD%	1	1	1	1	_	F74%	1	1	1 1	. 1	075%	1	1	1 1		374%	-
20 von aug or Custiksty	1 1	1		1	1	* /L/O	1	1	1	4	1	1:14:1b	- 1	1	1 1	. 1	J/F70	1	- 1	1 1	1	JA70	

<sup>\*-</sup>gdgiyusti std v æralgi ot CuoiiRslw7n An gQ2BABeh(y2WAW(ul 2UAUIW ut

5589707 - BANK ST @ SUNNYSIDE AVE - OCT 14 2... - TMC

AaoHdnd fr 3Ct7r oOM7sRs , uu Cogi 7nIIs7tog I a0 Nnpnsg0MN0KFG 9J50C) [N] North Total: 7144 5 ut: 9264 r0: 9182 686 890 117 969 731 [W] West Total: 6200 n0: 439 5 ut: 3393 1: 3620 n0: 3698 Total: 6906 [E] East 124 I 81 664 2 nt: 3218 141 693

347 6478 313

2 of 4

5 ut: I 726 r0: I I 91 Total: 8397 [S] South

1 of 4

#### 5589707 - BANK ST @ SUNNYSIDE AVE - OCT 14 2... - TMC

5589707 - BANK 51 @ SUNNYSUE AVE - OC. 1 19 2... - 1 11000
1L l ng h ( 61 L : 6(, 61 L & M-nag9li ng 1 P) u
1L l ng h ( 61 L : 6(, 61 L & M-nag9li ng 1 P) u
598 sg hin Havor g g-HL PyPava94121 ng- V2l niHi yage(12Bava94) Pc RPgtPBava941 Pc
191 l vigit A
C991. P-nk ncy
nk (3FP0DM2d PaguPc (, 678, 0832:567 Di, F82bpn s PHr (, F. 363F4

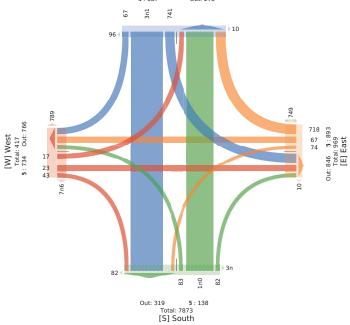
dno	NPur						Egiy						bP) yr						Sniy						
I emayePc	bP) yr f	P) cH					S ni yf F	)cH					NPuri	P) cH					Egi yf P	cH					
Wek n	R	W	d	U	Срр	l nH⁵	R	W	d	U	Срр	l nH*	R	W	d	U	Срр	l nH⁵	R	W	d	U	Срр	l nHº	nty
0F00:3F:3, , (, 6l L	3.	34D	4,	F	3DD	45	45	04		F		05	3	30F		F	305	3D	30	06	3F	F	,5	. 4	, 0.
6(FFI L	00	3.5	44	F	000	0F	, 3	06	0	F	. D	, D	8	3, D	- 4	F	3. F	0,	3F	3.	30	F	4D	- , ,	, DD
6(36l L	0D	3, ,	44	F	0F6	0.	4F	3.		F	6F		33	303	3F	F	3, 0	0.	D	35	33	F	4.	55	, 44
6(4Fl L	36	36.	46	F	OF.	0,	,,	35	4	F	٠,	6,		30F	5	F	344	38		3D	3D	F	, 0	, D	,,6
WPyg9	DB	. F6	346	F	D03	3F5	360	DB	34	F	0, .	384	05	6F8	0.	F	6.0	DБ	4.	5.	63	F	3.4	040	3580
% СрриРузг	878%	5475%	3. 7 %	P%	:	:	. 370%	4078%	674%	P%	- :	:	, 7D%	8F7 %	, 7%	F%	:	:	0073%	, . 7.%	4374%	P%	:	:	:
% WPvg9	, 75%	447D%	576%	P%,	670%	- :	136%	, 75%	FZ%	P% 3	3475%	- :	375%	0DF, %	375%	F% 4	137, %	- :	07P%	, 70%	070%	P%	83%	- 1	
l1T	F7500	F7834	F7B.,	- :	F7805	- :	F7D6D	FÆBF	FÆB4	:	F7BF3	- :	FZ 3,	FÆ).	F7 6F	:	F7D.	:	FZ6F	F7553	F7546	- :	FZDF	- :	F7834
deor yi gcHL PyPunva9ni	5,	656	346	F	5D,	:	363	DF	30	F	0, 4	:	05	, DF	0.	F	644	:	4.	5,	6F	F	3. F	- :	350F
% deor yi gcH L PyPunva9ni		867F%	3FP%	P% I	3676%		8874%	BDRD%	8074%	P% 8	BDID%		3FF%	8, 74%	3FF%	P% 8	3, 70%		3FF%	857, %	8DF%	P% 8	BD70%		8. 7F%
1 ng- v	,	34	F	F	35	- :	F	3	3	F	0	- :	F	3,	F	F	3,	:	F	F	F	F	F	- :	44
% 1 ng- v	, 7B%	073%	P%	P%	073%	- :	F%	370%	575%	P%	FZD%	- :	F%	070%	F%	F%	076%	:	F%	F%	F%	P%	F%	- :	370%
Benva9ni Pc RPgH	4	35	F	F	0F	- :	3	F	F	F	3	- :	F	36	F	F	36	- :	F	0	3	F	4	- :	48
% Beava9ni Pc RPgH	475%	070%	P%	P%	07,%	- :	F/5%	P%	P%	P%	F7, %	- :	F%	078%	F%	F%	075%	- :	P%	07. %	07F%	P%	370%	- :	070%
l nHni yargci	:	- :	:	- :	:	3F5	:	- :	:	:	:	38F	:	:	:	:	- :	D4	:	- :	:	- :	:	00,	
% l nHni yugci	:	- :	:	- :	:	3FF%	:	- :	:	:	: 1	BDF, %	:	:	:	:	- :	867, %	:	- :	:	- :	: 8	3. 7 %	:
Besva9ni Pc s uPiiwg9t	:	- :	:	- :	:	F	:	- :	:	:	:	4	:	- :		:	- :	,	- :	- :	:	:	- :	D	
% Benva9ni Pc s uPiiwg9t	:	- :	:	- 1	- :	P%	:	- :	:	- 1	- :	37.%	- :	- :	- :	- :	- :	, 7 %	:	- :	- :	- :	- :	47,%	:

<sup>\*1</sup> nHni yuegci gcHBeava9ni Pc s uPi i wg9.7d(dnQ)2R(Reory2W(Wru)2U(U:W)uc

#### 5589707 - BANK ST @ SUNNYSIDE AVE - OCT 14 2... - TMC

5589707 - BANK ST @ SUNNYSIDE AVE - OCT 14 2... - TMC
Sat My7, 20PtUF
11. leng 18(2111.: 1(2111.3: MAean—leng 6 P) a
C—s antiel thior 7a crk1. P?Payvy-ei06 en4voll eHei7atnci0Btyvy-ei Pc RPnHDBtyvy-ei Pe saPiiwn-g3
C—1. PAek ec7
nb (, uuFDF90d Pyn7Pc (214952F5, 0:. 148D92u50bt7e s PHc (208, 11, u.9)

[N] North Total: 7144 5 : 687 Out: 278



3 of 4 4 of 4

#### 5589707 - BANK ST @ WILTON CRES - OCT 14 2022 - TMC

5369/07 - BANNA 51 @ WILLION CRES - OCT 14 2022 - TIME The May3, 2019 THE THE METER OF THE METER



	_				r de					h -1 -/					Marrie	
					Egiy Ssivfoltd				t d	boly( Nouv(fol:				t d	Nouy( bol v(fol	ı gayeot
	- gd*	) pp	U	n	B	- gd*	) pp	U	n	W	- gd*	) pp	U	W	B	gayan
:.F	- 80	) PP	F	4	.3	- gu	3.3	F	:4	30.	- gu	3::	F	30:	3F	0F0013F13, : AF- 9
: 58	, 8	48	F	3	4D	F	38F	F	, 4	3.4	3	3: F	F	338	33	: A4-9
5:8	84	304	F		338	F	: 43	F	DF	053	0	0. :	F	0, 0	03	c ol ulir Wovs L
: D	,:	4,	F	F	4.	F	35.	F	,3	3:4		34.	F	3: 8	34	, AFF- 9
, OD	,8	.3	F	3	. F	F	008	F	. F	3.8	5	3: D	F	3: F	D	, A4-9
, 30	; F	5,	F	F	5,	F	380	F	,,	3. D	3	3, .	F	3: 0	3,	, AF- 9
, F4	, 8	4.	F	F	4.	F	38.	F	:,	3. F		344	F	3: 4	0F	, A4-9
3. 08	353	0, 4	F	3	0, ,	F	583	F	358	. 30	34	48:	F	4:.	45	c ol ulr Woys I
, 54	4	5F	F	4	. 4	F	003	F	, 5	35,	F	3D	F	34.	: F	4AF-9
, 3:	. 3	50	F	F	50	F	0F0	F	00	3DF	3F	3:8	3	333	05	484-9
, F.	,,	5:	F	F	5:	4	3D8	F	3	3DD	4	3, ,	F	33D	0.	4AF-9
:,3	. 8	44	F	F	44	F	343	F	F	343	3:	3:4	F	333	0.	4A4-9
3.:4	0: F	05F	F	4	0.4	4	5. :	F	5F	. 8:	0D	. F0	3	, 8,	3F5	c ol ulr Woys I
:5,	.:	,3	F	3	, F	3	35.	F	F	35.	3D	348	F	3F8	4F	. AFF- 9
:, D	DD	::	F	F	- ::	30	350	F	F	350	,,	3,:	F	3F4	: D	. A4-9
:4.	30.	40	F	F	40	3D	353	F	0	3.8	50	3::	F	DF	4:	. AF- 9
: 05	30:	, D	F	F	, D	38	3: 0	F	3	3:3	Db	3, 5	F	8.	43	. A4-9
3. F4	. FF	35.	F	3	35:	4F	.,8	F	- 1	.,.	003	4D0	F	:8F	380	c ol ulr WowI
: 5D	D	,,	F	F	,,	0.	3DF	F	F	3DF	54	34.	F	33.	, F	5ÆF- 9
:4.	. 3	40	F	F	40	3.	34F	F	F	34F	:4	34,	F	335	:5	5A4-9
: 05	03	,.	F	F	,.	8	3, F	F	F	3. F	0D	3, 3	F	3F8	:0	5AF-9
: F5	, 3	43	F	F	43	38	304	F	F	304	3,	3:3	F	3FF	:3	5A4-9
3: . D	OF.	38:	F	F	38:	5F	484	F	F	484	340	4DF	F	, , F	3, F	c ol ulr Woys I
050	38	0D	F	F	0D	D	30:	F	F	30:	D	303	F	D8	:0	DÆF-9
05.	: 0	,:	F	F	,:	0	33:	F	F	33:	D	33D	F	80	0.	D\$4-9
0.5	:3	, F	F	F	, F	4	33,	F	F	33,	3	33:	F	D4	0D	DAF-9
0FD	04	0D	F	F	0D	0	8.	F	F	8.	3	D	F		0F	DA4-9
3F03	3F5	3:8	F	F	3:8	35	,,.	F	F	,,.	3D	,:.	F	::F	3F.	c ol ulr Woys I
0:0	: 8	:3	F	F	:3	3F	3F.	F	F	3F.	35	84	F	50	0:	8AF-9
OF.	03	0	F	F	0	0	3F4	F	F	3F4	3.	88	F	DF	38	8.84-9
355	: F	F	F	F	F	08	D	F	F	D	00	83	F	55	3,	8AF-9
3D0	: D	3	F	F	3	43	83	F	F	83	43	8F	F	. D	00	8A4-9
585	30D	:,	F	F	1,	80	:DD	F	F	: DD	3F.	: 54	F	085	5D	c ol ulr Woys I
3:0	3D	,	F	F	,	: 4.	5F	F	F	5F	. FF	4D	F	, D	3F	3FAFF- 9
3D8	,,	F	F	F	F	: D	3FF	F	F	3FF	3D	DB	F	. 5	3,	3FA4-9
0FF	1.	3	3	F	F	D	D0	F	F	D0	0:	335	F	85	0F	3FAF- 9
034	05	: D	F	F	: D		5D	F	F	5D		88	F	58	0F	3FA4-9
50D	08F	,:	3	F	, 0	, F4	::F	F	F	::F	,,5	: 44	F	083	٠,	c ol ulr Woys I
0FF	35	0D	F	F	0D	0	. 5	F	0	. 4	0	3F4	F	80	3:	33ÆF-9
35F	05	00	F	3	03	3	5,	F	D		30	5,	F	- 11	33	33.84-9
: 5F		4F	F	3	, 8	:	3, 3	F	3F	3:3	3,	358	F	344	0,	c ol ulir Wöys L
8, 80	3.53	305:	3	3,	304D	.,0	, , 4,	F	:,0	. 330	3FF3	: 8. 4	3	: 354	5D8	WoysI
1	1	1	F73%	373%	8DID%	1	1	F%	575%	807.%	1	1	F%	DF73%	3878%	%) ppuosa(
	1	3: 73%	F%	F73%	3: 7F%	1	7F%	F%	: 74%	. 07 %	1	. F78%	F%	: 070%	D8%	% Worst
834:	1	30: 0	3	8	3000	1	. 0F.	F	: 08	: D54	1	: 535	3	08: 5	558	nehí vi st d 9 ovouar algi
8, 7, %	1	8. 7D%	3FF%	.,7.%	8573%	1	8, 7, %	P%	8. 70%	8, 70%	1	8: 75%	3FP%		8D/5%	% neh( vi st d 9 oyouar algi
0D5	1	5	F	3		1	3, F	F	0. 270	3: D	1	3, F	F	3:.		c gsHr
: 72%	1	F74%	F%	573%	F74%	1	: 73%	F%	FZ %	: 7,96	1	: 74%	F%	, 7.%	F74%	% c gsHr
040	1	:,	F		:F	1	33F	F	33	88	1	3FD	F	3F0		veralgi ot Bosd
07 %	1	075%	F%	0DE %	07,%	1	074%	F%	: 70%	07, %	1	075%	F%	: 70%	F7D%	% veralgi ot Bosd
70	3.,,	1	1	1	1	. , F	1	1	1	1	88D	1	1.0	1	1	- gdgi yust i
1	8DE %	1	1	1	1	8875%	1		1	1	8875%	1	1	1	1	% - gdgi yust i
	05	1	1					1	1	1	/9	1	1	1	1	veralgi ot CupiiRsIw

ngh	Nous(					boly(					Egiy						
I eugayeot	bol y(foltd					Nouy(foltd					Ssiyf ol t d						
Wek g	В	W	U	) pp	- gd*	W	n	U	) pp	- gd*	В	n	U	) pp	- gd*	mty	
% verralgi ot CupiiRsIw	1	1	1	1	FZ %	1	1	1	1	F7. %	1	1	1	1	37.%	1	
	I eugayeot Wek g	Wik g B	I agayot bol y(foltd Wekg B W	I agayot bol y f ol t d Wek g B W U	I egayot bol (foltd Wek g B W U ) pp	I agayot         bol y(folt d           Wek g         B         W         U         ) pp         - gd*	Lagsyeot	Lagsyer	Lagsyert	Lagsynot	Lagayor	Lappyox	Lappyox		Lagypox	Lagguptor   bolyfold   Nongfold   Sstyfold   Note   Nongfold   Sstyfold   Note   Nongfold   Note   Nongfold   Note   No	Lagsport   bolyfoltd   Nougfoltd   Satyfoltd   Satyfoltd   Wekg   B W U ) pp -gt*   W n U ) pp -gt*   B n U ) pp -gt*   may

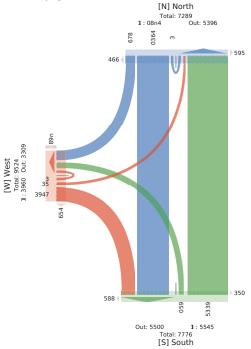
<sup>\*-</sup> gdgi yusst i st d v ear a Igi ot CuoiiRsIw7n An gOj2BABeh(y2WAW(ul 2UAU1Wiut

5589707 - BANK ST @ WILTON CRES - OCT 14 2022 - TMC
Tte May3, 20700
1L. 1 ngr. h, (361 L.: 6(361 L. A: M-nug9)1 ngr. 1 P) u
C995 sgi nii hidor yi gcHL. PyPuva9ni 21 ngr. v21 nihii yugci 2Bava9ni Pc RPgH2Bava9ni Pc
stPiivg94 A
C991. P nik ncji
n(3FF0DBSC4PavaPc/: 647855502-564 PC DS2bara DELE/ P. 2022)

C99s 9giinihdeoryigcHLP suPiiwg9tA C99LP-nkncyi nh(3FF0D862dPagyePc(,64	,			, ,			RPgH	2Beav	va9ni Pc					hHf v( s	seyvP0 Pciyn99g	OMyygwg gyePcIu2 6J82sC
dno	NPuyr					bP) yr					E niy					
I eunayePc	bP) yr f P) c	:H				NPuyr f P) c	H				Sgiyf P) cF	ł				
Wek n	R	W	U	Cpp	l nH⁵	W	d	U	Срр	1 nH*	R	d	U	Cpp	l nH*	my
0F00:3F:3, , (36l L	D	37F	F	37D	5	3.8	. F	F	800	F	. F	3	F	. 3	, 8	, 0D
, (7Fl L	3,	370	F	3, .	3	3, D		F	380	F	5,	F	F	5,	7F	, 30
, (, 6l L	0F	376	F	366	7	3. F	7,	F	38,	F	6.	F	F	6.	, 8	, F6
6(FFI L	7F	36,	F	3D,	F	35,	, 5	F	003	F	. 6	6	F	5F	6.	, 56
Wygs	50	663	F	. 07	33	. 63	3D6	F	DF.	F	066	-	F	0.3	3D)	350F
% CppuPgar	334 %	DD4 %	F%	:		5548%	0048%	F%	:		8545%	047%	F%		- :	- :
% WPyg9	, 40%	704P%	F%	7.40%		7540%	3F4D%	F%	, D4 %		3, 40%	F47%	F%	3640%	- :	
111	F4 FF	F48F,	:	F4067	- 1	F48F8	F455.	- :	F48F7	- 1	F4DD	F47FF	- :	F48F8	:	F4D8,
deoryi gcHL PyPuava9ni	53	63D	F	6D8		. 3,	358	F	587		0, 7		F	0, 8	- :	3.73
% deoryi gcHL PyPuava9ni	8D4 %	8, 4F%	F%	8, 46%		8, 47%	8. 4D%	F%	8, 48%		8647%	3FF%	F%	864 %	- :	8, 40%
1 ng- v	3	35	F	3D		36	3	F	3.		0	F	F	0	- :	7.
% 1 ng- v	34 %	748%	F%	048%		047%	F46%	F%	348%		F4D%	F%	F%	F4D%	- :	048%
Beava9ni Pc RPgH	F	3.	F	3.		00	6	F	05		3F	F	F	3F	- :	67
% Beava9ni Pc RPgH	F%	048%	F%	04 %		74%	045%	F%	740%		748%	F%	F%	740%	:	748%
l nHni yuggci	- 1	- :	:	:	3F	:	- :	- :	- 1	F		:	- :	- 1	3DB	
% 1 nHni yuegci			- :	:	8F48%	:		- :		- 1		- 1	- :	- 1	8D4 %	
Beava9ni Pc s uPiiwg9t		- :	:	:	3	:	- :	- :	- 1	F		:	- :	- 1	7	
% Beava9ni Pc s uPiiwg9t		- 1	- 1	- 1	848%	- 1		- 1	- 1				- 1	- 1	34 %	

<sup>\*</sup>I nHi yuggci gcHBœva9hi Pc s uPi i wg9 4d(dn992R(Reory2W(Wru) 2U(U:W)uc

5589707 - BANK ST @ WILTON CRES - OCT 14 2022 - TMC
Sat My7, 20FuFF
Sli Llengh7, 13 u A- 6, 3 u A- P
) ILCSki ni beth 7 a ggl - ο λοφγ yfai 0c nsH 0Andni Zasgi 0v tyr yfai og Bosd0v tyr yfai og Caoi iRskb#
) IL- oHkh ng7
ni 3, uuFt) 90c oys λοg 3294 5... F06 948D92u90bt7i Codn32u8, F, u:



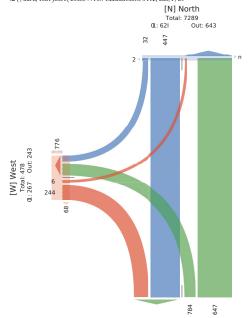
3 of 5 4 of 5

2 of 5

#### 5589707 - BANK ST @ WILTON CRES - OCT 14 2022 - TMC

5589/07 - BANK S1 @ WILLON CRES - OLT 14 2022 - IMC
Sat My7, 20PUFF 1
L1 leng l2(, 11 L : (, 11 L : 3: M/ean-1 eng 6 P) a
C-s - ani ein hitor 7a ncHL P/Payvy-ei06 en/v01 eHei 7atnci 0Btyvy-ei Pc RPnH0Btyvy-ei Pc saPi iwneg3
C-L PAek ec7
nb (, uuFD) 10d Pyn/Pc(21945... FO: 19BDI 2u10bt/le s PHe( 2u/8, F, u4

l aPAtHeHf v(s t7v POM7/nwn , uu s Pci 7e--n7tPc I a0 Nepenc0MN0KFG 1J50s C



5 of 5

n gh	Nous(					bol y(					E giy					
I eigayeot	boly(foltd					Nou)(foltd					Ssiyf ol t d					
Wekg	В	W	U	) pp	- gd*	W	n	U	) pp	- gd*	В	n	U	) pp	- gd*	mby
96 years also at Cynii Delius	1	- 1	1	- 1	TP %	1	- 1	- 1	- 1	D17896	1	- 1	- 1	- 1	- 7.96	1

[S] South

5589707 - QUEEN ELIZABETH DRWY @ FIFTH AVE -... - TMC
Tte-May3, 20F00
Til Ling fry (it AF-9 133AF-9 P)
ILChi jig fridrig is std 9 oyour algi 2c gsH 2- gdgj yust 12v eur algi ot Bosd2v eur algi ot
Lini iRshaP
ILG of the State o

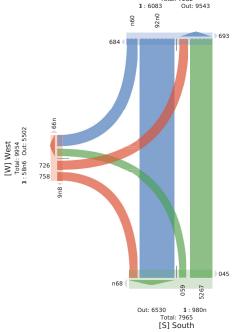


gh		Nous(					bol y(					E giy					
eugayeot		bol y(fol t		U	-		Nou(folt					Ssiyf ol t d				-	
ak g	0F0013F13, : AF- 9	B 0D	W 34F	F	) pp 35D	- gd*	W 44	n 30	U F	) pp . 5	- gd*	B 5	n 8	U	) pp 3.	- gd*	may 0.3
	: A4-9	38	34F 304	F	35D	05 0F	. F	30	F	. 5	0D	D D	3F	F	3. 3D	34	0.3
	c ol uir Woys L	.5	054	F	:00	,5	334	05	F	3.0	4.	34	38	F	:,	0,	, 80
	. AFF- 9	34	3. 0	F	355	3.	334	3F	F	3, 0	4. : F	5	38	F	0.	U,	0
	, A4-9	0,	3FD	F	3:0	38	. 0	35	F	58	: F	30	35	F	08	3D	0. F
	, AF- 9	0, 0D	3. D	F	38.	0.		33	F	54	. 4	5	34	F	00	0F	0, 1
	, A4-9	,:	34D	F	0F3	0.	4.	3D	F	5,	: 0	3F	35	F	05	0.	: F0
	c ol ulr Woys L	33F	48.	F	SF.	D5	0:4	4.	F	083	3:5	1.	. D	F	3F.	50	33F3
	4AFF-9	0:	3. F	F	3D		0.4	35	F	D		03	3F	F	:3	0,	085
	4A4-9	0.	354	F	OF,	38	45	3:	F	5F	, . . F	05	3:	F	, F	30	:3,
	4AF-9	0D	3:.	F	3.,	:3	5.	03	F	85	:5	08	00	F	43	3D	: 30
	4A4-9	:5	, F	F	55	05	:5	3.	F	4:	, 3	04	00	F	,5	05	355
	c ol uir Woys L	335	433	F	. 0D	303	0:.	.5	F	: F:	3D	3F0	.5	F	3.8	DB	33FF
	. AFF- 9	::	. F	F	8:	0:	4F	00	F	50	. 0	0:	00	F	, 4	::	03F
	. 84-9	: F	, 0	F	50	, 8	.8	5	F	4.	85	0:	38	F	.0	- :,	35F
	. AF- 9	00	, 4	F	. 5	:3	40	33	F		D8	3.	3D	F	:,	-,,	3
	. A4- 9	05	-,.	F	5:	1.	: D	0D	F		D	04	3F	F	:4	; D	35.
	c ol ulr Wöys L	330	38:	F	: F4	3:8	3D8	. D	F	045	11,	DS	. 8	F	34.	343	53D
	5AFF- 9	,.	4,	F	3FF	3F	4F	0.	F	5.	. 0	0,	0:	F	,5	0.	00:
	5,84-9	:3	5F	F	3F3	30	,.	33	F	45	,.	0.	35	F	,:	34	0F3
	5AF-9	05	DB	F	33.		,:	D	F	43	. F	:5	04	F	.0		005
	5A4-9	08	5:	F	3F0	34	0D	38	F	,5	04	34	00	F	:5	8	3D
	c ol uir Woys L	3::	0D	F	, 35	,:	3.5		F	0:3	35:	3F0	Db	F	3D8	4,	D 5
	DFF-9	0.	. 3	F	D5	3,	:,	3:	F	,5	34	30	3:	F	04	4	348
	D%4-9	3.	45	F	5:	3:	08	5	F	1.	33	34	35	F	:0	3F	3.3
	DAF-9	3F	,:	F	4:	30	0.	33	F	:5	34	D	D	F	3.	3,	3F.
	DA 4- 9	D	4:	F	. 3	33	08		F	:4	0F	3F	4	F	34	:	333
	c ol uir Woys L	. F	03,	F	05,	4F	33D	:5	F	344	. 3	, 4	,:	F	DD	: 0	435
	8AFF- 9	3.	. F	F	5.	4	0:	33	F	:,	00	38	3,	F	- ::	3:	3.:
	8.84-9	35	. D	F	D4	3D	:5	3,	F	43	05	33	3F	F	03	3.	345
	8AF-9	0,	. D	F	80	D	.8	- 1	F	40	03	3:	34	F	0D	8	350
	8A4-9	0F	3F3	F	303	Г		00	F	84	34	3:	03	F	:,	38	04F
	c ol uir Wöys L	55	085	F	: 5,	:8	3D0	4F	F	0: 0	D4	4.	. F	F	33.	45	500
	3FÆF- 9	3D	.,	F	D0	OE:	48	30	F	53	D	33	0D	F	:8	43	380
	3FA\$4-9	34	. 5	F	D0	, F	D		F	8F	. 8	35	, 3	F	4D	. F	0: F
	3FAF-9	3,	43	F	.4	0F	DF	,	F	D	00	38	, 0	F	. 3	3.	03F
	3FA4-9	33	: D	F	, 8	30	. 8	4	F	5,	5	3.	0:	F	:8	0	3.0
	c ol uir Woys L	4D	00F	F	05D	3FF	08,	04	F	: 38	3D0	.:	3:,	F	385	308	58,
	33ÆF- 9	3F	, F	F	4F	- :	5F	3,	F	D,	,	,	33	F	34	,	3, 8
	33,84-9	3F	- ,,	F	4,	D	08	,	F	- ::	4	F	4	F	4	- :	80
	c ol ulir Wöys L	0F	D,	F	3F,	33	88	3D	F	335	8	,	3.	F	0F	5	0, 3
	WorkL	5:.	0.5.	F	:. FD	.:5	3.:4	. 30	F	0F. 5	3003	43F	4.:	F	3F5:	. F5	. 40D
	%) ppuosa(	0374%		F%	1	1	5878%	0F73%	F%	1	1	, 574%	4074%	F%	1	1	1
	% Woys L	3370%	,37F%	F%	4070%	1	047P%	. 7.%	F%	: 37, %	1	570%	DE %	F%	3. 7 %	1	1
neh	(vi st d 9 oyouar algi	53F	0. F:	F	::3:	1	345F	, F5	F	3855	1	4F3	444	F	3F4.	1	.:,.
	(yi std 9 oyouaralgi	8. 75%		F%	8570%	1	8. 7P%	8DID%	F%	8. 7 %	1	8D0%	8DF %	F%	8DF %	1	8570%
	c gsHr	:	40	F	44	1	44	:	F	4D	1	-	:	F	5	1	30F
	% cgsHr	F7 %	378%	F%	37 %	1	: 7, %	F75%	F%	070%	1	F7D%	F74%	F%	F75%	1	370%
	veralgi ot Bosd	03	38	F	, F	1	3F	0	F	30	1	4	4	F	3F	1	. 0
	% vearalgi ot Bosd	078%		F%	370%	1	F7. %	F74%	F%	F7 %	1	37F%	F78%	F%	F78%	1	F78%
	- gdgi yust i	1	1	1	1	4D	1	1	1	1	3300	1	1	1	1	4D4	
	% - gdgi yust i	1	1	1	1	8375%	1	1	1	1	8378%	1	1	1	1	8. 7 %	1
	eralgi ot CupiiRslw	1	1	1	1	4:	1	1	1	1	88	1	1	1	1	00	

5589707 - QUEEN ELIZABETH DRWY @ FIFTH AVE -... - TMC
Sat My7, 20FuFF
Sli Lenghīt, 1:3 u.A. 6, 3 u.A. P
) ILCStini le th(7 a sgd - o7bayr ylni 0c nsH 0Andni 7atsgi 0v tyr ylni og Bosd0v tyr ylni og
Caoi 1Rshav
) IL. OHN ng7
nh 3, uuFD, 0e oys 7og 329-42u: 5F, 06 9-48D, 5, 20b/th Codn32u6, , , , u:

[N] North Total: 7282 1: 6083 Out: 9543 92 n0 09u 693





3 of 5 2 of 5

<sup>-</sup> gdgi yusst i st d v ear algi ot CuoiiRslw7n An gO¢BABeh(y2WAW(ul 2UAU1W ut

#### 5589707 - QUEEN ELIZABETH DRWY @ FIFTH AVE -... - TMC

5369/07 - QUEEN ELIZABELH DRWY @ FIFTH AVE -... - TMC
TEC May 3, 2010 1. 6(, 61 L. 6, 61 L. A. Hrug99 ngr. 1 P) u

CSS-98 spin in Horry ig cHL PyPurva9ni21 ng-v21 nhi yugci2Bouva9ni Pc RPgH2Bouva9ni Pc stPii vg9 A

C991. P-nk ncyi
nh (3FP0D332d PagyePc), 67, F48032:567. D885, 2bejn s Pth(, F. 333F4



dno	NPuyr					bP) yr					E niy					
I enayePc	bP) yr f P)	cH				NPuyr f P)	cH				Sgiyf P) cl	H				
Wek n	R	W	7 U	Срр	l nH⁵	W	d	U	Срр	l nH*	R	d	U	Срр	l nH*	ney
0F00:3F:3, , (, 6l L	, 4	36D	F	0F3	0.	6.	3D	F	5,	40	3F	35	F	05	0.	4Ft
6(FFI L	04	3. F	F	3D4			35	F	D4	, , .	03	3F	F	43	0,	085
6(361 L	08	356	F	0F,	38	65	34	F	5F	. F	05	34	F	, F	30	43,
6(4Fl L	0D	34.	F	3.,	43	5.	03	F	85	45	08	00	F	63	3D	430
WPygs	304	. 08	F	560	30F	066	. 8	F	40,	356	DБ	. 0	F	3, 8	DF	3006
% CppuPgar	3. 7, %	D47 %	F%		:	5D5%	0374%	F%	:	:	6DE %	, 37. %	F%	:	- :	
% WPygs	3F7F%	6374%	F%	. 37 %	:	0F7D%	67.%	F%	0.7,%	:	573%	673%	F%	3070%	- :	
117	F/54.	FZD8,	:	F783D		F7D4.	F7D03	:	F7D40		F75, 3	F75F6	- 1	F7506	- 1	F7850
deor yi gcHL PyPuava9ni	3F8	. 34	F	500		0,5	. D	F	436		D	. 0	F	3, D	- 1	33D
% deor yi gcHL PyPusva9ni	DDE %	8576%	F%	8. 7P%	:	8.78%	8DF %	F%	8570%	:	8D/8%	3FF%	F%	8874%	- :	8. 759
1 ng-v	F	8	F	8		5	3	F	D		F	F	F	F	- :	35
% 1 ng- v	F%	37,%	F%	370%	:	075%	37, %	F%	076%	:	F%	F%	F%	F%	- :	37,9
Beava9ni Pc RPgH	3,	5	F	03		3	F	F	3		3	F	F	3	- :	04
% Beava9ni Pc RPgH	337,%	373%	F%	070%	:	F7, %	F%	F%	F74%	:	373%	F%	F%	F75%	- :	378%
l nHni yægci	- 1	- :	- :		3FE	:		- :		3. 4	- 1	:	- 1		56	
% 1 nHni yuegci			:	- 1	8F7P%	- 1		- :		8473%		:	- :		847D%	
Beava9ni Pc s uPi i wg9t	- 1	- :	- :		30	- 1		- :		30	- 1	:	- 1		6	
% Resva9ni Pc s iPi i wo9		-	-	-	3ETP%		-		-	7894			-	-	7196	

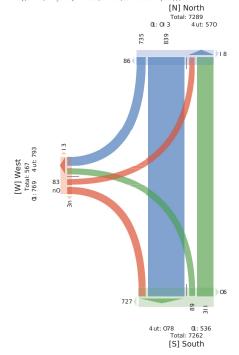
<sup>%</sup> Bawashi Pc s uPii wgsl : : : 3F7% : : : \*

In Hhi yungci gcHBeuvaShi Pc s uPii wgsl 7d (dn@2R (Reory2W(Wru)2U(U:W)uc

#### 5589707 - QUEEN ELIZABETH DRWY @ FIFTH AVE -... - TMC

5589707 - QUEEN ELIZABETH DRWY @ FIFTH AVE -... - TMC
SAT M/7, 20PELT : 1(211L.3: MAean-leng 6 P) a
C -s antien thror 7a ncHL P?Payvy-e106 en&v01 ePti 7atnci 0Btyvy-ei Pc RPnH0Btyvy-ei Pc
s aPti wn-eg3
C -L PAek ec7
nb (, uuFD), 0d Pyn7Pc(21-2u95F, 0:. 148Q. 5. 20bt 7e s PHc(2u8, , , u9

, uu s Pci 7e-n7iPc I a0 Nepenc0MN0KFG 1J50s C



4 of 5 5 of 5



		Noun					. ol v					T also					
ayeot		Noun( oly(folt)	a				Noun(folt	a				E giy Ssiyfolto					
g g		B	u W	U	) pp	- gd*	W	n n	U	) pp	- gd*	B	n	U	) pp	- gd*	mv
	0F00BFB, : AF-9	:5	337	F	373	F	77	37	F	4F	- Bm	3:	30	F	07	3F	0
	: A7-9	:3	b5	F	304	F	70	03	F	4:		3b	3:	F	:0	3F	0
	c ol ulir Wöys I.	54	033	F	04D	F	3F4	:5	F	3, :	5	:0	07	F	74	0F	
	, AFF- 9	, 7	3: 7	F	3DF	F	05	3F	F	:5	5	0D	0:	F	73	5	0
	, 487-9	, F	D	F	30:		77	3b	F	4,	0	37	00	F	:4	b	0
	, AF- 9	; b	300	F	353	F	53	34	F	4D	3	00	3,	F	:5	D	0
	, A7-9	, b	30F	F	35b	F	57	0:	F	DD	D	3:	35	F	0b	D	0
	c ol ulir Woys I.	34:	, 5F	F	5::	- :	0F4	5b	F	045	34	4D	47	F	37:	:3	3E
	7AFF-9	57	335	F	3D8	F	5F	0F	F	DF		0F	3D	F	:D	3:	36
	7,87-9	D,	33b	F	OF:	F	70	:3	F	D	-	0D	:3	F	7b	J.	:
	7AF-9	7D	D5	F	3, ,	F	77	:3	F	D5	5	:5	0b	F	57	3:	
	7A7-9	/D	00	F	57	F	77 0h	0:	F	70	0	37	0,	F	: b	3: D	3
	c ol ulr Woys I	07F		F	7b:	F	3b5	3F7	F	:F3	37	bb	3F0	F	0F3		31
	5AFF- 9	57	0,	F	/b: Db	F	. 4		F	: F3	3/	0:	0,	F	, 4	,:	31
		7F			53		03	,,	F	53				F	55		3
	5/87-9		33	F		F		, F				:3	: 7			7	
	5AF- 9	: 4	03	F	7D	F	, 5	:,	F	DF	,	0:	07	F	, D		3
	5A.7-9	, F	: b	F	4b	- :	70	: 0	F	D,	3F	0F	34	F	:4	33	-
	c ol ulir Woys I.	3b0	b7	F	0D4		355	37F	F	: 35	3D	b4	3F3	F	3bD	: 0	1
	4AFF- 9	0b	70	F	D8	0	7:	0D	F	DB	4	3:	3D	F	:3	D	3
	4/87-9	44	, 0	F	33b	0	04	3b	F	,5	0	03	3b	F	, F	b	(
	4AF-9	53	5F	F	303	F	34	0F	F	:4	,	0D	:,	F	50	F	(
	4A.7-9	,,	,,	F	DD	F	37	33	F	05	0	00	:,	F	75	3	3
	c ol ulir Woys I.	033	3bD	F	, Fb	,	330	4D	F	3bF	37	D)	3F7	F	3Db	3D	4
	D#F- 9	07	, 4	F	40	F	3b	0	F	03	3	0F	04	F	, 4	F	3
	D\$7-9	٠.,	, 0	F	45	F	0:	3F	F	::	:	0:	30	F	:7	,	3
	DAF- 9	3:	٠.,	F	, 4	F	00	7	F	04	F	3D	3b	F	:4	5	3
	DA 7-9	00	: D	F	5F	0	33	3F	F	03	F	0:	00	F	,7	5	3
	c ol ulir Woys L	b,	353	F	077	0	47	04	F	3F0		D	DF	F	35,	35	- 7
	bÆF-9	: 0	,:	F	47	F	3,	30	F	05	0	: F	0,	F	7,	0	3
	bA\$7-9	: F	73	F	DB	F	00	4	F	0b	F	0b	: 0	F	53	- 1	3
	bAF-9	0b	70	F	DB.	3	00	D	F	: F	0	:7	:5	F	43	0	3
	bA.7-9	,:	5D	F	333	3	0,	37	F	: b	0	, D	4F	F	33D	5	(
	c ol ulr Woys I.	3:,	03,	F	:,D	0	D0	, 0	F	30,	5	3, 0	350	F	: F,	3:	4
	3FÆF- 9	0:	7F	F	4:	F	:3	37	F	, 5	35	73	: b	F	bF	3F	(
	3FA\$7-9	:5	70	F	DD	F	0D	b	F	:4	5	7b	5b	F	30D		- 1
	3FAF-9	07	,7	F	4F	F	05	33	F	:4	5	70	5F	F	330	-	(
	3FA.7-9	3,	, 3	F	77	F	3b	37	F	1.	F	- ::	, 4	F	DF	3	3
	c ol ulr Woys I.	bD	3DD	F	OD5	F	3F,	7F	F	37,	0D	3b7	037	F	, 3F	3b	1
	33ÆF- 9	35	0D	F	,,	F	35	0	F	3D	F	:5	40	F	3FD	3	3
	33A37-9	35	05	F	,0	F	b	0	F	33	F	0:	3b	F	,0	F	
	c ol ulir Wöys I.	: 0	7,	F	D5	F	07		F	0b	F	7b	b3	F	37F	3	(
	Worst	3073	3b0.	F	: 347	3,	3F4.	753	F	35: 7	3Fb	D4F	b75	F	3D05	3b:	55
		: b8 %	5F85%	F%	: 34/	٥,	5784%	:.8%	P%	35: /	SPU 1	. 485%	708 %	F%	31103	30:	30
	% ) ppuosa( % WowL	3D89%	0b8F%	P%	. 480%	1	3580%	:,8% D87%	P%	0,85%	1	3: 88%		F%	0487%	- 1	
		3037	3DD4	F%	,	- 1		7F:	F%		- 1		3,8%	F%	34: 0	- 1	-
	eh(yi st d 9 oyouar algi	3037 b488%	3DD4 bD88%	F F%	: 3F0 b484%	- 1	3F: 3 b58F%	7F: Db84%	F F%	37:, b: 80%	1	DF7 b087%	b04 b48P%	F F%	34: 0 b. 8b%	- 1	5: b58
% n	eh(yi st d 9 oyouaralgi			P%	b484% 7:	- 1		74	F%	b: 80% Db	- 1			F%	b, 8b%	- 1	b58
	c gsHr	05	04			- 1	:0				- 1	75	04			- 1	
	% c gsHr	08%	38 %	P%	384%	1	: 81%	3F80%	P%	78,%	1	58 %	08D%	F%	, 87%	1	: 8
	veralgi ot Bosd	3F	3F	F	0F	1	33	3	F	30	1	b	0	F	33	1	
	% veralgi ot Bosd	F8D%	F87%	P%	F85%	- 1	38P%	F80%	P%	F84%	- 1	38F%	F80%	F%	F85%	1	F8
	- gdgi yust i	1	1	1	1	3,	1	1	1	1	4: 548F%	1	1	1	1	375 DF8D%	
	% - gdgi yust i	1	1	1	1	3FF%	1	1	1								

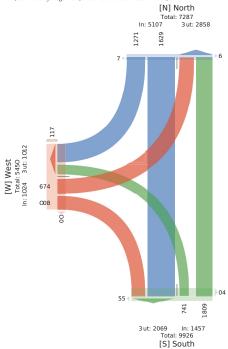
ngh	Nous(					. ol y(					E giy					
I eigayeot	. oly(foltd					Nous(foltd					Ssiyfoltd					
Wik g	В	W	U	) pp	- gd*	W	n	U	) pp	- gd*	В	n	U	) pp	- gd*	mby
% venralgi ot CupiiRsIw					1007					:: 8F%					3b80%	

<sup>\*-</sup> gdgi yusti std v earalgi ot CuoiiRslw8n An g0j2BABeh(y2WAW(ul 2UAU1Wlut

2 of 5

#### 5589707 - QUEEN ELIZABETH DRWY @ PRINCESS PA... - TMC





5589707 - QUEEN ELIZABETH DRWY @ PRINCESS PA... - TMC
Tte-May3, 20700
1 L 1 ng 'h, (c l L : 6t, 6 l L A: M-mg9l ng 1 P) u
C99s 9ji ni hidor yi gcHL PyPuwa9ii 21 ng-v2l nithi yagci 2Bawa9ii Pc RPgt2Bawa9ii Pc st ti vigi A
C99L P-nik ncyi
ni (3FPDID42d Pagq4Pc(, 67, E34, 2:4678LE54D2. on s Pth(, F8Fb3F5

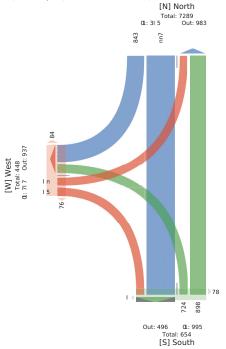


dno	NPusr					. P) yr					E ni y					
I enayePc	. P) yr f P) o	H				NPuyr f P) c	H				Sgiyf P) cH	I				
Wek n	R	W	U	Срр	l nH*	W	d	U	Срр	l nH⁵	R	d	U	Срр	l nH*	my
0F00:3F:3, , (, 6l L	, b	30F	F	38b	F	86	05	F	DD	D	35	38	F	0b	D	OI
6(FFI L	86	338	F	3DB	F	8F	0F	F	DF	5	0F	3D	F	5D	35	Ob
6(361 L	D	33b	F	0F5	F	60	53	F	DS	,	0D	53	F	6b	b	5,
6(5Fl L	6D	D8	F	3, ,	F	66	53	F	DB	8	58	0b	F	86	35	0b
WPyg5	068	,,3	F	8b4	F	050	3F6	F	554	03	b4	b,	F	3b3	, 5	300
% CppuPgar	5874%	8575%	F%	:		8DfD%	5370%	F%	:	- 1	6F7D%	, b70%	F%		- 1	
% WPygS	0F7b%	587P%	F%	6875%	- :	3Dfb%	DI8%	F%	0476%	- 1	47b%	474%	F%	3678%	- :	
111	F744,	F7b3b	:	F7D8F		F7Db6	F7D 4	:	F7b8F		F784,	F746D	- :	F7456		FIX
deor yi gcHL PyPuava9ni	0, 4	, 50	F	84b	- 1	008	3F3	F	504	- 1	ь0	Db	F	3D8	- :	331
% deor yi gcHL PyPusva9ni	b876%	bDÆ%	F%	b47, %		b47, %	b870%	F%	b47F%		b, 7D%	b, 74%	F%	b, 70%		b87b
1 ng-v	4	0	F	b		5	,	F	4	- 1	6	6	F	3F	- 1	(
% 1 ng-v	074%	F76%	F%	375%		375%	57D%	F%	073%		670%	675%	F%	670%		0.23
Beava9ni Pc RPgH	0	4	F	b	- :	5	F	F	5	- 1	F	F	F	F	- :	3
% Bæva9ni Pc RPgH	F7D%	378%	F%	375%	- :	375%	F%	F%	F76%	- 1	F%	P%	F%	F%	- :	37F
l nHni yuegci	:	- 1	- 1	:	F	:	- 1	- :	:	03			- :		5b	
% 1 nHni yuegci	- 1		- 1		- :	- :		- 1	- :	3FF%		- 1	- :	- 1	bF74%	
Beava9ni Pc s uPi i wg9t	:	- 1	- 1	:	F	:	- 1	- :	:	F			- :		,	
% Beava9ni Pc s uPiiwg9t	- :	- 1	- 1	- :	- 1		- 1	- 1	- :	F%		- 1	- 1	- 1	b75%	

<sup>\*</sup>l nHni yungci gcHBeava9ni Pc s uPi i wg9t 7d (dn0j2R (Reory2W (Wru) 2U (U:W) uc

3 of 5 4 of 5

5589707 - QUEEN ELIZABETH DRWY @ PRINCESS PA... - TMC
Sat My7, 20FuFF
1 L 1 eng 12(211 L : 1(211 L 3: MAean-1 eng 6 P) a
C-s - ani ein lintor 7a ncHL PPRayoy-ei 06 enAv01 eHei 7anci 0Btyvy-ei Pc RPnHDBtyvy-ei Pc saPi iwneg3
C-L PAek ec7
nl (, uuFLP90d PynPc(21-2u, 920:914-Du. 9D081% s PHe(2u5ub, u.



# **APPENDIX B - INTERSECTION COLLISION DATA**



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: AYLMER AVE @ BANK ST

Traffic Control: Traffic signal Total Collisions: 18

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver Vehicle type	First Event	No. Ped
2015-Jul-28, Tue,20:27	Clear	Rear end	Non-fatal injury	Dry	North	Slowing or stopping Bicycle	Other motor vehicle	0
					North	Going ahead Automobile, station wago	n Cyclist	
2015-Aug-24, Mon,13:28	Rain	Rear end	P.D. only	Wet	South	Slowing or stopping Automobile, station wago	n Other motor vehicle	0
					South	Stopped Automobile, station wago	n Other motor vehicle	
2016-Mar-17, Thu,18:15	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping Delivery van	Other motor vehicle	0
					North	Stopped Automobile, station wago	n Other motor vehicle	
					North	Stopped Pick-up truck	Other motor vehicle	
2016-Jun-12, Sun,11:35	Rain	SMV other	Non-fatal injury	Wet	East	Turning left Automobile, station wago	n Pedestrian	1
2016-Jul-06, Wed,13:32	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes Automobile, station wago	n Other motor vehicle	0
					South	Going ahead Automobile, station wago	n Other motor vehicle	
2016-Jul-18, Mon,17:37	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping Automobile, station wage	n Other motor vehicle	0
					North	Stopped Pick-up truck	Other motor vehicle	
2017-Jan-31, Tue,17:10	Clear	Rear end	P.D. only	Dry	South	Going ahead Automobile, station wago	n Other motor vehicle	0
					South	Slowing or stopping Automobile, station wago	n Other motor vehicle	
2017-Jul-01, Sat,22:34	Clear	Rear end	Non-fatal injury	Wet	South	Going ahead Automobile, station wago	n Other motor vehicle	0
					South	Stopped Automobile, station wago	n Other motor vehicle	
2017-Jul-08, Sat,18:29	Clear	SMV other	Non-fatal injury	Dry	North	Turning left School bus	Pedestrian	1
2017-Aug-01, Tue,17:39	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping Automobile, station wago	n Other motor vehicle	0
					South	Stopped Automobile, station wago	n Other motor vehicle	
2017-Aug-30, Wed,08:10	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping Automobile, station wago	n Other motor vehicle	0
					East	Stopped Automobile, station wago	n Other motor vehicle	
2018-Dec-28, Fri,13:46	Rain	Angle	P.D. only	Wet	West	Turning left Unknown	Other motor vehicle	0
					North	Going ahead Delivery van	Other motor vehicle	

May 01, 2023 Page 1 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: AYLMER AVE @ BANK ST

Traffic Control: Traffic signal Total Collisions: 18

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
2019-Jan-05, Sat,01:45	Clear	Sideswipe	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Mar-14, Thu,21:55	Clear	Turning movement	P.D. only	Wet	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Sep-20, Fri,08:45	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-21, Sat,16:00	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Passenger van	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Oct-10, Sat,11:39	Clear	Rear end	P.D. only	Dry	North	Slowing or stoppin	g Pick-up truck	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2021-Mar-11, Thu,20:00	Rain	Sideswipe	P.D. only	Wet	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	

Location: BANK ST @ ECHO DR

Traffic Control: Stop sign Total Collisions: 9

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
2015-Jan-26, Mon,12:17	Clear	Rear end	P.D. only	Ice	West	Slowing or stoppin	g Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2015-May-06, Wed,11:23	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Jul-09, Thu,20:45	Clear	Angle	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Aug-16, Tue,17:39	Rain	Angle	P.D. only	Wet	East	Turning right	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

May 01, 2023 Page 2 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: BANK ST @ ECHO DR

Traffic Control: Stop sign Total Collisions: 9

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
2017-Jan-24, Tue,09:05	Freezing Rain	Approaching	P.D. only	Ice	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
					West	Unknown	Passenger van	Other motor vehicle	
					East	Unknown	Automobile, station wagon	Other motor vehicle	
					East	Unknown	Pick-up truck	Other motor vehicle	
2017-Feb-22, Wed,14:35	Clear	Angle	P.D. only	Dry	East	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2019-Feb-05, Tue,08:39	Rain	Sideswipe	P.D. only	Wet	South	Unknown	Unknown	Other motor vehicle	0
					South	Stopped	Municipal transit bus	Other motor vehicle	
2019-Jun-26, Wed,23:50	Clear	Turning movement	P.D. only	Dry	South	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Aug-20, Fri,14:15	Clear	Other	P.D. only	Dry	North	Reversing	Pick-up truck	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	

Location: BANK ST @ EXHIBITION WAY

Traffic Control: Traffic signal Total Collisions: 14

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
2015-Jan-08, Thu,12:14	Snow	Rear end	P.D. only	Packed snow	South	Slowing or stopping	g Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Truck - closed	Other motor vehicle	
2015-Mar-14, Sat,23:43	Snow	Rear end	P.D. only	Loose snow	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jul-17, Fri,23:22	Clear	Turning movement	P.D. only	Wet	North	Going ahead	Passenger van	Other motor vehicle	0
					North	Making "U" turn	Automobile, station wagon	Other motor vehicle	

May 01, 2023 Page 3 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: BANK ST @ EXHIBITION WAY

Traffic Control: Traffic signal Total Collisions: 14

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	Vehicle type	First Event	No. Ped
2015-Oct-13, Tue,12:03	Fog, mist, smoke, dust	, Turning movement	Non-fatal injury	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2015-Nov-06, Fri,11:04	Rain	Rear end	P.D. only	Wet	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2016-Sep-03, Sat,21:58	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Cyclist	0
					North	Going ahead	Bicycle	Other motor vehicle	
2016-Nov-13, Sun,11:35	Clear	SMV other	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Pedestrian	2
2016-Nov-24, Thu,06:52	Snow	Rear end	P.D. only	Loose snow	North	Turning right	Passenger van	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2017-Aug-12, Sat,11:20	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Mar-11, Sun,17:20	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2018-Nov-13, Tue,03:36	Snow	SMV other	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Curb	0
2018-Nov-20, Tue,21:00	Snow	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Dec-06, Thu,21:45	Clear	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Dec-08, Sun,13:30	Clear	Sideswipe	P.D. only	Dry	North	Unknown	Automobile, station wagon	Other motor vehicle	0
					North	Unknown	Automobile, station wagon	Other motor vehicle	

Location: BANK ST @ FIFTH AVE

Traffic Control: Traffic signal Total Collisions: 23

Date/Day/Time Environment Impact Type Classification Surface Veh. Dir Vehicle Manoeuver Vehicle type First Event No. Ped Cond'n

May 01, 2023 Page 4 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: BANK ST @ FIFTH AVE

Traffic Control: Traffic signal Total Collisions: 23

ate/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
015-Feb-06, Fri,17:49	Clear	Sideswipe	P.D. only	Slush	North	Going ahead	Delivery van	Other motor vehicle	0
					North	Stopped	Municipal transit bus	Other motor vehicle	
015-Mar-15, Sun,16:59	Clear	Angle	P.D. only	Dry	South	Going ahead	Passenger van	Other motor vehicle	0
					East	Going ahead	Passenger van	Other motor vehicle	
015-May-26, Tue,18:00	Clear	Angle	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
015-Sep-03, Thu,10:18	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
016-Mar-04, Fri,18:42	Clear	Sideswipe	P.D. only	Dry	North	Unknown	Automobile, station wagon	Other motor vehicle	0
					North	Unknown	Automobile, station wagon	Other motor vehicle	
016-Oct-06, Thu,18:44	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Passenger van	Other motor vehicle	
016-Oct-19, Wed,16:29	Clear	Turning movement	P.D. only	Dry	West	Turning right	Unknown	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
016-Nov-25, Fri,19:26	Clear	Turning movement	P.D. only	Wet	North	Turning left	School bus	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
017-May-15, Mon,08:48	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
017-Jun-26, Mon,22:42	Rain	Rear end	P.D. only	Wet	North	Slowing or stoppin	g Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
017-Dec-16, Sat,16:52	Clear	SMV unattended vehicle	P.D. only	Wet	East	Turning left	Fire vehicle	Unattended vehicle	0

May 01, 2023 Page 5 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: BANK ST @ FIFTH AVE

Traffic Control: Traffic signal Total Collisions: 23

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2018-Apr-26, Thu,07:12	Rain	Sideswipe	P.D. only	Wet	South	Changing lanes	Truck - closed	Other motor vehicle	0
					South	Stopped	Truck - tractor	Other motor vehicle	
2019-Mar-07, Thu,13:38	Clear	SMV other	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Pedestrian	1
2019-Aug-16, Fri,23:17	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-03, Thu,06:13	Clear	Turning movement	Non-fatal injury	Dry	North	Going ahead	Bicycle	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Cyclist	
2019-Oct-06, Sun,00:00	Rain	Angle	P.D. only	Wet	West	Turning right	Fire vehicle	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-21, Thu,18:18	Rain	Turning movement	Non-fatal injury	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jan-04, Sat,17:15	Clear	Rear end	P.D. only	Wet	North	Stopped	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Feb-15, Sat,14:00	Clear	Rear end	P.D. only	Packed snow	West	Slowing or stopping	g Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Aug-28, Fri,11:58	Clear	Sideswipe	P.D. only	Dry	North	Pulling away from shoulder or curb	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Nov-05, Thu,11:11	Clear	SMV other	Non-fatal injury	Dry	West	Turning left	Pick-up truck	Pedestrian	1
2021-Mar-17, Wed,13:56	Clear	Turning movement	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Cyclist	0
					East	Going ahead	Bicycle	Other motor vehicle	
2021-Mar-17, Wed,14:58	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	

May 01, 2023 Page 6 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: BANK ST @ HOLMWOOD AVE

Traffic Control: Traffic signal Total Collisions: 21

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	er Vehicle type	First Event	No. Ped
2015-Jan-05, Mon,19:25	Clear	Rear end	Non-fatal injury	Slush	South	Unknown	Unknown	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2016-May-17, Tue,17:08	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2016-May-25, Wed,08:51	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Jun-16, Thu,09:00	Clear	Sideswipe	P.D. only	Dry	South	Going ahead	Motorcycle	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Jul-07, Thu,14:06	Clear	Rear end	P.D. only	Dry	North	Going ahead	Unknown	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Aug-12, Fri,11:30	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2016-Nov-15, Tue,15:24	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	g Automobile, station wagon	Other motor vehicle	
2016-Dec-18, Sun,12:26	Clear	Approaching	Non-fatal injury	Loose snow	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Mar-17, Fri,12:17	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-May-10, Wed,20:45	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Aug-22, Wed,09:23	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Cyclist	0
					South	Going ahead	Bicycle	Other motor vehicle	
2018-Oct-05, Fri,22:45	Clear	Sideswipe	P.D. only	Dry	South	Unknown	Unknown	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	

May 01, 2023 Page 7 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: BANK ST @ HOLMWOOD AVE

Traffic Control: Traffic signal Total Collisions: 21

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
2019-Nov-21, Thu,13:56	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Truck - dump	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-13, Fri,18:00	Rain	Turning movement	P.D. only	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Unknown	Other motor vehicle	
2019-Dec-28, Sat,11:42	Clear	Turning movement	P.D. only	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jan-14, Tue,12:20	Clear	Rear end	P.D. only	Wet	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Aug-15, Sat,20:23	Clear	Rear end	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Sep-04, Fri,11:00	Clear	Turning movement	P.D. only	Dry	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Sep-04, Fri,17:40	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Jun-22, Tue,08:00	Clear	Other	P.D. only	Dry	West	Reversing	Truck - closed	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Sep-20, Mon,11:35	Clear	Angle	P.D. only	Dry	East	Turning right	Unknown	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	

Location: BANK ST @ MARCHE WAY

Traffic Control: Stop sign Total Collisions: 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2018-Nov-25, Sun,06:25	Freezing Rain	SMV other	Non-fatal injury	Ice	West	Turning right	Automobile, station wagon	Pedestrian	1

May 01, 2023 Page 8 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: BANK ST @ MARCHE WAY

Traffic Control: Stop sign Total Collisions: 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	er Vehicle type	First Event	No. Ped
2021-Aug-30, Mon,17:06	Clear	Rear end	P.D. only	Dry	North	Slowing or stoppin	g Pick-up truck	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	

Location: BANK ST @ SUNNYSIDE AVE

Traffic Control: Traffic signal Total Collisions: 37

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
2015-Jan-15, Thu,20:34	Clear	Sideswipe	P.D. only	Slush	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Jan-22, Thu,10:28	Clear	Rear end	P.D. only	Ice	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Feb-11, Wed,22:08	Snow	Angle	P.D. only	Loose snow	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Mar-18, Wed,16:25	Clear	Rear end	P.D. only	Dry	South	Unknown	Unknown	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-May-13, Wed,18:10	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2015-May-26, Tue,07:02	Clear	Sideswipe	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Cyclist	0
					East	Going ahead	Bicycle	Other motor vehicle	
2015-Jun-18, Thu,15:38	Clear	Sideswipe	P.D. only	Dry	North	Going ahead	Truck - tractor	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jun-25, Thu,09:30	Clear	Rear end	P.D. only	Dry	South	Slowing or stoppin	g Motorcycle	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jun-28, Sun,20:10	Rain	Rear end	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	

May 01, 2023 Page 9 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: BANK ST @ SUNNYSIDE AVE

Traffic Control: Traffic signal Total Collisions: 37

								0.	
Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	er Vehicle type	First Event	No. Ped
2015-Sep-29, Tue,17:59	Rain	Turning movement	Non-fatal injury	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2015-Sep-30, Wed,15:00	Clear	Rear end	P.D. only	Dry	North	Slowing or stoppin	g Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Oct-15, Thu,12:42	Rain	Rear end	P.D. only	Wet	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Dec-29, Tue,15:30	Snow	Sideswipe	P.D. only	Loose snow	North	Unknown	Unknown	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2016-Jun-09, Thu,20:39	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Oct-08, Sat,21:31	Clear	Rear end	P.D. only	Dry	North	Going ahead	Unknown	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Nov-30, Wed,16:44	Rain	SMV other	Non-fatal injury	Wet	South	Going ahead	Automobile, station wagon	Pedestrian	1
2016-Dec-17, Sat,11:41	Clear	Rear end	P.D. only	Loose snow	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Jan-28, Sat,08:58	Rain	Turning movement	P.D. only	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Mar-14, Tue,12:42	Clear	Turning movement	P.D. only	Loose snow	North	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Passenger van	Other motor vehicle	
2017-May-20, Sat,17:53	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

May 01, 2023 Page 10 of 16



### **Collision Details Report - Public Version**

From: January 1, 2015 To: December 31, 2021

Location: BANK ST @ SUNNYSIDE AVE

Traffic Control: Traffic signal Total Collisions: 37

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
2017-Jun-25, Sun,09:30	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Aug-10, Thu,13:59	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Truck - tractor	Other motor vehicle	
2017-Sep-11, Mon,07:46	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Sep-25, Mon,21:17	Clear	Turning movement	Non-fatal injury	Dry	East	Turning left	Bicycle	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Cyclist	
2017-Nov-09, Thu,21:06	Rain	SMV other	Non-fatal injury	Wet	South	Turning left	Automobile, station wagon	Pedestrian	1
2018-Aug-01, Wed,16:36	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Sep-14, Fri,13:34	Clear	SMV other	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Pedestrian	1
2018-Oct-06, Sat,16:40	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Municipal transit bus	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Oct-31, Wed,15:51	Rain	Rear end	Non-fatal injury	Wet	South	Going ahead	Passenger van	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Feb-02, Sat,09:50	Snow	Rear end	P.D. only	Loose snow	South	Going ahead	Unknown	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2019-Apr-26, Fri,15:15	Rain	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Sep-27, Fri,14:04	Clear	Sideswipe	P.D. only	Dry	South	Stopped	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

May 01, 2023 Page 11 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: BANK ST @ SUNNYSIDE AVE

Traffic Control: Traffic signal Total Collisions: 37

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
2020-Aug-08, Sat,17:53	Clear	Sideswipe	P.D. only	Dry	South	Turning right	Municipal transit bus	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2021-Feb-15, Mon,08:29	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2021-May-11, Tue,10:51	Clear	Turning movement	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Pick-up truck	Other motor vehicle	
2021-Aug-26, Thu,15:23	Clear	SMV other	Non-fatal injury	Dry	North	Going ahead	Motorcycle	Skidding/sliding	0
2021-Oct-02, Sat,01:00	Rain	Turning movement	P.D. only	Wet	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: BANK ST @ WILTON CRES

Traffic Control: Stop sign Total Collisions: 26

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2015-Jan-30, Fri,15:45	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2015-Apr-03, Fri,22:13	Rain	Turning movement	P.D. only	Wet	South	Turning right	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Sep-25, Fri,12:22	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Cyclist	0
					South	Going ahead	Bicycle	Other motor vehicle	
2015-Oct-25, Sun,22:40	Clear	Turning movement	P.D. only	Dry	North	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Feb-07, Sun,12:07	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Truck - closed	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	

May 01, 2023 Page 12 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: BANK ST @ WILTON CRES

Traffic Control: Stop sign Total Collisions: 26

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
2016-Apr-01, Fri,18:31	Clear	Angle	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Municipal transit bus	Other motor vehicle	
2016-Apr-19, Tue,14:40	Clear	Rear end	P.D. only	Dry	North	Going ahead	Delivery van	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2016-May-28, Sat,14:38	Clear	Angle	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Jun-15, Wed,14:08	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Cyclist	0
					South	Going ahead	Bicycle	Other motor vehicle	
2016-Oct-01, Sat,13:19	Clear	Angle	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2016-Oct-11, Tue,10:30	Clear	Angle	Non-fatal injury	Dry	East	Turning right	Automobile, station wagon	Cyclist	0
					North	Going ahead	Bicycle	Other motor vehicle	
2016-Dec-12, Mon,14:20	Drifting Snow	Rear end	P.D. only	Packed snow	South	Going ahead	Municipal transit bus	Other motor vehicle	0
					South	Slowing or stopping	g Pick-up truck	Other motor vehicle	
2017-Jul-28, Fri,17:07	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Cyclist	0
					South	Going ahead	Bicycle	Other motor vehicle	
2017-Sep-24, Sun,13:23	Clear	Sideswipe	Non-fatal injury	Dry	North	Stopped	Automobile, station wagon	Cyclist	0
					North	Going ahead	Bicycle	Other motor vehicle	
2017-Dec-14, Thu,08:45	Clear	Angle	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	g Automobile, station wagon	Other motor vehicle	
2018-Jan-12, Fri,12:22	Rain	Sideswipe	P.D. only	Wet	North	Unknown	Automobile, station wagon	Other motor vehicle	0
					North	Unknown	Automobile, station wagon	Other motor vehicle	

May 01, 2023 Page 13 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: BANK ST @ WILTON CRES

Traffic Control: Stop sign Total Collisions: 26

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
2018-Jun-19, Tue,13:49	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Cyclist	0
					South	Going ahead	Bicycle	Other motor vehicle	
2018-Oct-19, Fri,22:50	Clear	Rear end	Non-fatal injury	Wet	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Nov-15, Thu,17:00	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Dec-12, Wed,11:20	Clear	Rear end	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jun-01, Sat,15:40	Clear	Turning movement	P.D. only	Dry	South	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-23, Sun,22:45	Clear	Turning movement	P.D. only	Dry	North	Turning left	Unknown	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-14, Sun,10:45	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-21, Sat,06:39	Clear	SMV other	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Curb	0
2020-Feb-21, Fri,15:23	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2021-Nov-27, Sat,19:59	Rain	Turning movement	Non-fatal injury	Wet	North	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

May 01, 2023 Page 14 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: FIFTH AVE @ QUEEN ELIZABETH DRWY

Traffic Control: Traffic signal Total Collisions: 10

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Pe
2016-Jan-12, Tue,15:10	Snow	Rear end	P.D. only	Dry	South	Slowing or stoppin	g Pick-up truck	Other motor vehicle	0
					South	Slowing or stoppin	g Automobile, station wagon	Other motor vehicle	
2016-Jan-13, Wed,08:30	Clear	Sideswipe	P.D. only	Loose snow	North	Unknown	Unknown	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Apr-15, Fri,18:32	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2016-Apr-23, Sat,19:45	Clear	Rear end	P.D. only	Dry	East	Slowing or stoppin	g Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Aug-20, Sat,17:15	Clear	SMV other	P.D. only	Dry	South	Turning left	Pick-up truck	Pole (sign, parking met	er) 0
2016-Oct-16, Sun,10:35	Rain	Turning movement	Non-fatal injury	Wet	South	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					South	Overtaking	Pick-up truck	Other motor vehicle	
2016-Dec-29, Thu,16:50	Snow	Rear end	Non-fatal injury	Slush	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stoppin	g Truck-other	Other motor vehicle	
2017-Jul-06, Thu,20:45	Clear	Rear end	P.D. only	Dry	North	Slowing or stoppin	g Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	g Truck - closed	Other motor vehicle	
2017-Dec-15, Fri,18:19	Snow	Rear end	P.D. only	Loose snow	North	Slowing or stoppin	g Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Passenger van	Other motor vehicle	
2019-Jan-17, Thu,17:20	Clear	Rear end	P.D. only	Wet	South	Going ahead	Passenger van	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	

Location: PRINCESS PATRICIA WAY @ QUEEN ELIZABETH DRWY

Traffic Control: Stop sign Total Collisions: 8

Date/Day/Time	Environment	Impact Type	Classification	Surface	Veh. Dir	Vehicle Manoeuver Vehicle type	First Event	No. Ped
				Cond'n				

May 01, 2023 Page 15 of 16



### **Collision Details Report - Public Version**

**From:** January 1, 2015 **To:** December 31, 2021

Location: PRINCESS PATRICIA WAY @ QUEEN ELIZABETH DRWY

Traffic Control: Stop sign Total Collisions: 8

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuve	r Vehicle type	First Event	No. Ped
2016-May-18, Wed,11:56	Clear	Rear end	P.D. only	Dry	North	Going ahead	Motorcycle	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-May-06, Sat,15:30	Rain	Approaching	Non-fatal injury	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Jun-30, Fri,17:48	Clear	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	g Automobile, station wagon	Other motor vehicle	
2018-Mar-19, Mon,23:36	Clear	Sideswipe	P.D. only	Dry	South	Merging	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Feb-15, Fri,18:12	Clear	Angle	P.D. only	Wet	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Mar-03, Sun,21:00	Clear	Angle	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Apr-22, Mon,20:38	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Motorcycle	Other motor vehicle	
2019-Aug-24, Sat,17:05	Clear	Angle	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

May 01, 2023 Page 16 of 16

# **APPENDIX C - TDM CHECKLIST**

### Introduction

The City of Ottawa's *Transportation Impact Assessment (TIA) Guidelines* (specifically Module 4.3—Transportation Demand Management) requires proponents of qualifying developments to assess the context, need and opportunity for transportation demand management (TDM) measures at their development. The guidelines require that proponents complete the City's **TDM Measures Checklist**, at a minimum, to identify any TDM measures being proposed.

The remaining sections of this document are:

- Using the Checklist
- Glossary
- TDM Measures Checklist: Non-Residential Developments
- TDM Measures Checklist: Residential developments

Readers are encouraged to contact the City of Ottawa's TDM Officer for any guidance and assistance they require to complete this checklist.

### **Using the Checklist**

The City's *TIA Guidelines* are designed so that *Module 3.1—Development-Generated Travel Demand*, *Module 4.1—Development Design*, and *Module 4.2—Parking* are complete before a proponent begins *Module 4.3—Transportation Demand Management*.

Within Module 4.3, *Element 4.3.1—Context for TDM* and *Element 4.3.2—Need and Opportunity* are intended to create an understanding of the need for any TDM measures, and of the results they are expected to achieve or support. Once those two elements are complete, proponents begin *Element 4.3.3—TDM Program* that requires proponents to identify proposed TDM measures using the **TDM Measures Checklist**, at a minimum. The *TIA Guidelines* note that the City may require additional analysis for large or complex development proposals, or those that represent a higher degree of performance risk; as well, proponents proposing TDM measures for a new development must also propose an implementation plan that addresses planning and coordination, funding and human resources, timelines for action, performance targets and monitoring requirements.

This **TDM Measures Checklist** document includes two actual checklists, one for non-residential developments (office, institutional, retail or industrial) and one for residential developments (multifamily, condominium or subdivision). Readers may download the applicable checklist in electronic format and complete it electronically, or print it out and complete it by hand. As an alternative, they may create a freestanding document that lists the TDM measures being proposed and provides additional detail on them, including an implementation plan as required by the City's *TIA Guidelines*.

Each measure in the checklist is numbered for easy reference. Each measure is also flagged as:

- BASIC —The measure is generally feasible and effective, and in most cases would benefit the development and its users.
- BETTER —The measure could maximize support for users of sustainable modes, and optimize development performance.
- —The measure is one of the most dependably effective tools to encourage the use of sustainable modes.

### **Glossary**

This glossary defines and describes the following measures that are identified in the **TDM Measures Checklist**:

### TDM program management

- Program coordinator
- Travel surveys

### **Parking**

Priced parking

### Walking & cycling

- Information on walking/cycling routes & destinations
- Bicycle skills training
- Valet bike parking

#### Transit

- Transit information
- Transit fare incentives
- Enhanced public transit service
- Private transit service

### Ridesharing

- Ridematching service
- Carpool parking price incentives
- Vanpool service

### Carsharing & bikesharing

- Bikeshare stations & memberships
- Carshare vehicles & memberships

### **TDM marketing & communications**

- Multimodal travel information
- Personalized trip planning
- Promotions

### Other incentives & amenities

- Emergency ride home
- Alternative work arrangements
- Local business travel options
- Commuter incentives
- On-site amenities

For further information on selecting and implementing TDM measures (particularly as they apply to non-residential developments, with a focus on workplaces), readers may find it helpful to consult Transport Canada's *Workplace Travel Plans: Guidance for Canadian Employers*, which can be downloaded in English and French from the ACT Canada website at

www.actcanada.com/resources/act-resources.

### ► TDM program management

While some TDM measures can be implemented with a minimum of effort through routine channels (e.g. parking or human resources), more complex measures or a larger development site may warrant assigning responsibility for TDM program coordination to a designated person either inside or outside the implementing organization. Similarly, some TDM measures are more effective if they are targeted or customized for specific audiences, and would benefit from the collection of related information.

**Program coordinator**. This person is charged with day-to-day TDM program development and implementation. Only in very large employers with thousands of workers is this likely to be a full-time, dedicated position. Usually, it is added to an existing role in parking, real estate, human resources or environmental management. In practice, this role may be called TDM coordinator, commute trip reduction coordinator or employee transportation coordinator. The City of Ottawa can identify external resources (e.g. non-profit organizations or consultants) that could provide these services.

**Travel surveys.** Travel surveys are most commonly conducted at workplaces, but can be helpful in other settings. They identify how and why people travel the way they do, and what barriers and opportunities exist for different behaviours. They usually capture the following information:

- Personal data including home address or postal code, destination, job type or function, employment status (full-time, part-time and/or teleworker), gender, age and hours of work
- Commute information including distance or time for the trip between home and work, usual methods of commuting, and reasons for choosing them
- Barriers and opportunities including why other commuting methods are unattractive, willingness to consider other options, and what improvements to other options could make them more attractive

### ► Parking

**Priced parking.** Charging for parking is typically among the most effective ways of getting drivers to consider other travel options. While drivers may not support parking fees, they can be more accepting if the revenues are used to improve other travel options (e.g. new showers and change rooms, improved bicycle parking or subsidized transit passes). At workplaces or daytime destinations, parking discounts (e.g. early bird specials, daily passes that cost significantly less than the equivalent hourly charge, monthly passes that cost significantly less than the equivalent daily charge) encourage long-term parking and discourage the use of other travel options. For residential uses, unbundling parking costs from dwelling purchase, lease or rental costs provides an incentive for residents to own fewer cars, and can reduce car use and the costs of parking provision.

### ► Walking & cycling

Active transportation options like cycling and walking are particularly attractive for short trips (typically up to 5 km and 2 km, respectively). Other supportive factors include an active, health-conscious audience, and development proximity to high-quality walking and cycling networks. Common challenges to active transportation include rain, darkness, snowy or icy conditions, personal safety concerns, the potential for bicycle theft, and a lack of shower and change facilities for those making longer trips.

**Information on walking/cycling routes & destinations.** Ottawa, Gatineau and the National Capital Commission all publish maps to help people identify the most convenient and comfortable walking or cycling routes.

**Bicycle skills training.** Potential cyclists can be intimidated by the need to ride on roads shared with motor vehicles. This barrier can be reduced or eliminated by offering cycling skills training to interested cyclists (e.g. CAN-BIKE certification courses).

**Valet bike parking.** For large events, temporary "valet parking" areas can be easily set up to maximize convenience and security for cyclists. Experienced local non-profit groups can help.

### ► Transit

**Transit information.** Difficulty in finding or understanding basic information on transit fares, routes and schedules can prevent people from trying transit. Employers can help by providing online links to OC Transpo and STO websites. Transit users also appreciate visible maps and schedules of transit routes that serve the site; even better, a screen that shows real-time transit arrival information is particularly useful at sites with many transit users and an adjacent transit stop or station.

**Transit fare incentives.** Free or subsidized transit fares are an attractive incentive for non-transit riders to try transit. Many non-users are unsure of how to pay a fare, and providing tickets or a preloaded PRESTO card (or, for special events, pre-arranging with OC Transpo that transit fares are included with event tickets) overcome that barrier.

**Enhanced public transit service.** OC Transpo may adjust transit routes, stop locations, service hours or frequencies for an agreed fee under contract, or at no cost where warranted by the potential ridership increase. Information provided by a survey of people who travel to a given development can support these decisions.

**Private transit service.** At remote suburban or rural workplaces, a poor transit connection to the nearest rapid transit station can be an obstacle for potential transit users, and an employer in this situation could initiate a private shuttle service to make transit use more feasible or attractive. Other circumstances where a shuttle makes sense include large special events, or a residential development for people with limited independent mobility who still require regular access to shops and services.

### ► Ridesharing

Ridesharing's potential is greatest in situations where transit ridership is low, where parking costs are high, and/or where large numbers of car commuters (e.g. employees or full-time students) live reasonably far from the workplace.

**Ridematching service.** Potential carpoolers in Ottawa are served by www.OttawaRideMatch.com, an online service to help people find carpool partners. Employers can arrange for a dedicated portal where their employees can search for potential carpool partners only among their colleagues, if they desire. Some very large employers may establish internal ridematching services, to maximize employee uptake and corporate control. Ridematching service providers typically include a waiver to relieve employers of liability when their employees start carpooling through a ridematching service. Ridesharing with co-workers also tends to eliminate security concerns.

**Carpool parking price incentives.** Discounted parking fees for carpools can be an extra incentive to rideshare.

**Vanpool service.** Vanpools operate in the Toronto and Vancouver metropolitan areas, where vans that carry up to about ten occupants are driven by one of the vanpool members. Vanpools tend to operate on a cost-recovery basis, and are most practical for long-distance commutes where transit is not an option. Current legislation in Ontario does not permit third-party (i.e. private or non-profit) vanpool services, but does permit employers to operate internal vanpools.

### ► Carsharing & bikesharing

**Bikeshare station & memberships.** VeloGO Bike Share and Right Bike both operate bikesharing services in Ottawa. Developments that would benefit from having a bikeshare station installed at or near their development may negotiate directly with either service provider.

Carshare vehicles & memberships. VRTUCAR and Zipcar both operate carsharing services in Ottawa, for use by the general public or by businesses as an alternative to corporate fleets. Carsharing services offer 24-hour access, self-serve reservation systems, itemized monthly billings, and outsourcing of all financing, insurance, maintenance and administrative responsibilities.

### ► TDM marketing & communications

**Multimodal travel information.** Aside from mode-specific information discussed elsewhere in this document, multimodal information that identifies and explains the full range of travel options available to people can be very influential—especially when provided at times and locations where individuals are actively choosing among those options. Examples include: employees when their employer is relocating, or when they are joining a new employer; students when they are starting a program at a new institution; visitors or customers travelling to an unfamiliar destination, or when faced with new options (e.g. shuttle services or parking restrictions); and residents when they purchase or occupy a residence that is new to them.

**Personalized trip planning.** As an extension to the simple provision of information, this technique (also known as *individualized marketing*) is effective in helping people make more sustainable travel choices. The approach involves identifying who is most likely to change their travel choices (notably relocating employees, students or residents) giving them customized information, training and incentives to support them in making that change. It may be conducted with assistance from an external service provider with the necessary skills, and delivered in a variety of settings including workplaces and homes.

**Promotions.** Special events and incentives can raise awareness and encourage individuals to examine and try new travel options.

- Special events can help attract attention, build participation and celebrate successes. Events that have been held in Ottawa include Earth Day (in April) Bike to Work Month (in May), Environment Week (early June), International Car Free Day (September 22), and Canadian Ridesharing Week (October). At workplaces or educational institutions, similarly effective internal events could include workshops, lunch-and-learns, inter-departmental challenges, pancake breakfasts, and so on.
- Incentives can encourage trial of sustainable modes, and might include loyalty rewards for duration or consistency of activity (e.g. 1,000 km commuted by bicycle), participation prizes (e.g. for completing a survey or joining a special event), or personal recognition that highlights individual accomplishments.

### ► Other incentives & amenities

**Emergency ride home.** This measure assures non-driving commuters that they will be able to get home quickly and conveniently in case of family emergency (or in some workplaces, in case of unexpected overtime, severe weather conditions, or the early departure of a carpool driver) by offering a chit or reimbursement for taxi, carshare or rental car usage. Limits on annual usage or cost per employee may be set, although across North America the actual rates of usage are typically very low.

**Alternative work arrangements.** A number of alternatives to the standard 9-to-5, Monday-to-Friday workweek can support sustainable commuting (and work-life balance) at workplaces:

- Flexible working hours allow transit commuters to take advantage of the fastest and most convenient transit services, and allow potential carpoolers to include people who work slightly different schedules in their search for carpool partners. They also allow active commuters to travel at least one direction in daylight, either in the morning or the afternoon, during the winter.
- Compressed workweeks allow employees to work their required hours over fewer days (e.g. five days in four, or ten days in nine), eliminating the need to commute on certain days. For employees, this can promote work-life balance and gives flexibility for appointments. For employers, this can permit extended service hours as well as reduced parking demands if employees stagger their days off.
- Telework is a normal part of many workplaces. It helps reduce commuting activity, and can lead to significant cost savings through workspace sharing. Telework initiatives involve many stakeholders, and may face as much resistance as support within an organization. Consultation, education and training are helpful.

**Local business travel options.** A common obstacle for people who might prefer to not drive to work is that their employer requires them to bring a car to work so they can make business trips during the day. Giving employees convenient alternatives to private cars for local business travel during the workday makes walking, cycling, transit or carpooling in someone else's car more practical.

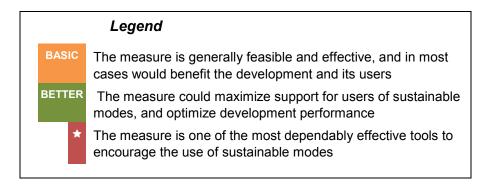
- Walking and cycling—Active transportation can be a convenient and enjoyable way to make short business trips. They can also reduce employer expenses, although they may require extra travel time. Providing a fleet of shared bikes, or reimbursing cyclists for the kilometres they ride, are inexpensive ways to validate their choice.
- Public transit—Transit can be convenient and inexpensive compared to driving.
   OC Transpo's PRESTO cards are transferable among employees and automatically reloadable, making them the perfect tool for enabling transit use during the day.
- *Ridesharing*—When multiple employees attend the same off-site meeting or event, they can be reminded to carpool whenever possible.
- Taxis or ride-hailing—Taxis and ride-hailing can eliminate parking costs, save time and eliminate collision liability concerns. Taxi chits eliminate cash transactions and minimize paperwork.
  - Fleet vehicles or carsharing—Fleet vehicles can be cost-effective for high travel volumes, while carsharing is a great option for less frequent trips.
  - o *Interoffice shuttles*—Employers with multiple worksites in the region could use a shuttle service to move people as well as mail or supplies.
  - Videoconferencing—New technologies mean that staying in the office to hold meetings electronically is more viable, affordable and productive than ever.

Commuter incentives. Financial incentives can help create a level playing field and support commuting by sustainable modes. A "commuting allowance" given to all employees as a taxable benefit is one such incentive; employees who choose to drive could then be charged for parking, while other employees could use the allowance for transit fares or cycling equipment, or for spending or saving. (Note that in the United States this practice is known as "parking cash-out," and is popular because commuting allowances are not taxable up to a certain limit). Alternatively, a monthly commuting allowance for non-driving employees would give drivers an incentive to choose a different commuting mode. Another practical incentive for active commuters or transit users is to offer them discounted "rainy day" parking passes for a small number of days each month.

**On-site amenities.** Developments that offer services to limit employees' need for a car during their commute (e.g. to drop off clothing at the dry cleaners) or during their workday (e.g. to buy lunch) can free employees to make the commuting decision that otherwise works best for them.

### **TDM Measures Checklist:**

Non-Residential Developments (office, institutional, retail or industrial)



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

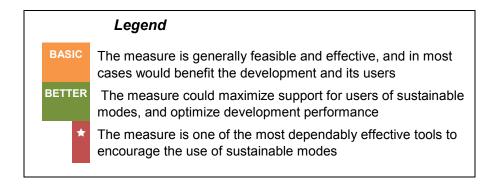
	TDM	measures: Non-residential developments		Check if proposed & add descriptions
	3.	TRANSIT		
	3.1	Transit information		
BASIC	3.1.1	Display relevant transit schedules and route maps at entrances	Ø	
BASIC	3.1.2	Provide online links to OC Transpo and STO information	$\square$	
BETTER	3.1.3	Provide real-time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

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

	TDM	measures: Non-residential developments		Check if proposed & add descriptions
	7.	TDM MARKETING & COMMUNICATIONS		
	7.1	Multimodal travel information		
,		Commuter travel		
BASIC ★	7.1.1	package to new/relocating employees and students	Ø	
	l <b>-</b>	Visitor travel		
BETTER ★	7.1.2	Include multimodal travel option information in invitations or advertising that attract visitors or customers (e.g. for festivals, concerts, games)	$\square$	
	7.2	Personalized trip planning		
		Commuter travel		
BETTER ★	7.2.1	Offer personalized trip planning to new/relocating employees		N/A
	7.3	Promotions		
		Commuter travel		
BETTER	7.3.1	Deliver promotions and incentives to maintain awareness, build understanding, and encourage trial of sustainable modes	Ø	
	8.	OTHER INCENTIVES & AMENITIES		
	8.1	Emergency ride home		
		Commuter travel	ı	
BETTER ★	8.1.1	Provide emergency ride home service to non-driving commuters		N/A
	8.2	Alternative work arrangements		
	1	Commuter travel		
BASIC ★	8.2.1	Encourage flexible work hours		
BETTER	8.2.2	Encourage compressed workweeks		N/A
BETTER ★		Encourage telework		
	8.3	Local business travel options		
		Commuter travel	1	
BASIC ★	8.3.1	Provide local business travel options that minimize the need for employees to bring a personal car to work		N/A
	8.4	Commuter incentives		
		Commuter travel		
BETTER	8.4.1	Offer employees a taxable, mode-neutral commuting allowance		N/A
	8.5	On-site amenities		
		Commuter travel	,	
BETTER	8.5.1	Provide on-site amenities/services to minimize mid-day or mid-commute errands		N/A

### **TDM Measures Checklist:**

Residential Developments (multi-family, condominium or subdivision)



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

Residential TDM Details to be addressed through subsequent phases of permitting and approvals (i.e. Phase 3 of Lansdowne 2.0)

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

Residential TDM Details to be addressed through subsequent phases of permitting and approvals (i.e. Phase 3 of Lansdowne 2.0)

	TDM	measures: Residential developments	Check if proposed & add descriptions							
6	6.	TDM MARKETING & COMMUNICATIONS								
6	6.1	Multimodal travel information								
BASIC ★ 6	5.1.1	Provide a multimodal travel option information package to new residents								
6	6.2	Personalized trip planning								
BETTER ★ 6	3.2.1	Offer personalized trip planning to new residents								

Residential TDM Details to be addressed through subsequent phases of permitting and approvals (i.e. Phase 3 of Lansdowne 2.0)

# APPENDIX D - SYNCHRO SUMMARY SHEETS

## **Existing scenario**

2024 Weekday AM Peak Hour

1: Bank & Fifth 08/01/2024

	≯	<b>→</b>	<	+	•	†	<b>\</b>	<b>↓</b>	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	7	T <sub>P</sub>		474		4TÞ	
Traffic Volume (vph)	37	57	47	49	9	534	19	410	
Future Volume (vph)	37	57	47	49	9	534	19	410	
Lane Group Flow (vph)	0	135	52	86	0	635	0	515	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag									
Lead-Lag Optimize?									
Act Effct Green (s)		20.5	20.5	20.5		43.5		43.5	
Actuated g/C Ratio		0.27	0.27	0.27		0.58		0.58	
v/c Ratio		0.36	0.18	0.21		0.38		0.32	
Control Delay (s/veh)		21.9	22.9	15.9		3.7		8.5	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		21.9	22.9	15.9		3.7		8.5	
LOS		С	С	В		Α		Α	
Approach Delay (s/veh)		21.9		18.5		3.7		8.5	
Approach LOS		С		В		Α		Α	
Queue Length 50th (m)		12.9	5.6	5.7		6.6		17.1	
Queue Length 95th (m)		27.2	14.0	16.0		8.1		25.6	
Internal Link Dist (m)		49.7		112.4		195.6		190.0	
Turn Bay Length (m)			45.0						
Base Capacity (vph)		376	290	418		1655		1594	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.36	0.18	0.21		0.38		0.32	
Intersection Summary									

Cycle Length: 75

Actuated Cycle Length: 75

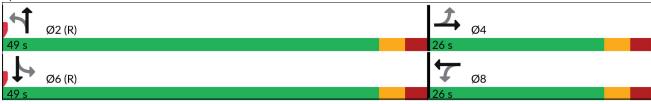
Offset: 33 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75 Control Type: Pretimed Maximum v/c Ratio: 0.38

Intersection Signal Delay (s/veh): 8.6 Intersection LOS: A Intersection Capacity Utilization 53.5% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Bank & Fifth



### 2: Bank & Holmwood

	<b>→</b>	•	†	<b>/</b>	<b>↓</b>	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4	HUL	414	<u> </u>	414	
Traffic Volume (vph)	21	16	521	11	366	
Future Volume (vph)	21	16	521	11	366	
Lane Group Flow (vph)	85	0	627	0	443	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4	. 01111	2	. 01111	6	3
Permitted Phases	7	2	_	6	0	
Detector Phase	4	2	2	6	6	
Switch Phase		_	_	•	•	
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	<i>L.L</i>	0.0	۷.۲	0.0	0.0
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag		0.2		0.2	Lead
Lead-Lag Optimize?	Lag					Load
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.0	O-IVIAX	57.5	O-IVIAX	57.5	NULLE
Actuated g/C Ratio	0.13		0.77		0.77	
v/c Ratio	0.13		0.77		0.77	
Control Delay (s/veh)	37.6		1.0		3.1	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	37.6		1.0		3.1	
LOS	37.6 D		1.0 A		3.1 A	
	37.6		1.0		3.1	
Approach Delay (s/veh) Approach LOS	37.6 D					
			A 1.7		A	
Queue Length 50th (m)	11.3				6.9	
Queue Length 95th (m)	22.6		4.5		13.2	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	.000		0444		0454	
Base Capacity (vph)	298		2141		2154	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.29		0.29		0.21	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 28 (37%), Reference	ced to phas	e 2:NBT	L and 6:S	SBTL, Sta	art of Gree	en
Natural Cycle: 75						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.47						
Intersection Signal Delay (	•				ntersectio	
Intersection Capacity Utiliz	cation 51.4°	%		I	CU Level	of Service A
Analysis Period (min) 15						

Splits and Phases: 2: Bank & Holmwood



### 3: Bank & Exhibition

	•	*	<b>†</b>	-	<b>↓</b>			
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø6	Ø7	
Lane Configurations	7	7	ħβ	*	44			
Traffic Volume (vph)	51	32	495	64	332			
Future Volume (vph)	51	32	495	64	332			
Lane Group Flow (vph)	57	36	661	71	369			
Turn Type	Perm	Perm	NA	custom	NA			
Protected Phases			2	1	16	6	7	
Permitted Phases	8	8		6				
Detector Phase	8	8	2	1	16			
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	1.0		10.0	4.0	
Minimum Split (s)	26.0	26.0	27.0	7.9		44.0	8.0	
Total Split (s)	26.0	26.0	32.0	12.0		32.0	5.0	
Total Split (%)	34.7%	34.7%	42.7%	16.0%		43%	7%	
Yellow Time (s)	3.3	3.3	3.0	3.0		3.0	2.0	
All-Red Time (s)	3.0	3.0	3.9	3.9		3.9	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0				
Total Lost Time (s)	6.3	6.3	6.9	6.9				
Lead/Lag				Lead			Lag	
Lead-Lag Optimize?				Yes			Yes	
Recall Mode	None	None	C-Max	None		C-Max	None	
Act Effct Green (s)	10.3	10.3	42.7	47.8	56.1			
Actuated g/C Ratio	0.14	0.14	0.57	0.64	0.75			
v/c Ratio	0.29	0.20	0.41	0.17	0.16			
Control Delay (s/veh)	33.0	13.2	10.6	11.6	9.0			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	33.0	13.2	10.6	11.6	9.0			
LOS	С	В	В	В	Α			
Approach Delay (s/veh)	25.3		10.6		9.4			
Approach LOS	С		В		Α			
Queue Length 50th (m)	7.4	0.0	26.3	5.7	15.7			
Queue Length 95th (m)	17.2	7.4	40.3	12.2	22.9			
Internal Link Dist (m)	30.6		33.7		44.8			
Turn Bay Length (m)				40.0				
Base Capacity (vph)	377	316	1623	427	2350			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.15	0.11	0.41	0.17	0.16			
Intersection Summary								

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 25 (33%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 90

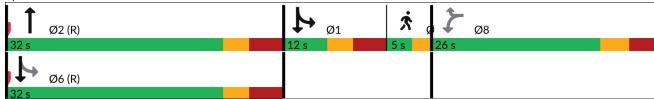
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 11.3 Intersection LOS: B Intersection Capacity Utilization 55.3% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition

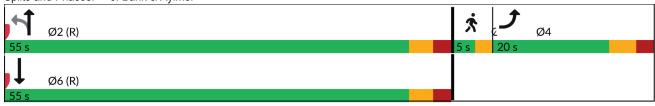


### 6: Bank & Aylmer

	۶	1	<b>†</b>	ļ		_
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	<b>W</b>	1100	414	<b>↑</b> ⊅		
Traffic Volume (vph)	58	14	690	509		
Future Volume (vph)	58	14	690	509		
Lane Group Flow (vph)	71	0	783	622		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2		6		
Detector Phase	4	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	20.0	55.0	55.0	55.0	5.0	
Total Split (s)	20.0	55.0	55.0	55.0	5.0	
Total Split (%)	25.0%	68.8%	68.8%	68.8%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	0.0	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?						
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.0		50.3	50.3		
Actuated g/C Ratio	0.18		0.63	0.63		
v/c Ratio	0.26		0.42	0.33		
Control Delay (s/veh)	29.5		3.6	7.2		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	29.5		3.6	7.2		
LOS	С		Α	Α		
Approach Delay (s/veh)	29.5		3.6	7.2		
Approach LOS	С		A	A		
Queue Length 50th (m)	8.6		10.4	19.6		
Queue Length 95th (m)	19.9		m14.6	28.1		
Internal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)	60.		1015	46==		
Base Capacity (vph)	281		1848	1877		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.25		0.42	0.33		
Intersection Summary						
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 4 (5%), Referenced t	o phase	2:NBTL a	and 6:SB	T, Start of	Green	
Natural Cycle: 80	1			,		
Control Type: Actuated-Cool	rdinated					
Maximum v/c Ratio: 0.42						
Intersection Signal Delay (s/	veh): 6.4			Ir	tersection LOS: A	
Intersection Capacity Utilizat					CU Level of Service	A
Analysis Period (min) 15						

Analysis Period (min) 15 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Bank & Aylmer



### 7: Bank & Sunnyside

	۶	-	•	<b>←</b>	4	†	<b>&gt;</b>	<b>↓</b>				
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø6	Ø7	
Lane Configurations		4		4		475		€î∌				
Traffic Volume (vph)	56	58	18	58	22	945	183	374				
Future Volume (vph)	56	58	18	58	22	945	183	374				
Lane Group Flow (vph)	0	139	0	380	0	1088	0	666				
Turn Type	Perm	NA	Perm	NA	Perm	NA	custom	NA				
Protected Phases		4		8		2	1	16	3	6	7	
Permitted Phases	4		8		2		6					
Detector Phase	4	4	8	8	2	2	1	16				
Switch Phase												
Minimum Initial (s)	6.4	6.4	5.3	5.3	17.0	17.0	5.0		1.0	17.0	1.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	38.0	38.0	11.0		5.0	49.0	5.0	
Total Split (s)	26.0	26.0	26.0	26.0	38.0	38.0	11.0		5.0	38.0	5.0	
Total Split (%)	32.5%	32.5%	32.5%	32.5%	47.5%	47.5%	13.8%		6%	48%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		2.0	3.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9		0.0	3.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0						
Total Lost Time (s)		5.6		5.6		6.0						
Lead/Lag	Lag	Lag	Lag	Lag					Lead		Lead	
Lead-Lag Optimize?			Yes	Yes							Yes	
Recall Mode	None	None	None	None	C-Max		None		None	C-Max	None	
Act Effct Green (s)		20.2		20.2		34.4		42.4				
Actuated g/C Ratio		0.25		0.25		0.43		0.53				
v/c Ratio		0.68		0.87		0.86		0.67				
Control Delay (s/veh)		43.0		32.4		30.6		19.5				
Queue Delay		0.0		0.0		0.0		0.0				
Total Delay (s/veh)		43.0		32.4		30.6		19.5				
LOS		D		С		С		В				
Approach Delay (s/veh)		43.0		32.4		30.6		19.5				
Approach LOS		D		С		С		В				
Queue Length 50th (m)		18.1		23.2		80.4		29.9				
Queue Length 95th (m)		35.5		#68.0		#122.0		#48.4				
Internal Link Dist (m)		75.1		136.0		63.1		79.0				
Turn Bay Length (m)												
Base Capacity (vph)		231		469		1265		990				
Starvation Cap Reductn		0		0		0		0				
Spillback Cap Reductn		0		0		0		0				
Storage Cap Reductn		0		0		0		0				
Reduced v/c Ratio		0.60		0.81		0.86		0.67				

### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 79 (99%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay (s/veh): 28.4 Intersection LOS: C Intersection Capacity Utilization 92.2% ICU Level of Service F

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.



	۶	1	<b>†</b>	ļ			
Lane Group	EBL	NBL	NBT	SBT	Ø4		
Lane Configurations	W		4	<b>1</b>			
Traffic Volume (vph)	46	23	217	280			
Future Volume (vph)	46	23	217	280			
Lane Group Flow (vph)	70	0	267	363			
Turn Type	Prot	Perm	NA	NA			
Protected Phases	10		2	6	4		
Permitted Phases		2					
Detector Phase	10	2	2	6			
Switch Phase							
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0		
Minimum Split (s)	22.0	32.0	32.0	32.0	16.0		
Total Split (s)	22.0	32.0	32.0	32.0	16.0		
Total Split (%)	31.4%	45.7%	45.7%	45.7%	23%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7		
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	5.7		6.8	6.8			
Lead/Lag							
Lead-Lag Optimize?					M		
Recall Mode	Min	None	None	Max	None		
Act Effct Green (s)	10.0		25.2	25.2			
Actuated g/C Ratio	0.21		0.53	0.53			
v/c Ratio	0.21		0.32	0.42			
Control Delay (s/veh)	17.6		7.7	8.6			
Queue Delay	0.0		0.0 7.7	0.0			
Total Delay (s/veh) LOS	17.6 B		7.7 A	8.6 A			
Approach Delay (s/veh)	17.6		7.7	8.6			
Approach LOS	17.6 B		7.7 A	0.0 A			
Queue Length 50th (m)	4.9		11.2	16.2			
Queue Length 95th (m)	12.9		21.9	30.5			
Internal Link Dist (m)	57.2		0.1	5.9			
Turn Bay Length (m)	01.2		0.1	0.0			
Base Capacity (vph)	535		841	873			
Starvation Cap Reductn	0		0	0/3			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.13		0.32	0.42			
	0.10		0.02	U. T.			
Intersection Summary							
Cycle Length: 70							
Actuated Cycle Length: 47.7	7						
Natural Cycle: 70							
Control Type: Semi Act-Unc	oord						
Maximum v/c Ratio: 0.42						00.4	
Intersection Signal Delay (s/					tersection I		
Intersection Capacity Utiliza	tion 51.0	%		10	CU Level of	Service A	
Analysis Period (min) 15							

Splits and Phases: 9: Queen Elizabeth Drive & Fifth



HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	7.6					
Intersection LOS	Α					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		सी	1≽		14	
Traffic Vol, veh/h	5	104	65	5	5	5
Future Vol, veh/h	5	104	65	5	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	116	72	6	6	6
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB		,		WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay, s/veh	7.7		7.4		7.2	
HCM LOS	A		Α		A	
Lane		EBLn1	WBLn1	SBLn1		
Vol Left, %		5%	0%	50%		
Vol Thru, %		95%	93%	0%		
Vol Right, %		0%	7%	50%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		109	70	10		
LT Vol		5	0	5		
Through Vol		104	65	0		
RT Vol		0	5	5		
Lane Flow Rate		121	78	11		
Geometry Grp		1	1	1		
Degree of Util (X)		0.135	0.086	0.013		
Departure Headway (Hd)		4.021	4.001	4.074		
Convergence, Y/N		Yes	Yes	Yes		
Cap		893	894	866		
Service Time		2.041	2.03	2.157		
HCM Lane V/C Ratio		0.135	0.087	0.013		
HCM Control Delay, s/veh		7.7	7.4	7.2		
HCM Lane LOS		Α.	Α.Τ	Α		
LICM OF the tile O		^ F	0.2	^		

0.5

0.3

0

HCM Control Delay, s/veh

HCM Lane LOS

HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	7.6					
Intersection LOS	7.0 A					
IIIGISCUUII LOO						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	f)			र्स	W	
Traffic Vol, veh/h	2	5	5	119	5	5
Future Vol, veh/h	2	5	5	119	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	6	6	132	6	6
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	6.7		7.7		7.1	
HCM LOS	Α		Α		А	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		50%	0%	4%		
Vol Thru, %		0%	29%	96%		
Vol Right, %		50%	71%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		10	7	124		
LT Vol		5	0	5		
Through Vol		0	2	119		
RT Vol		5	5	0		
Lane Flow Rate		11	8	138		
Geometry Grp		1	1	1		
Degree of Util (X)		0.012	0.008	0.152		
Departure Headway (Hd)		3.985	3.627	3.968		
Convergence, Y/N		Yes	Yes	Yes		
Cap		890	985	908		
Service Time		2.045	1.656	1.972		
HCM Lane V/C Ratio		0.012	0.008	0.152		

7.1

Α

6.7

Α

7.7

Α

0.5

HCM Control Delay, s/veh

HCM Lane LOS

HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	7.9					
Intersection LOS	А					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĵ.			ની	W	
Traffic Vol, veh/h	2	5	65	55	69	40
Future Vol, veh/h	2	5	65	55	69	40
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	6	72	61	77	44
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	6.9		8.1		7.8	
HCM LOS	Α		Α		Α	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		63%	0%	54%		
Vol Thru, %		0%	29%	46%		
Vol Right, %		37%	71%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		109	7	120		
LT Vol		69	0	65		
Through Vol		0	2	55		
RT Vol		40	5	0		
Lane Flow Rate		121	8	133		
Geometry Grp		1	1	1		
Degree of Util (X)		0.137	0.008	0.158		
Departure Headway (Hd)		4.086	3.822	4.262		
Convergence, Y/N		Yes	Yes	Yes		
Сар		866	920	835		
Service Time		2.164	1.915	2.32		
HCM Lane V/C Ratio		0.14	0.009	0.159		

7.8

Α

0.5

6.9

Α

8.1

Α

0.6

miloroccion 200	, ,											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	65	40	0	0	0	70	18	31	23	0	0	105
Future Vol, veh/h	65	40	0	0	0	70	18	31	23	0	0	105
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	72	44	0	0	0	78	20	34	26	0	0	117
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	8.4					7.3	7.8					7.4
HCM LOS	Α					Α	Α					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	25%	62%	0%	0%	
Vol Thru, %	43%	38%	0%	0%	
Vol Right, %	32%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	72	105	70	105	
LT Vol	18	65	0	0	
Through Vol	31	40	0	0	
RT Vol	23	0	70	105	
Lane Flow Rate	80	117	78	117	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.096	0.148	0.084	0.125	
Departure Headway (Hd)	4.341	4.562	3.881	3.855	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	828	791	926	932	
Service Time	2.356	2.562	1.895	1.868	
HCM Lane V/C Ratio	0.097	0.148	0.084	0.126	
HCM Control Delay, s/veh	7.8	8.4	7.3	7.4	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.3	0.5	0.3	0.4	

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	7	HUL	41	- T∌	ODIT
Traffic Vol, veh/h	1	182	138	608	351	25
Future Vol, veh/h	1	182	138	608	351	25
Conflicting Peds, #/h		0	178	0	0	107
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storag	ae.# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	202	153	676	390	28
N A . ' /N A'	N4: O		A . ' A		4 0	
	Minor2		Major1		/lajor2	
Conflicting Flow All	1226	582	596	0	-	0
Stage 1	582	-	-	-	-	-
Stage 2	644	-	-	-	-	-
Critical Hdwy		6.275	4.1/5	-	-	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
	3.54753			-	-	-
Pot Cap-1 Maneuver		505	961	-	-	-
Stage 1	550	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Platoon blocked, %	0.0	440	700	-	-	-
Mov Cap-1 Maneuve		410	780	-	-	-
Mov Cap-2 Maneuve		-	-	-	-	-
Stage 1	339	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay,			3.44		0	
HCM LOS	С		• • • • •			
		NBL	NBTE	EBLn1	SBT	SBR
Minor Lane/Major Mv	mt					
Capacity (veh/h)		634	-		-	-
Capacity (veh/h) HCM Lane V/C Ratio		634 0.197	-	0.493	-	-
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (		634 0.197 10.7	- - 1.8	0.493 22	-	-
Capacity (veh/h) HCM Lane V/C Ratio	s/veh)	634 0.197	-	0.493	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	7	HDL	<b>1</b>		OBIN
Traffic Vol, veh/h	0	26	0	735	523	0
Future Vol, veh/h	0	26	0	735	523	0
Conflicting Peds, #/hr	0	0	0	0	0	86
				Free		Free
Sign Control RT Channelized	Stop -	Stop None	Free	None	Free	None
	-	0	-		-	None -
Storage Length		-	-	0	0	-
Veh in Median Storage						
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	29	0	817	581	0
Major/Minor N	1inor2	١	/lajor1	N	/lajor2	
Conflicting Flow All	_	581	-	0		0
Stage 1	_	-	_	-	_	-
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	6.275	_	_	_	_
Critical Hdwy Stg 1		0.210	_	_	_	_
Critical Hdwy Stg 1						
	-	3.3475	-	-	-	-
Follow-up Hdwy				-		
Pot Cap-1 Maneuver	0	506	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	506	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/			0		0	
			U		U	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBTE	BLn1	SBT		
Capacity (veh/h)		-	506	-		
HCM Lane V/C Ratio		-	0.057	-		
HCM Control Delay (s/	veh)	-	12.6	-		
HCM Lane LOS	,	-	В	-		
HCM 95th %tile Q(veh	)	-	0.2	-		
	,					

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	בטוע	TABL	4	<b>1</b>	OBIN
Traffic Vol, veh/h	19	23	63	241	269	68
Future Vol, veh/h	19	23	63	241	269	68
Conflicting Peds, #/hr	0	0	0	0	0	00
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	riee -	None	riee -	None
Storage Length	0	None -			-	
0 0			-	-	0	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	26	70	268	299	76
Major/Minor N	/linor2	N	/lajor1	_ \	/lajor2	
Conflicting Flow All	744	337	374	0	-	0
Stage 1	337	-	-	-	_	-
Stage 2	408	_	_	_	_	_
Critical Hdwy	6.4	6.2	4.1	-		
Critical Hdwy Stg 1	5.4	U.Z	4.1	_	-	-
		-	-			
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	385	710	1195	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	358	710	1195	-	-	-
Mov Cap-2 Maneuver	358	-	-	-	-	-
Stage 1	678	-	-	-	-	-
Stage 2	676	_	_	_	_	_
2.5.30 2	5.0					
Approach	EB		NB		SB	
HCM Control Delay, s/	13.09		1.7		0	
HCM LOS	В					
Minor Long/Major M.		NDI	NDT	TDI 1	CDT	CDD
Minor Lane/Major Mvm	IĽ	NBL		EBLn1	SBT	SBR
Capacity (veh/h)		373	-		-	-
HCM Lane V/C Ratio		0.059		0.095	-	-
HCM Control Delay (s/	veh)	8.2	0	13.1	-	-
HCM Lane LOS		Α	Α	В	-	-
HCM 95th %tile Q(veh	)	0.2	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	<b>↑</b> ⊅			<b>†</b>
Traffic Vol, veh/h	0	33	527	7	0	398
Future Vol, veh/h	0	33	527	7	0	398
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- Ctop	None	-	None	-	None
Storage Length	_	0	_	-	_	-
Veh in Median Storage	4 0	-	0	-	_	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	15	6	0	0	5
Mvmt Flow	0	37	586	8	0	442
IVIVIIIL FIOW	U	31	500	0	U	442
Major/Minor N	/linor1	1	//ajor1	N	/lajor2	
Conflicting Flow All	-	397	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.2	-	_	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	_	-	_	-	_	-
Follow-up Hdwy	-	3.45	-	-	-	-
Pot Cap-1 Maneuver	0	567	-	_	0	-
Stage 1	0	_	_	_	0	_
Stage 2	0	_	_	_	0	_
Platoon blocked, %	Ū		_	_	V	_
Mov Cap-1 Maneuver	_	507	_	_	_	_
Mov Cap-1 Maneuver	_	-	_	_	_	_
Stage 1	_	_	_	_	_	_
•	-	_	-	-		-
Stage 2	-	-	-		-	-
Approach	WB		NB		SB	
HCM Control Delay, s/	12.65		0		0	
HCM LOS	В					
NAME OF THE PARTY	-1	NDT	NDD	UDI 4	ODT	
Minor Lane/Major Mvn	ונ	NBT	NRKA	VBLn1	SBT	
Capacity (veh/h)		-	-	507	-	
HCM Lane V/C Ratio		-	-	0.072	-	
HCM Control Delay (s/	veh)	-	-		-	
HCM Lane LOS		-	-	В	-	
HCM 95th %tile Q(veh	)	-	-	0.2	-	

Intersection						
Int Delay, s/veh	1.3					
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	-101	LDIX	VVDL	4	NDL NDL	NOIL
		60	_			5
Traffic Vol, veh/h	104	60	5	65	18	5
Future Vol, veh/h	104	60	5	65	18	5
Conflicting Peds, #/hr	0	100	100	0	100	100
3	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	116	67	6	72	20	6
IVIVIII( I IOVV	110	01	U	12	20	U
Major/Minor Ma	ajor1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	282	0	432	349
Stage 1	_	_	_	_	249	_
Stage 2	_	_	_	_	183	_
Critical Hdwy			4.12	_	6.42	6.22
Critical Hdwy Stg 1	_		7.12	_	5.42	0.22
, ,						
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-		2.218	-	3.518	
Pot Cap-1 Maneuver	-	-	1280	-	580	694
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	848	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1145	-	462	555
Mov Cap-2 Maneuver	_	_	_	_	462	_
Stage 1	_	_	_	_	709	_
Stage 2	_			_	755	_
Stage 2					133	_
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0.58		12.93	
HCM LOS			0.00		В	
TIOW LOO						
Minor Lane/Major Mvmt	: 1	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		479	_	_	129	_
HCM Lane V/C Ratio		0.053	_	_	0.005	_
HCM Control Delay (s/v	ah)	12.9	_	_	8.2	0
	GII)	12.9 B	•		0.2 A	A
HUMIanaine			-	-	А	А
HCM Lane LOS HCM 95th %tile Q(veh)		0.2		_	0	_

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
	EDL	<u>€</u>		MOR	SDL W	SDIX
Lane Configurations Traffic Vol, veh/h	5	37	<b>Љ</b> 116	15	<b>""</b> 5	4
Future Vol, veh/h	5	37	116	15	5	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	Free -	None		None	Stop -	
			-			
Storage Length	- #	-	-	-	0	-
Veh in Median Storage		0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	41	129	17	6	4
Major/Minor N	/lajor1	N	//ajor2	N	Minor2	
Conflicting Flow All	146	0	-	0	189	137
Stage 1	-	-	-	-	137	-
Stage 2	_	_	_	_	52	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1	7.12	_	_	_	5.42	0.22
Critical Hdwy Stg 2		-	_		5.42	
	2.218	-	-		3.518	
Pot Cap-1 Maneuver					800	911
•	1437	-	-	-	889	
Stage 1	-	-	-	-		-
Stage 2	-	-	-	-	970	-
Platoon blocked, %	4.407	-	-	-	700	044
Mov Cap-1 Maneuver		-	-	-	796	911
Mov Cap-2 Maneuver	-	-	-	-	796	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	970	-
Approach	EB		WB		SB	
HCM Control Delay, s/			0		9.32	
HCM LOS	V U.UJ		U		9.52 A	
TOW LOG					٨	
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR	
Capacity (veh/h)		214	-	-	-	844
HCM Lane V/C Ratio		0.004	-	-	-	0.012
HCM Control Delay (s/	/veh)	7.5	0	-	-	9.3
HCM Lane LOS		Α	Α	-	-	Α
HCM 95th %tile Q(veh	1)	0	-	-	-	0

## **Existing scenario**

2022 Weekday PM Peak Hour

1: Bank & Fifth 08/01/2024

	۶	<b>→</b>	€	•	4	<b>†</b>	/	Į.	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4		<b>4</b>		474		4Th	
Traffic Volume (vph)	45	52	58	37	16	435	28	559	
Future Volume (vph)	45	52	58	37	16	435	28	559	
Lane Group Flow (vph)	0	158	64	79	0	534	0	692	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)		12.6	12.6	12.6		51.4		51.4	
Actuated g/C Ratio		0.17	0.17	0.17		0.69		0.69	
v/c Ratio		0.65	0.39	0.29		0.27		0.36	
Control Delay (s/veh)		35.1	33.1	17.7		8.7		6.1	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		35.1	33.1	17.7		8.7		6.1	
LOS		D	С	В		Α		Α	
Approach Delay (s/veh)		35.1		24.6		8.7		6.1	
Approach LOS		D		С		Α		Α	
Queue Length 50th (m)		16.8	8.2	5.0		11.5		17.5	
Queue Length 95th (m)		31.7	17.3	14.4		43.2		34.0	
Internal Link Dist (m)		49.7		112.4		195.6		190.0	
Turn Bay Length (m)			45.0						
Base Capacity (vph)		375	265	419		1951		1939	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.42	0.24	0.19		0.27		0.36	
Intersection Summary									
Cycle Length: 75									
Actuated Cycle Length: 75									

Actuated Cycle Length: 75

Offset: 47 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

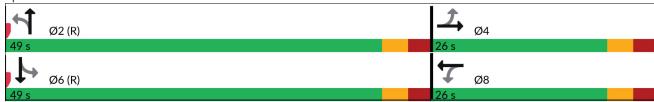
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 11.7 Intersection LOS: B
Intersection Capacity Utilization 65.8% ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Bank & Fifth



### 2: Bank & Holmwood

	<b>→</b>	•	†	<b>/</b>	<b>+</b>	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4	1100	413	<u> </u>	4TÞ	~~
Traffic Volume (vph)	17	25	481	27	536	
Future Volume (vph)	17	25	481	27	536	
Lane Group Flow (vph)	108	0	616	0	656	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4	. 0.111	2	. 01111	6	3
Permitted Phases		2	_	6		
Detector Phase	4	2	2	6	6	
Switch Phase	•	_	_	Ū		
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag		0.2		0.2	Lead
Lead-Lag Optimize?	Lug					
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	11.2	Unida	56.4	O Max	56.4	110110
Actuated g/C Ratio	0.15		0.75		0.75	
v/c Ratio	0.53		0.30		0.70	
Control Delay (s/veh)	38.3		4.7		4.7	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.3		4.7		4.7	
LOS	D		Α.		Α.	
Approach Delay (s/veh)	38.3		4.7		4.7	
Approach LOS	30.3 D		4.7 A		4.7 A	
Queue Length 50th (m)	14.3		13.6		24.4	
Queue Length 95th (m)	26.7		25.8		21.1	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	03.0		01.0		199.0	
Base Capacity (vph)	295		2041		2112	
Starvation Cap Reductn	295		2041		0	
Spillback Cap Reductin	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.37		0.30		0.31	
	0.37		0.30		0.31	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75		0 NDT		NDTI OL		
Offset: 74 (99%), Reference	ed to phas	se 2:NBT	L and 6:8	BBTL, Sta	art of Gree	en
Natural Cycle: 75						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.53	= :					100
Intersection Signal Delay (s					ntersectio	
Intersection Capacity Utiliz	ation 62.9°	%		I I	CU Level	of Service B
Analysis Period (min) 15						

Splits and Phases: 2: Bank & Holmwood



### 3: Bank & Exhibition

	•	*	<b>†</b>	-	Į.		
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7
Lane Configurations	ሻ	7	<b>†</b> 1>	ሻ	44		
Traffic Volume (vph)	118	61	453	113	476		
Future Volume (vph)	118	61	453	113	476		
Lane Group Flow (vph)	131	68	644	126	529		
Turn Type	Perm	Perm	NA	Perm	NA		
Protected Phases			2		6	1	7
Permitted Phases	8	8	0	6	•		
Detector Phase	8	8	2	6	6		
Switch Phase	40.0	10.0	10.0	10.0	10.0	4.0	4.0
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0
Minimum Split (s)	26.0	26.0	44.0 44.0	44.0 44.0	44.0	5.0	5.0
Total Split (s)	26.0 32.5%	26.0 32.5%	55.0%	55.0%	44.0 55.0%	5.0 6%	5.0 6%
Total Split (%) Yellow Time (s)	32.5%	32.5%	3.0	3.0	3.0	2.0	2.0
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9		
Lead/Lag	Lag	Lag	0.0	0.0	0.5		Lead
Lead-Lag Optimize?	Lug	Lug					Yes
Recall Mode	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	12.7	12.7	58.7	58.7	58.7		
Actuated g/C Ratio	0.16	0.16	0.73	0.73	0.73		
v/c Ratio	0.54	0.29	0.31	0.28	0.23		
Control Delay (s/veh)	39.1	10.9	5.2	8.0	5.3		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	39.1	10.9	5.2	8.0	5.3		
LOS	D	В	Α	Α	Α		
Approach Delay (s/veh)	29.4		5.2		5.8		
Approach LOS	С		Α		Α		
Queue Length 50th (m)	18.7	0.0	15.8	6.5	13.6		
Queue Length 95th (m)	32.7	9.7	29.0	18.3	24.5		
Internal Link Dist (m)	30.6		33.7	/	44.8		
Turn Bay Length (m)	070	000	0446	40.0	0000		
Base Capacity (vph)	372	326	2110	452	2328		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0 20	0		
Reduced v/c Ratio	0.35	0.21	0.31	0.28	0.23		
Intersection Summary							
Cycle Length: 80							
Actuated Cycle Length: 80		0.115	1000				
Offset: 0 (0%), Referenced	to phase	2:NBT ar	nd 6:SBT	L, Start o	f Green		
Natural Cycle: 80	p						
Control Type: Actuated-Co	ordinated						

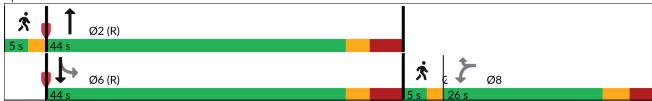
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay (s/veh): 8.7 Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition



### 6: Bank & Aylmer

	*	4	<b>†</b>	ļ		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	N/		414	<b>↑</b> ↑		
Traffic Volume (vph)	52	17	665	722		
Future Volume (vph)	52	17	665	722		
Lane Group Flow (vph)	81	0	758	899		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2		6		
Detector Phase	4	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?						
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.0		60.3	60.3		
Actuated g/C Ratio	0.16		0.67	0.67		
v/c Ratio	0.34		0.38	0.45		
Control Delay (s/veh)	31.1		6.3	7.6		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	31.1		6.3	7.6		
LOS	C		A	A		
Approach Delay (s/veh)	31.1		6.3	7.6		
Approach LOS	C		A	A		
Queue Length 50th (m)	9.6		26.8	32.6		
Queue Length 95th (m) Internal Link Dist (m)	22.8		m32.6	43.7		
Turn Bay Length (m)	76.7		28.1	10.1		
Base Capacity (vph)	280		1975	2006		
Starvation Cap Reductn	200		1975	2006		
Spillback Cap Reductin	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.29		0.38	0.45		
	0.29		0.30	0.43		
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 87 (97%), Reference	ced to phas	se 2:NBT	L and 6:5	SBT, Start	t of Green	
Natural Cycle: 90						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.45						
Intersection Signal Delay (	,				ntersection LOS:	
Intersection Capacity Utiliz	ation 52.9°	%		10	CU Level of Serv	vice A
Analysis Period (min) 15						

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

Splits and Phases: 6: Bank & Aylmer

Analysis Period (min) 15



#### 7: Bank & Sunnyside

	۶	<b>→</b>	•	-	1	†	<b>/</b>	<b>+</b>				
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø6	Ø7	
Lane Configurations		4		4		475		41∌				
Traffic Volume (vph)	50	78	16	80	14	409	200	717				
Future Volume (vph)	50	78	16	80	14	409	200	717				
Lane Group Flow (vph)	0	175	0	374	0	492	0	1119				
Turn Type	Perm	NA	Perm	NA	Perm	NA	custom	NA				
Protected Phases		4		8		2	1	16	3	6	7	
Permitted Phases	4		8		2		6					
Detector Phase	4	4	8	8	2	2	1	16				
Switch Phase												
Minimum Initial (s)	6.4	6.4	5.3	5.3	17.0	17.0	5.0		1.0	17.0	1.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0		5.0	60.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0		5.0	43.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%		6%	48%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		2.0	3.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9		0.0	3.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0						
Total Lost Time (s)		5.6		5.6		6.0						
Lead/Lag	Lag	Lag	Lag	Lag					Lead		Lead	
Lead-Lag Optimize?			Yes	Yes							Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None		None	C-Max	None	
Act Effct Green (s)		24.4		24.4		37.0		48.2				
Actuated g/C Ratio		0.27		0.27		0.41		0.54				
v/c Ratio		0.65		0.93		0.43		0.91				
Control Delay (s/veh)		42.2		53.1		20.2		22.5				
Queue Delay		0.0		0.0		0.0		0.0				
Total Delay (s/veh)		42.2		53.1		20.2		22.5				
LOS		D		D		С		С				
Approach Delay (s/veh)		42.2		53.1		20.2		22.5				
Approach LOS		D		D		С		С				
Queue Length 50th (m)		26.7		43.7		30.7		37.6				
Queue Length 95th (m)		#53.6		#98.3		43.9		#55.3				
Internal Link Dist (m)		75.1		136.0		63.1		79.0				
Turn Bay Length (m)												
Base Capacity (vph)		269		403		1146		1236				
Starvation Cap Reductn		0		0		0		0				
Spillback Cap Reductn		0		0		0		0				
Storage Cap Reductn		0		0		0		0				
Reduced v/c Ratio		0.65		0.93		0.43		0.91				
Intersection Summary												

#### Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 6 (7%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93

Intersection Signal Delay (s/veh): 28.9 Intersection LOS: C Intersection Capacity Utilization 92.7% ICU Level of Service F

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

## 7: Bank & Sunnyside



	۶	1	<b>†</b>	ļ			•
Lane Group	EBL	NBL	NBT	SBT	Ø4		
Lane Configurations	W		4	<b>1</b>			•
Traffic Volume (vph)	34	37	189	502			
Future Volume (vph)	34	37	189	502			
Lane Group Flow (vph)	75	0	251	628			
Turn Type	Prot	Perm	NA	NA			
Protected Phases	10		2	6	4		
Permitted Phases		2					
Detector Phase	10	2	2	6			
Switch Phase							
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0		
Minimum Split (s)	21.0	48.0	48.0	48.0	11.0		
Total Split (s)	21.0	48.0	48.0	48.0	11.0		
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7		
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	5.7		6.8	6.8			
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	None	None	C-Max	None		
Act Effct Green (s)	10.7		56.8	56.8			
Actuated g/C Ratio	0.13		0.71	0.71			
v/c Ratio	0.37		0.24	0.53			
Control Delay (s/veh)	36.6		5.0	7.7			
Queue Delay	0.0		0.0	0.0			
Total Delay (s/veh)	36.6		5.0	7.7			
LOS	D		Α	Α			
Approach Delay (s/veh)	36.6		5.0	7.7			
Approach LOS	D		Α	Α			
Queue Length 50th (m)	10.7		10.6	35.2			
Queue Length 95th (m)	22.0		21.5	66.0			
Internal Link Dist (m)	57.2		0.1	5.9			
Turn Bay Length (m)							
Base Capacity (vph)	293		1028	1178			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.26		0.24	0.53			
Intersection Summary							
Cycle Length: 80							
Actuated Cycle Length: 80							
Offset: 0 (0%), Referenced to	to phase	6:SBT. S	tart of Gr	een			
Natural Cycle: 80	to pridoo	J.OD 1, O		3011			
Control Type: Actuated-Coo	rdinated						
Maximum v/c Ratio: 0.53	amatou						
Intersection Signal Delay (s	/veh): 9.2			In	tersection	LOS: A	
Intersection Capacity Utiliza	•					f Service B	
Analysis Period (min) 15				1	2 20,010	. 55.1100 5	
,							

Splits and Phases: 9: Queen Elizabeth Drive & Fifth



Analysis Period (min) 15

	-	$\rightarrow$	•	<b>←</b>	1	1	
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	f <sub>a</sub>			4	¥		
Traffic Volume (vph)	3	5	5	5	5	5	
Future Volume (vph)	3	5	5	5	5	5	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Ped Bike Factor							
Frt	0.910				0.932		
Flt Protected				0.976	0.976		
Satd. Flow (prot)	1535	0	0	1646	1534	0	
FIt Permitted				0.976	0.976		
Satd. Flow (perm)	1535	0	0	1646	1534	0	
Link Speed (k/h)	30			30	30		
Link Distance (m)	115.2			88.5	69.2		
Travel Time (s)	13.8			10.6	8.3		
Confl. Peds. (#/hr)		100	100		100	100	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Adj. Flow (vph)	3	6	6	6	6	6	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	9	0	0	12	12	0	
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	
Lane Alignment	Left	Right	Left	Left	Left	Right	
Median Width(m)	0.0			0.0	3.2		
Link Offset(m)	0.0			0.0	0.0		
Crosswalk Width(m)	1.6			1.6	1.6		
Two way Left Turn Lane							
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	
Turning Speed (k/h)		14	24		24	14	
Sign Control	Stop			Stop	Stop		
Intersection Summary							
Area Type:	Other						
Control Type: Unsignalized							

ICU Level of Service A

Intersection Capacity Utilization 32.7%
Analysis Period (min) 15

	-	$\rightarrow$	•	-		1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	f)			4	N/F	
Traffic Volume (vph)	3	5	136	5	5	118
Future Volume (vph)	3	5	136	5	5	118
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.910				0.871	
Flt Protected				0.954	0.998	
Satd. Flow (prot)	1535	0	0	1609	1466	0
Flt Permitted				0.954	0.998	
Satd. Flow (perm)	1535	0	0	1609	1466	0
Link Speed (k/h)	30			30	30	
Link Distance (m)	88.5			119.7	28.7	
Travel Time (s)	10.6			14.4	3.4	
Confl. Peds. (#/hr)		100	100		100	100
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	3	6	151	6	6	131
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	157	137	0
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	0.0			0.0	3.2	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	1.6			1.6	1.6	
Two way Left Turn Lane						
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (k/h)		14	24		24	14
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type: (	Other					
Control Type: Unsignalized						

ICU Level of Service A

Intersection Capacity Utilization 35.3% Analysis Period (min) 15

	*	<b>→</b>	$\rightarrow$	•	<b>←</b>	•	$\blacktriangleleft$	<b>†</b>	-	-	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ર્ન				7		4				7
Traffic Volume (vph)	72	38	0	0	0	100	39	26	29	0	0	90
Future Volume (vph)	72	38	0	0	0	100	39	26	29	0	0	90
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.865		0.958				0.865
Flt Protected		0.968						0.980				
Satd. Flow (prot)	0	1632	0	0	0	1459	0	1583	0	0	0	1459
FIt Permitted		0.968						0.980				
Satd. Flow (perm)	0	1632	0	0	0	1459	0	1583	0	0	0	1459
Link Speed (k/h)		30			30			30			30	
Link Distance (m)		211.4			68.9			224.9			85.7	
Travel Time (s)		25.4			8.3			27.0			10.3	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	80	42	0	0	0	111	43	29	32	0	0	100
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	122	0	0	0	111	0	104	0	0	0	100
Enter Blocked Intersection	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		1.6			1.6			1.6			1.6	
Two way Left Turn Lane												
Headway Factor	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14	1.14
Turning Speed (k/h)	97		97	97		97	97		97	97	_	97
Sign Control		Stop			Stop			Stop			Stop	
Intersection Summary												
71	ther											
Control Type: Uncignalized												

Control Type: Unsignalized

Intersection Capacity Utilization 28.4%

ICU Level of Service A

Analysis Period (min) 15

Intersection						
Int Delay, s/veh	10.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		44	<u>35.</u>	
Traffic Vol, veh/h	3	226	207	540	545	48
Future Vol, veh/h	3	226	207	540	545	48
Conflicting Peds, #/hr	0	0	178	0	0	107
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	_	0	_	-	_	-
Veh in Median Storage		-	_	0	0	_
Grade, %	0		_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	251	230	600	606	53
IVIVIIIL FIOW	3	201	230	000	000	53
Major/Minor N	/linor2	N	Major1	N	/lajor2	
Conflicting Flow All	1570	810	837	0		0
Stage 1	810	-	-	_	_	_
Stage 2	760	_	_	_	_	_
Critical Hdwy	6.63	6.23	4.13	_	_	-
Critical Hdwy Stg 1	5.43	-		_	_	_
Critical Hdwy Stg 2	5.83					
		3.319				
Pot Cap-1 Maneuver	111	379	795	_	-	-
· ·	436	313	130	-		
Stage 1		-	-	-	-	
Stage 2	423	-	-	-	-	-
Platoon blocked, %	40	000	0.45	-	-	-
Mov Cap-1 Maneuver	42	308	645	-	-	-
Mov Cap-2 Maneuver	42	-	-	-	-	-
Stage 1	203	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Approach	EB		NB		SB	
			6.17		0	
HCM LOS			0.17		U	
HCM LOS	F					
Minor Lane/Major Mvm	nt	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		538	-	308		
HCM Lane V/C Ratio		0.356		0.817	_	_
HCM Control Delay (s/	(veh)	13.6	3.3	52.9		_
HCM Lane LOS	voii)	13.0 B	3.5 A	52.9 F		_
HCM 95th %tile Q(veh	\	1.6		6.8		
HOW SOUL WILL CLANE	)	1.0	-	0.0	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	T T	NDL	<b>↑</b> ↑	<u>361</u>	ODIN
Traffic Vol, veh/h	0	23	0	<b>77</b>	<b>7</b> 80	2
Future Vol, veh/h	0	23	0	755	780	2
Conflicting Peds, #/hr	0	0	0	0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	riee -	None		None
		0			-	
Storage Length	- # 0		-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	26	0	839	867	2
Major/Minor M	linor2	N	/lajor1	N	/lajor2	
Conflicting Flow All	-	954	-	0	-	0
Stage 1	_	-	_	-	_	-
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	6.23	_	_	_	_
Critical Hdwy Stg 1		0.20	_	_	_	_
Critical Hdwy Stg 2						
, ,			-		-	-
Follow-up Hdwy		3.319	-	-	-	-
Pot Cap-1 Maneuver	0	313	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	284	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/v			0		0	
HCM LOS	C 10.9		U		U	
HCWI LOS	C					
Minor Lane/Major Mvm	t	NBTE	BLn1	SBT	SBR	
Capacity (veh/h)		-	284	-	-	
HCM Lane V/C Ratio		-	0.09	-	_	
HCM Control Delay (s/	veh)	-	18.9	-	_	
HCM Lane LOS	,	_	C	_	_	
HCM 95th %tile Q(veh)		_	0.3	-	_	
			J.0			

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	LDIK	HOL	4	<b>1</b> 30	OBIN
Traffic Vol, veh/h	51	54	45	249	480	66
Future Vol, veh/h	51	54	45	249	480	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storage		-	_	0	0	-
Grade, %	0	-	_	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mymt Flow	57	60	50	277	533	73
IVIVIIIL FIOW	31	00	50	211	555	13
Major/Minor N	1inor2	١	/lajor1	١	/lajor2	
Conflicting Flow All	947	570	607	0	-	0
Stage 1	570	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	_	_	_
Pot Cap-1 Maneuver	292	525	981	_	_	_
Stage 1	570	-	-	_	_	_
Stage 2	698	_	_	_	_	_
Platoon blocked, %	000			_	_	_
Mov Cap-1 Maneuver	275	525	981		_	_
Mov Cap-1 Maneuver	275	525	301	_		_
	535		-			
Stage 1	698	-	-			
Stage 2	090	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/	19.49		1.36		0	
HCM LOS	С					
						0.5.5
Minor Lane/Major Mvm	nt	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		276	-	364	-	-
HCM Lane V/C Ratio		0.051	-	0.321	-	-
HCM Control Delay (s/	veh)	8.9	0	19.5	-	-
HCM Lane LOS		Α	Α	С	-	-
HCM 95th %tile Q(veh)	)	0.2	-	1.4	-	-

Intersection						
Int Delay, s/veh	0.8					
		WDD	NDT	NDD	CDI	CDT
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	-	70	<b>↑</b> ↑	7	4	<b>^</b>
Traffic Vol, veh/h	5	72	522	7	1	587
Future Vol, veh/h	5	72	522	7	1	587
Conflicting Peds, #/hr	0	0	0	100	_ 0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-		-			None
Storage Length	-	0	-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	3	2	0	0	3
Mvmt Flow	6	80	580	8	1	652
Major/Minor N	/linor1	N	/lajor1	N	/lajor2	
Conflicting Flow All	1012	394	0	0	688	0
Stage 1	684	J34 -	-	-	-	-
Stage 2	328	_		_	-	_
Critical Hdwy	6.8	6.96	-		4.1	_
•	5.8	0.90	-	-	4.1	_
Critical Hdwy Stg 1	5.8					
Critical Hdwy Stg 2	3.5	3.33	-	-	2.2	-
Follow-up Hdwy	239	602			916	
Pot Cap-1 Maneuver			-	-	910	-
Stage 1	468	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %	040	500	-	-	040	-
Mov Cap-1 Maneuver	213	539	-	-	819	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	707	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s/			0		0.02	
HCM LOS	W 2.03		U		0.02	
I IOIVI LOO	D					
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	539	819	-
HCM Lane V/C Ratio		-	-	0.149	0.001	-
HCM Control Delay (sa	/veh)	-	-	12.8	9.4	-
HCM Lane LOS		-	-	В	Α	-
HCM 95th %tile Q(veh	1)	-	-	0.5	0	-

Intersection						
Int Delay, s/veh	1.8					
Movement I	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1>	LOIK	,,,,,,	4	7/	11311
Traffic Vol, veh/h	118	122	5	136	43	5
	118	122	5	136	43	5
Conflicting Peds, #/hr	0	100	100	0	100	100
	ree	Free	Free	Free	Stop	Stop
RT Channelized	-		-	None	- -	None
Storage Length	-	NOHE -	-	-	0	-
Veh in Median Storage,	# O			0	0	
•		-	-			-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	131	136	6	151	48	6
Major/Minor Ma	ijor1	N	Major2	N	/linor1	
Conflicting Flow All	0	0	367	0	561	399
Stage 1	-	U	307	-	299	399
Stage 2	-	-	_	-	262	_
	-	-	4.12			
Critical Hdwy		-		-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	
Pot Cap-1 Maneuver	-	-	1192	-	489	651
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	782	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1066	-	389	520
Mov Cap-2 Maneuver	-	-	-	-	389	-
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	_	695	-
5.0.50						
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0.3		15.41	
HCM LOS					С	
Minor Lane/Major Mvmt	N	NBLn1	EBT	EBD	WBL	WBT
•	ı		LDI	LDK		VVDI
Capacity (veh/h)		399	-	-	64	-
HCM Lane V/C Ratio		0.134	-	-	0.005	-
HCM Control Delay (s/ve	eh)	15.4	-	-	8.4	0
HCM Lane LOS		С	-	-	Α	Α
HCM 95th %tile Q(veh)		0.5	-	-	0	-

Intersection						
Int Delay, s/veh	2.4					
	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	<u>⊏DI</u>	vvb i	WDK	SDL	אמט
Traffic Vol, veh/h	5		23	88	<b>4</b> 9	5
	5	56	23			
Future Vol, veh/h	5	56		88	49	5
Conflicting Peds, #/hr		0	0	0	0	0
3	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	-		-	
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	62	26	98	54	6
N. 4			4 : 0		4: 0	
	ajor1		//ajor2		Minor2	
	123	0	-	0	148	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	73	-
•	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy 2.	.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver 1	464	-	-	-	844	987
Stage 1	-	-	-	-	948	-
Stage 2	_	_	-	_	950	_
Platoon blocked, %		_	_	_		
Mov Cap-1 Maneuver 1	1464	_	_	_	841	987
Mov Cap-1 Maneuver	-	_	_	_	841	-
Stage 1					945	
•	-	-	-	-		
Stage 2	-	-	-	-	950	-
Approach	EB		WB		SB	
HCM Control Delay, s/v(	0.61		0		9.54	
HCM LOS	0.01				A	
TOW LOO					<i>F</i> \	
N. 1		E5:		14/57	14/00	201 4
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBR	
Capacity (veh/h)		148	-	-	-	853
HCM Lane V/C Ratio		0.004	-	-	-	0.07
HCM Control Delay (s/ve	eh)	7.5	0	-	-	9.5
HCM Lane LOS		Α	Α	-	-	Α
HCM 95th %tile Q(veh)		0	-	-	-	0.2
., .						

# **Existing scenario**

2022 Saturday Peak Hour

1: Bank & Fifth 08/01/2024

	<b>*</b>	<b>→</b>	1	+	4	†	<b>/</b>	Į.	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	- ነ	ĵ.		474		476	
Traffic Volume (vph)	44	39	65	43	20	461	19	510	
Future Volume (vph)	44	39	65	43	20	461	19	510	
Lane Group Flow (vph)	0	138	72	102	0	560	0	617	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)		11.7	11.7	11.7		55.6		55.6	
Actuated g/C Ratio		0.16	0.16	0.16		0.74		0.74	
v/c Ratio		0.63	0.46	0.39		0.27		0.29	
Control Delay (s/veh)		34.2	36.6	18.5		8.6		5.1	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		34.2	36.6	18.5		8.6		5.1	
LOS		С	D	В		Α		Α	
Approach Delay (s/veh)		34.2		26.0		8.6		5.1	
Approach LOS		С		С		Α		Α	
Queue Length 50th (m)		13.9	9.4	6.0		11.5		14.3	
Queue Length 95th (m)		28.1	19.4	17.0		47.2		28.2	
Internal Link Dist (m)		49.7		112.4		195.6		190.0	
Turn Bay Length (m)			45.0						
Base Capacity (vph)		361	276	421		2097		2122	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.38	0.26	0.24		0.27		0.29	
Intersection Summary									
Cycle Length: 75									

Actuated Cycle Length: 75

Offset: 47 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

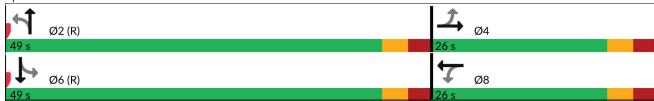
Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 11.6
Intersection Capacity Utilization 55.8%

Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

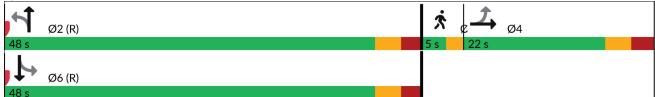
Splits and Phases: 1: Bank & Fifth



## 2: Bank & Holmwood

	-	•	†	<b>/</b>	Ţ	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		413		414	
Traffic Volume (vph)	9	27	469	29	522	
Future Volume (vph)	9	27	469	29	522	
Lane Group Flow (vph)	107	0	599	0	636	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		2		6	3
Permitted Phases		2		6		-
Detector Phase	4	2	2	6	6	
Switch Phase						
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	<b>-</b>
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag		J. <u>_</u>			Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	11.3		56.4		56.4	
Actuated g/C Ratio	0.15		0.75		0.75	
v/c Ratio	0.54		0.29		0.30	
Control Delay (s/veh)	38.5		3.1		5.5	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.5		3.1		5.5	
LOS	D		A		A	
Approach Delay (s/veh)	38.5		3.1		5.5	
Approach LOS	D		A		Α	
Queue Length 50th (m)	14.2		3.2		24.0	
Queue Length 95th (m)	26.7		15.9		41.2	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	50.0		31.0		100.0	
Base Capacity (vph)	291		2040		2106	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.37		0.29		0.30	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 74 (99%), Reference		e 2:NRT	L and 6:5	SBTL Sta	art of Gree	en
Natural Cycle: 75	ou to pride	2	0.0	. <u></u> , o		
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.54	or amateu					
Intersection Signal Delay (	s/veh): 7.0			li li	ntersectio	n I OS· A
Intersection Capacity Utiliz						of Service B
Analysis Period (min) 15	ulion 02.3	70		, i	CO LEVE	OI OOI VICE D
raidiyələ i cirou (illili) 15						

Splits and Phases: 2: Bank & Holmwood



## 3: Bank & Exhibition

	•	*	<b>†</b>	-	<b>↓</b>		
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7
Lane Configurations	*	7	<b>†</b> }	75	<b>†</b> †		
Traffic Volume (vph)	83	68	429	119	452		
Future Volume (vph)	83	68	429	119	452		
Lane Group Flow (vph)	92	76	604	132	502		
Turn Type	Perm	Perm	NA	Perm	NA		
Protected Phases			2		6	1	7
Permitted Phases	8	8		6			
Detector Phase	8	8	2	6	6		
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0
Minimum Split (s)	26.0	26.0	39.0	39.0	39.0	5.0	5.0
Total Split (s)	26.0	26.0	39.0	39.0	39.0	5.0	5.0
Total Split (%)	34.7%	34.7%	52.0%	52.0%	52.0%	7%	7%
Yellow Time (s)	3.3	3.3	3.0	3.0	3.0	2.0	3.5
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9		
Lead/Lag	Lag	Lag					Lead
Lead-Lag Optimize?							Yes
Recall Mode	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	11.1	11.1	55.4	55.4	55.4		
Actuated g/C Ratio	0.15	0.15	0.74	0.74	0.74		
v/c Ratio	0.41	0.33	0.28	0.28	0.21		
Control Delay (s/veh)	34.4	11.6	4.6	5.0	3.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	34.4	11.6	4.6	5.0	3.1		
LOS	С	В	Α	Α	Α		
Approach Delay (s/veh)	24.1		4.6		3.5		
Approach LOS	С		Α		Α		
Queue Length 50th (m)	12.2	0.0	12.9	4.0	8.1		
Queue Length 95th (m)	23.9	10.3	23.4	8.1	11.0		
Internal Link Dist (m)	30.6		33.7		44.8		
Turn Bay Length (m)				40.0			
Base Capacity (vph)	399	351	2160	467	2342		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.23	0.22	0.28	0.28	0.21		
Intersection Summary							
Cycle Length: 75							
Actuated Cycle Length: 75							
Offset: 70 (93%), Reference	ed to phas	se 2:NBT	and 6:SE	BTL, Star	t of Greer	1	

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 6.4 Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15



## 6: Bank & Aylmer

	۶	1	†	<del> </del>		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	W		414	<b>↑</b> ↑		
Traffic Volume (vph)	35	15	647	681		
Future Volume (vph)	35	15	647	681		
Lane Group Flow (vph)	49	0	736	816		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2		6		
Detector Phase	4	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	19.5	35.2	35.2	35.2	4.0	
Total Split (s)	20.0	65.0	65.0	65.0	5.0	
Total Split (%)	22.2%	72.2%	72.2%	72.2%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?						
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.0		60.3	60.3		
Actuated g/C Ratio	0.16		0.67	0.67		
v/c Ratio	0.20		0.37	0.40		
Control Delay (s/veh)	30.3		5.0	7.2		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	30.3		5.0	7.2		
LOS	С		Α	Α		
Approach Delay (s/veh)	30.3		5.0	7.2		
Approach LOS	С		Α	Α		
Queue Length 50th (m)	5.9		18.9	28.5		
Queue Length 95th (m)	15.8		24.5	38.4		
Internal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)			1000	0.5 = 1		
Base Capacity (vph)	248		1989	2051		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.20		0.37	0.40		
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 28 (31%), Reference	ed to phas	se 2:NBT	L and 6:5	SBT, Start	of Green	
Natural Cycle: 60	o prioc	,		, 5001	2.23.	
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.40						
Intersection Signal Delay (s	s/veh): 6.9			In	tersection LOS: A	
Intersection Capacity Utiliza	•				CU Level of Service A	
Analysis Period (min) 15						
,						
Splits and Phases: 6: Ba	nk & Avlm	ner				



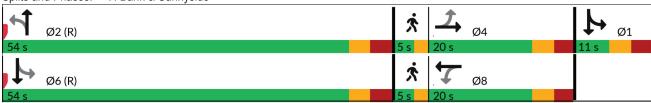
	۶	<b>→</b>	•	•	4	†	<b>\</b>	Į.				
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø6	Ø7	
Lane Configurations		4		4		€ि		ન ે િ				
Traffic Volume (vph)	40	36	19	55	28	464	80	516				
Future Volume (vph)	40	36	19	55	28	464	80	516				
Lane Group Flow (vph)	0	131	0	189	0	581	0	721				
Turn Type	Perm	NA	Perm	NA	Perm	NA	custom	NA				
Protected Phases		4		8		2	1	16	3	6	7	
Permitted Phases	4		8		2		6					
Detector Phase	4	4	8	8	2	2	1	16				
Switch Phase												
Minimum Initial (s)	6.4	6.4	5.3	5.3	17.0	17.0	5.0		1.0	17.0	1.0	
Minimum Split (s)	20.0	20.0	20.0	20.0	54.0	54.0	11.0		5.0	54.0	5.0	
Total Split (s)	20.0	20.0	20.0	20.0	54.0	54.0	11.0		5.0	54.0	5.0	
Total Split (%)	22.2%	22.2%	22.2%	22.2%	60.0%	60.0%	12.2%		6%	60%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		2.0	3.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9		0.0	3.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0						
Total Lost Time (s)		5.6		5.6		6.0						
Lead/Lag	Lag	Lag	Lag	Lag		0.0			Lead		Lead	
Lead-Lag Optimize?	9	9	Yes	Yes							Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None		None	C-Max	None	
Act Effct Green (s)	110110	18.0	110110	18.0	O Max	48.2	110110	54.6	110110	O Max	110110	
Actuated g/C Ratio		0.20		0.20		0.54		0.61				
v/c Ratio		0.63		0.66		0.40		0.48				
Control Delay (s/veh)		46.7		33.4		13.2		6.3				
Queue Delay		0.0		0.0		0.0		0.0				
Total Delay (s/veh)		46.7		33.4		13.2		6.3				
LOS		D		C		В		A				
Approach Delay (s/veh)		46.7		33.4		13.2		6.3				
Approach LOS		D		C		В		A				
Queue Length 50th (m)		20.4		19.7		28.9		15.8				
Queue Length 95th (m)		39.1		42.1		40.7		19.5				
Internal Link Dist (m)		75.1		136.0		63.1		79.0				
Turn Bay Length (m)		70.1		100.0		50.1		10.0				
Base Capacity (vph)		211		290		1451		1504				
Starvation Cap Reductn		0		0		0		0				
Spillback Cap Reductn		0		0		0		0				
Storage Cap Reductn		0		0		0		0				
Reduced v/c Ratio		0.62		0.65		0.40		0.48				
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 33 (37%), Reference	ed to nhas	se 2·NRT	l and 6:5	BTI Sta	art of Gre	en						
Natural Cycle: 90	ou to pride	, C LIND I	_ 4114 0.0	. J . L, Old	01 010	0.1						
Control Type: Actuated-Co	ordinated											
Maximum v/c Ratio: 0.66	or annatou											
Intersection Cignal Delay (	/ 1 45	^			ntorocotic	100 5	_					

Splits and Phases: 7: Bank & Sunnyside

Intersection Signal Delay (s/veh): 15.2

Intersection Capacity Utilization 69.9%

Analysis Period (min) 15



Intersection LOS: B

ICU Level of Service C

	۶	1	†	Ţ			
Lane Group	EBL	NBL	NBT	SBT	Ø4		
Lane Configurations	14		4	1			
Traffic Volume (vph)	52	40	235	339			
Future Volume (vph)	52	40	235	339			
Lane Group Flow (vph)	90	0	305	433			
Turn Type	Prot	Perm	NA	NA			
Protected Phases	10		2	6	4		
Permitted Phases		2					
Detector Phase	10	2	2	6			
Switch Phase							
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0		
Minimum Split (s)	21.0	48.0	48.0	48.0	11.0		
Total Split (s)	21.0	48.0	48.0	48.0	11.0		
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7		
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	5.7		6.8	6.8			
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	Min	None	None	C-Max	None		
Act Effct Green (s)	11.1		56.4	56.4			
Actuated g/C Ratio	0.14		0.71	0.71			
v/c Ratio	0.42		0.29	0.37			
Control Delay (s/veh)	37.3		5.4	6.1			
Queue Delay	0.0		0.0	0.0			
Total Delay (s/veh)	37.3		5.4	6.1			
LOS	D		Α	Α			
Approach Delay (s/veh)	37.3		5.4	6.1			
Approach LOS	D		Α	Α			
Queue Length 50th (m)	12.9		13.3	20.4			
Queue Length 95th (m)	25.2		27.5	40.5			
Internal Link Dist (m)	57.2		0.1	5.9			
Turn Bay Length (m)							
Base Capacity (vph)	297		1070	1168			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.30		0.29	0.37			
Intersection Summary							
Cycle Length: 80							
Actuated Cycle Length: 80							
Offset: 0 (0%), Referenced t	to phase	6:SBT, S	tart of Gr	een			
Natural Cycle: 80							
Control Type: Actuated-Coo	rdinated						
Maximum v/c Ratio: 0.42	/ 1) 2 -						
Intersection Signal Delay (s/					ntersection		
Intersection Capacity Utiliza	tion 61 89	%		10	:U Level o	f Service B	
Analysis Period (min) 15	11011 0 1.0	70			20 2010. 0	1 001 VI00 B	

Splits and Phases: 9: Queen Elizabeth Drive & Fifth



HCM 95th-tile Q

latana atian						
Intersection						
Intersection Delay, s/veh	7.7					
Intersection LOS	А					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1≽		W	
Traffic Vol, veh/h	5	116	83	5	5	5
Future Vol, veh/h	5	116	83	5	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	129	92	6	6	6
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
	WB		EB		SD	
Opposing Approach	WB 1		1		0	
Opposing Lanes	SB				0 WB	
Conflicting Approach Left			^			
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right	0		SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay, s/veh	7.8		7.5		7.3	
HCM LOS	Α		А		А	
Lane		EBLn1		SBLn1		
Vol Left, %		4%	0%	50%		
Vol Thru, %		96%	94%	0%		
Vol Right, %		0%	6%	50%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		121	88	10		
LT Vol		5	0	5		
Through Vol		116	83	0		
RT Vol		0	5	5		
Lane Flow Rate		134	98	11		
Geometry Grp		1	1	1		
Degree of Util (X)		0.151	0.109	0.013		
Departure Headway (Hd)		4.035	4.02	4.131		
Convergence, Y/N		Yes	Yes	Yes		
Сар		889	890	851		
Service Time		2.059	2.052	2.23		
HCM Lane V/C Ratio		0.151	0.11	0.013		
HCM Control Delay, s/veh		7.8	7.5	7.3		
HCM Lane LOS		Α	Α	Α		

0.4

0

0.5

HCM Control Delay, s/veh

HCM Lane LOS

HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	7.3					
Intersection LOS	7.5 A					
IIIIGI360IIUII LOO						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	₽			4	M	
Traffic Vol, veh/h	15	5	5	70	5	5
Future Vol, veh/h	15	5	5	70	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	6	6	78	6	6
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7		7.4		7	
HCM LOS	Α		Α		Α	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		50%	0%	7%		
Vol Thru, %		0%	75%	93%		
Vol Right, %		50%	25%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		10	20	75		
LT Vol		5	0	5		
Through Vol		0	15	70		
RT Vol		5	5	0		
Lane Flow Rate		11	22	83		
Geometry Grp		1	1	1		
Degree of Util (X)		0.012	0.024	0.092		
Departure Headway (Hd)		3.916	3.866	3.984		
Convergence, Y/N		Yes	Yes	Yes		
Cap		909	927	903		
Service Time		1.959	1.885	1.991		
HCM Lane V/C Ratio		0.012	0.024	0.092		
TOW Lane V/O Natio		0.012	0.024	0.032		

7

Α

0.1

Α

7.4

Α

0.3

Cap

Service Time

HCM Lane LOS

HCM 95th-tile Q

HCM Lane V/C Ratio

HCM Control Delay, s/veh

Intersection						
Intersection Delay, s/veh	8					
Intersection LOS	A					
moroodion 200						
Manager	- EDT	EDD	W/D:	MDT	NDI	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>∱</b>	_	00	र्ने	<b>\</b>	
Traffic Vol, veh/h	15	5	83	5	101	20
Future Vol, veh/h	15	5	83	5	101	20
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	6	92	6	112	22
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.3		8.1		8.1	
HCM LOS	Α		Α		Α	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		83%	0%	94%		
Vol Thru, %		0%	75%	6%		
Vol Right, %		17%	25%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		121	20	88		
LT Vol		101	0	83		
Through Vol		0	15	5		
RT Vol		20	5	0		
Lane Flow Rate		134	22	98		
Geometry Grp		1	1	1		
Degree of Util (X)		0.157	0.026	0.119		
Departure Headway (Hd)		4.21	4.2	4.378		
Convergence, Y/N		Yes	Yes	Yes		
Cam		0.42	0.50	010		

843

2.283

0.159

8.1

Α

0.6

858

2.2

7.3

Α

0.1

0.026

810

2.456

0.121

8.1

Α

0.4

Intersection		
Intersection Delay, s/veh	8	
Intersection LOS	Α	

III.COTOCOLIOTI ECO	, ,											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	39	46	0	0	0	90	56	38	35	0	0	101
Future Vol, veh/h	39	46	0	0	0	90	56	38	35	0	0	101
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	51	0	0	0	100	62	42	39	0	0	112
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	8.4					7.5	8.4					7.5
HCM LOS	Α					Α	Α					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	43%	46%	0%	0%	
Vol Thru, %	29%	54%	0%	0%	
Vol Right, %	27%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	129	85	90	101	
LT Vol	56	39	0	0	
Through Vol	38	46	0	0	
RT Vol	35	0	90	101	
Lane Flow Rate	143	94	100	112	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.175	0.123	0.111	0.122	
Departure Headway (Hd)	4.403	4.684	3.999	3.926	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	816	767	897	913	
Service Time	2.423	2.703	2.019	1.946	
HCM Lane V/C Ratio	0.175	0.123	0.111	0.123	
HCM Control Delay, s/veh	8.4	8.4	7.5	7.5	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.6	0.4	0.4	0.4	

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		<b>^</b>	<b></b>	
Traffic Vol, veh/h	1	31	0	641	654	0
Future Vol, veh/h	1	31	0	641	654	0
Conflicting Peds, #/h	r 0		0	0	0	86
Sign Control	Stop		Free	Free	Free	Free
RT Channelized	-		-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storag	ge, # 0	-	-	0	0	-
Grade, %	0		-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	1	34	0	712	727	0
Major/Minor	Minor2	N	/lajor1	N	Major2	
						0
Conflicting Flow All	1083	727	-	0	-	0
Stage 1	727 356	-	-	-	-	-
Stage 2		6 245	-	-	-	-
Critical Hdwy		6.245	-	-	-	-
Critical Hdwy Stg 1	5.445	-	-	-	-	-
Critical Hdwy Stg 2	5.845	-	-	-	-	-
Follow-up Hdwy	3.5285		-	-	-	-
Pot Cap-1 Maneuver		421	0	-	-	0
Stage 1	475	-	0	-	-	0
Stage 2	678	-	0	-	-	0
Platoon blocked, %	00.1	101		-	-	
Mov Cap-1 Maneuve		421	-	-	-	-
Mov Cap-2 Maneuve		-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay,			0		0	
HCM LOS	B		U		U	
TIOWI LOO	U					
Minor Lane/Major My	mt	NBTE	BLn1	SBT		
Capacity (veh/h)		-	421	-		
HCM Lane V/C Ratio		-	0.082	-		
HCM Control Delay (	s/veh)	-	14.3	-		
HCM Lane LOS		-	В	-		
HCM 95th %tile Q(ve	h)	-	0.3	-		

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	*/			4	<u>\$</u>	- U - J - N
Traffic Vol, veh/h	67	54	54	204	245	124
Future Vol, veh/h	67	54	54	204	245	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None		None	-	None
Storage Length	0	-	_	110116		-
Veh in Median Storage				0	0	_
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	74	60	60	227	272	138
Major/Minor M	linor2	N	/lajor1	, l	/lajor2	
Conflicting Flow All	688	341	410	0	-	0
Stage 1	341	-	-	-	_	-
Stage 2	347	_	_	_	_	_
Critical Hdwy	6.4	6.2	4.1	_		_
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	415	706	1160	-	-	-
Stage 1	725	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	391	706	1160	-	-	-
Mov Cap-2 Maneuver	391	-	-	-	-	-
Stage 1	682	_	_	-	_	_
Stage 2	720	_	_	_	_	_
Olugo Z	120					
Approach	EB		NB		SB	
HCM Control Delay, s/v	15.16		1.73		0	
HCM LOS	С					
J 200						
			NE		05-	055
Minor Lane/Major Mvm	t	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		377	-		-	-
HCM Lane V/C Ratio		0.052	-	0.276	-	-
HCM Control Delay (s/	veh)	8.3	0	15.2	-	-
HCM Lane LOS		Α	Α	С	-	-
HCM 95th %tile Q(veh)		0.2	-	1.1	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1,52	7	<b>↑</b> ⊅	HOR	UDL	<b>^</b>
Traffic Vol, veh/h	6	69	479	18	2	565
Future Vol, veh/h	6	69	479	18	2	565
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- Ctop			None		None
Storage Length	_	0	_	-	_	-
Veh in Median Storage		-	0	_	_	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	90	90	90	90	90	90
	0	0	2	0	2	2
Heavy Vehicles, %	7	77	532	20	2	628
Mvmt Flow	1	11	532	20	2	020
Major/Minor N	1inor1	١	/lajor1	N	Major2	
Conflicting Flow All	961	376	0	0	652	0
Stage 1	642	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Critical Hdwy	6.8	6.9	_	_	4.14	_
Critical Hdwy Stg 1	5.8	-	-	_	-	_
Critical Hdwy Stg 2	5.8	_	-	_	-	_
Follow-up Hdwy	3.5	3.3	_	_	2.22	_
Pot Cap-1 Maneuver	258	627	_	_	930	_
Stage 1	491	-	_	_	-	_
Stage 2	716	_	_	_	_	_
Platoon blocked, %	710		_	_		_
Mov Cap-1 Maneuver	230	561	_		832	_
Mov Cap-1 Maneuver	230	501	_	_	- 002	
Stage 1	439		-	-	_	<u> </u>
•	714	_	_	_	_	_
Stage 2	/ 14	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s/	12.43		0		0.03	
HCM LOS	В					
NAI		NDT	NDD	VDL 4	001	ODT
Minor Lane/Major Mvm	Iť	NBT		VBLn1	SBL	SBT
Capacity (veh/h)		-	-		832	-
HCM Lane V/C Ratio		-		0.137		-
	voh)	_	-	12.4	9.3	-
HCM Control Delay (s/	ven)					
HCM Lane LOS HCM 95th %tile Q(veh)		-	-	B 0.5	A 0	-

Intersection						
Int Delay, s/veh	2.9					
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<u>₽</u>	LUI	VVDL	4	NDL NDL	אטא
	116	117	_			5
			5	83	68	5
	116	117	5	83	68	5
Conflicting Peds, #/hr	0	100	100	0	100	100
9	ree	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None		None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
	129	130	6	92	76	6
	120	.00	Ū	02	10	
Major/Minor Ma	jor1	N	//ajor2	N	/linor1	
Conflicting Flow All	0	0	359	0	497	394
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	203	-
Critical Hdwy	_	_	4.12	_	6.42	6.22
Critical Hdwy Stg 1	_	_	-	_	5.42	-
Critical Hdwy Stg 2	_	_	_	_	5.42	_
Follow-up Hdwy	-	_	2.218		3.518	
Pot Cap-1 Maneuver	-	-	1200	-	532	655
Stage 1	-	-	_	_	756	-
Stage 2	-	-	-	-	831	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1073	-	423	524
Mov Cap-2 Maneuver	-	-	-	-	423	-
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	739	-
J						
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0.48		15.34	
HCM LOS					С	
Minor Lane/Major Mvmt	N	NBLn1	EBT	EBR	WBL	WBT
	<u>'</u>					
Capacity (veh/h)		429	-	-	102	-
HCM Lane V/C Ratio		0.189	-	-	0.005	-
HCM Control Delay (s/ve	eh)	15.3	-	-	8.4	0
HCM Lane LOS		С	-	-	Α	Α
HCM 95th %tile Q(veh)		0.7	-	-	0	-

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्स	₽		¥	
Traffic Vol, veh/h	5	30	72	106	91	5
Future Vol, veh/h	5	30	72	106	91	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	33	80	118	101	6
Major/Minor N	Major1	N	//ajor2	N	/linor2	
Conflicting Flow All	198	0	-	0	183	139
Stage 1	-	-	-	-	139	-
Stage 2	_	_	-	-	44	_
Critical Hdwy	4.12	-	-	_	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver		-	-	-	806	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	978	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1375	-	-	-	803	909
Mov Cap-2 Maneuver	-	-	-	-	803	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	978	-
<b>J</b>						
A mana a a b	ED		MD		C.D.	
Approach	EB		WB		SB	
HCM Control Delay, s/	v 1.09		0		10.13	
HCM LOS					В	
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		257	-	_	-	808
HCM Lane V/C Ratio		0.004	_	_	_	0.132
HCM Control Delay (s/		7.6	0	-	-	10.1
HCM Lane LOS		Α	A	-	-	В
HCM 95th %tile Q(veh	1)	0	-	-	-	0.5
	,					

# **Existing scenario**

2024 Sunday Peak Hour

1: Bank & Fifth 08/01/2024

	۶	<b>→</b>	•	-	4	<b>†</b>	-	ļ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	7	T <sub>P</sub>		4T∌		€ि	
Traffic Volume (vph)	52	36	118	64	15	468	22	486	
Future Volume (vph)	52	36	118	64	15	468	22	486	
Lane Group Flow (vph)	0	126	131	112	0	566	0	608	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag		0.0	0.0	0.0		0.0		0.0	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)		14.0	14.0	14.0	- 11107	50.0		50.0	
Actuated g/C Ratio		0.19	0.19	0.19		0.67		0.67	
v/c Ratio		0.53	0.65	0.36		0.30		0.33	
Control Delay (s/veh)		30.2	41.7	20.1		7.9		6.5	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		30.2	41.7	20.1		7.9		6.5	
LOS		C	D	C		A		A	
Approach Delay (s/veh)		30.2		31.8		7.9		6.5	
Approach LOS		C		C		Α		A	
Queue Length 50th (m)		13.6	17.3	9.0		32.0		15.8	
Queue Length 95th (m)		26.4	30.7	20.0		51.3		30.8	
Internal Link Dist (m)		49.7	30.7	112.4		195.6		190.0	
Turn Bay Length (m)		10.1	45.0	112.7		100.0		100.0	
Base Capacity (vph)		338	297	431		1903		1869	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.37	0.44	0.26		0.30		0.33	
		0.01	V.11	0.20		0.00		0.00	
Intersection Summary									
Cycle Length: 75									
Actuated Cycle Length: 75									

Actuated Cycle Length: 75
Offset: 42 (56%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

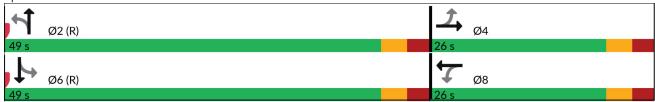
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection LOS: B Intersection Signal Delay (s/veh): 12.9 Intersection Capacity Utilization 58.2% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Bank & Fifth



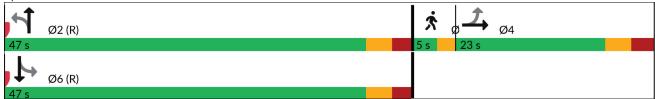
#### 2: Bank & Holmwood

	-	<b>←</b>	4	<b>†</b>	-	ļ		
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	Ø3	
Lane Configurations	4			4î∌		4ी∌		
Traffic Volume (vph)	17	0	31	494	22	519		
Future Volume (vph)	17	0	31	494	22	519		
Lane Group Flow (vph)	107	2	0	670	0	639		
Turn Type	NA		Perm	NA	Perm	NA		
Protected Phases	4			2		6	3	
Permitted Phases			2		6			
Detector Phase	4		2	2	6	6		
Switch Phase								
Minimum Initial (s)	4.4		10.0	10.0	4.0	4.0	1.0	
Minimum Split (s)	23.0		47.0	47.0	47.0	47.0	5.0	
Total Split (s)	23.0		47.0	47.0	47.0	47.0	5.0	
Total Split (%)	30.7%		62.7%	62.7%	62.7%	62.7%	7%	
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.6		2.2	2.2	2.2	2.2	0.0	
Lost Time Adjust (s)	0.0			0.0		0.0		
Total Lost Time (s)	5.6			5.2		5.2		
Lead/Lag	Lag						Lead	
Lead-Lag Optimize?								
Recall Mode	None		C-Max	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	11.2	0.0		56.4		56.4		
Actuated g/C Ratio	0.15	0.00		0.75		0.75		
v/c Ratio	0.53	0.01		0.34		0.30		
Control Delay (s/veh)	38.2	0.0		7.2		8.2		
Queue Delay	0.0	0.0		0.0		0.0		
Total Delay (s/veh)	38.2	0.0		7.2		8.2		
LOS	D	Α		A		A		
Approach Delay (s/veh)	38.2			7.2		8.2		
Approach LOS	D			A		A		
Queue Length 50th (m)	14.2	0.0		30.2		19.5		
Queue Length 95th (m)	26.7	0.0		49.5		44.3		
Internal Link Dist (m)	39.8	116.8		31.5		195.6		
Turn Bay Length (m)	0.40	4.10		4000		0404		
Base Capacity (vph)	313	143		1966		2124		
Starvation Cap Reductn	0	0		0		0		
Spillback Cap Reductn	0	0		0		0		
Storage Cap Reductn	0	0		0		0		
Reduced v/c Ratio	0.34	0.01		0.34		0.30		
Intersection Summary								
Cycle Length: 75								
Actuated Cycle Length: 75								
Offset: 16 (21%), Reference	ed to phas	e 2:NBT	L and 6:S	SBTL, Sta	art of Gre	en		
Natural Cycle: 75								
Control Type: Actuated-Co	ordinated							

Maximum v/c Ratio: 0.53

Intersection Signal Delay (s/veh): 10.0 Intersection LOS: A Intersection Capacity Utilization Err% Analysis Period (min) 15 ICU Level of Service H

Splits and Phases: 2: Bank & Holmwood



### 3: Bank & Exhibition

	<	*	<b>†</b>	-	<b>↓</b>				
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø3	Ø6	Ø7	
Lane Configurations	*	7	<b>†</b> 1>	*	<b>^</b>				
Traffic Volume (vph)	120	63	397	170	423				
Future Volume (vph)	120	63	397	170	423				
Lane Group Flow (vph)	133	70	570	189	470				
Turn Type	Perm	Perm		custom	NA				
Protected Phases			2	1	16	3	6	7	
Permitted Phases	8	8		6					
Detector Phase	8	8	2	1	16				
Switch Phase			_						
Minimum Initial (s)	10.0	10.0	10.0	1.0		3.0	10.0	3.0	
Minimum Split (s)	26.0	26.0	27.0	7.9		5.0	27.0	5.0	
Total Split (s)	26.0	26.0	27.0	12.0		5.0	27.0	5.0	
Total Split (%)	34.7%	34.7%	36.0%	16.0%		7%	36%	7%	
Yellow Time (s)	3.3	3.3	3.0	3.0		2.0	3.0	2.0	
All-Red Time (s)	3.0	3.0	3.9	3.9		0.0	3.9	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0					
Total Lost Time (s)	6.3	6.3	6.9	6.9					
Lead/Lag				Lead		Lag			
Lead-Lag Optimize?				Yes		Yes			
Recall Mode	None	None	C-Max	None		None	C-Max	None	
Act Effct Green (s)	12.5	12.5	40.6	45.7	54.0				
Actuated g/C Ratio	0.17	0.17	0.54	0.61	0.72				
v/c Ratio	0.53	0.29	0.36	0.41	0.21				
Control Delay (s/veh)	35.8	10.2	11.3	12.4	5.1				
Queue Delay	0.0	0.0	0.0	0.0	0.0				
Total Delay (s/veh)	35.8	10.2	11.3	12.4	5.1				
LOS	D	В	В	В	Α				
Approach Delay (s/veh)	27.0		11.3		7.1				
Approach LOS	С		В		Α				
Queue Length 50th (m)	17.6	0.0	21.9	7.5	10.4				
Queue Length 95th (m)	31.2	9.4	37.9	26.0	23.4				
Internal Link Dist (m)	30.6		33.7		44.8				
Turn Bay Length (m)				40.0					
Base Capacity (vph)	399	347	1584	462	2283				
Starvation Cap Reductn	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0				
Reduced v/c Ratio	0.33	0.20	0.36	0.41	0.21				
Intersection Summary									
0 1 1 1 2 1 3 5									

Cycle Length: 75

Actuated Cycle Length: 75

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

Natural Cycle: 75

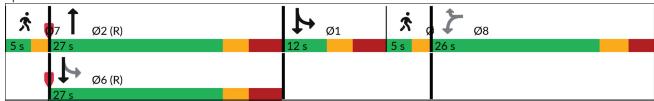
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay (s/veh): 11.6 Intersection LOS: B
Intersection Capacity Utilization 59.6% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition



# 6: Bank & Aylmer

	۶	1	<b>†</b>	ļ		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	W		414	<b>†</b> ‡		
Traffic Volume (vph)	50	13	572	627		
Future Volume (vph)	50	13	572	627		
Lane Group Flow (vph)	76	0	650	753		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2		6		
Detector Phase	4	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	4.0	
Total Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	0.0	
Lost Time Adjust (s)	0.0		0.0	0.0	<b>-</b>	
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag		0.2	0.2	Lead	
Lead-Lag Optimize?	Lag				_300	
Recall Mode	None	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	10.8	Jillan	72.6	72.6	110110	
Actuated g/C Ratio	0.12		0.81	0.81		
v/c Ratio	0.40		0.27	0.31		
Control Delay (s/veh)	35.7		2.4	3.4		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	35.7		2.4	3.4		
LOS	D		Α	Α		
Approach Delay (s/veh)	35.7		2.4	3.4		
Approach LOS	D		Α.	Α		
Queue Length 50th (m)	9.6		10.8	15.8		
Queue Length 95th (m)	21.9		14.3	26.2		
Internal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)	10.1		20.1	10.1		
Base Capacity (vph)	281		2411	2463		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.27		0.27	0.31		
Neduced V/C Natio	0.21		0.21	0.51		
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 87 (97%), Reference	ed to phas	e 2:NBT	L and 6:8	SBT, Start	t of Green	
Natural Cycle: 90						
Control Type: Actuated-Coo	ordinated					
Maximum v/c Ratio: 0.40						
Intersection Signal Delay (s	/veh): 4.6			Ir	ntersection L	OS: A
Intersection Capacity Utiliza	•				CU Level of S	
Analysis Period (min) 15						
, , , , , , , , , , , , , , , , , , , ,						
Splits and Phases: 6: Ba	nk & Aylm	er				

Spins and Fhases. O. Dank & Ayimer

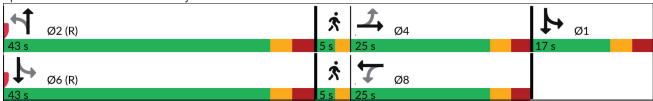


	۶	<b>→</b>	•	+	•	†	<b>/</b>	<b>↓</b>				
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø6	Ø7	
Lane Configurations		4		4		4ी रे		€ि				
Traffic Volume (vph)	41	32	15	49	18	448	113	482				
Future Volume (vph)	41	32	15	49	18	448	113	482				
Lane Group Flow (vph)	0	114	0	185	0	530	0	751				
Turn Type	Perm	NA	Perm	NA	Perm	NA	custom	NA				
Protected Phases		4		8		2	1	16	3	6	7	
Permitted Phases	4		8		2		6					
Detector Phase	4	4	8	8	2	2	1	16				
Switch Phase												
Minimum Initial (s)	6.4	6.4	5.3	5.3	17.0	17.0	5.0		1.0	17.0	1.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0		5.0	43.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0		5.0	43.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%		6%	48%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		2.0	3.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9		0.0	3.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0						
Total Lost Time (s)		5.6		5.6		6.0						
Lead/Lag	Lag	Lag	Lag	Lag					Lead		Lead	
Lead-Lag Optimize?			Yes	Yes							Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None		None	C-Max	None	
Act Effct Green (s)		14.6		14.6		44.6		58.0				
Actuated g/C Ratio		0.16		0.16		0.50		0.64				
v/c Ratio		0.78		0.70		0.37		0.49				
Control Delay (s/veh)		67.8		32.8		16.5		4.7				
Queue Delay		0.0		0.0		0.0		0.0				
Total Delay (s/veh)		67.8		32.8		16.5		4.7				
LOS		Е		С		В		Α				
Approach Delay (s/veh)		67.8		32.8		16.5		4.7				
Approach LOS		Е		С		В		Α				
Queue Length 50th (m)		19.1		16.5		28.7		8.6				
Queue Length 95th (m)		34.5		35.5		47.5		11.3				
Internal Link Dist (m)		75.1		136.0		63.1		79.0				
Turn Bay Length (m)												
Base Capacity (vph)		199		333		1417		1547				
Starvation Cap Reductn		0		0		0		0				
Spillback Cap Reductn		0		0		0		0				
Storage Cap Reductn		0		0		0		0				
Reduced v/c Ratio		0.57		0.56		0.37		0.49				
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 23 (26%), Reference	ed to phas	se 2:NBT	L and 6:S	BTL, Sta	art of Gre	en						
Natural Cycle: 90												
Control Type: Actuated-Co	ordinated											
Maximum v/c Ratio: 0.78	- / I-\ 40	_			- f	- 100	<b>.</b>					
Intersection Signal Delay (s					ntersectio							

Splits and Phases: 7: Bank & Sunnyside

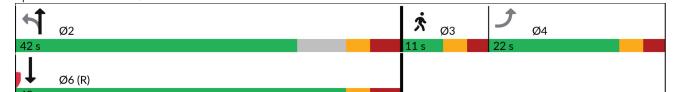
Intersection Capacity Utilization 72.1%

Analysis Period (min) 15



ICU Level of Service C

	•	4	<b>†</b>	ļ				
Lane Group	EBL	NBL	NBT	SBT	Ø3			
Lane Configurations	W		4	ĵ.				
Traffic Volume (vph)	12	198	12	11				
Future Volume (vph)	12	198	12	11				
Lane Group Flow (vph)	154	0	233	40				
Turn Type	Perm	Perm	NA	NA				
Protected Phases			2	6	3			
Permitted Phases	4	2	_		•			
Detector Phase	4	2	2	6				
Switch Phase	•	<del>-</del>	_	•				
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0			
Minimum Split (s)	22.0	42.0	42.0	42.0	9.7			
Total Split (s)	22.0	42.0	42.0	48.0	11.0			
Total Split (%)	27.2%	51.9%	51.9%	59.3%	14%			
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0			
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7			
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	<u> </u>			
Total Lost Time (s)	5.7		6.8	6.8				
Lead/Lag	Lag		0.0	0.0	Lead			
Lead-Lag Optimize?	Yes				Yes			
Recall Mode	Min	None	None	C-Max	None			
Act Effct Green (s)	14.0	INOILE	54.5	54.5	NONE			
Actuated g/C Ratio	0.17		0.67	0.67				
//c Ratio	0.17		0.07	0.07				
Control Delay (s/veh)	40.6		7.3	5.6				
Queue Delay	0.0		0.0	0.0				
Total Delay (s/veh)	40.6		7.3	5.6				
_OS	40.0 D		7.5 A	J.0				
Approach Delay (s/veh)	40.6		7.3	5.6				
Approach LOS	40.0 D		7.5 A	J.0				
Queue Length 50th (m)	22.3		12.4	1.8				
Queue Length 95th (m)	37.4		27.9	5.7				
nternal Link Dist (m)	57.4		0.1	5.9				
Turn Bay Length (m)	51.2		0.1	5.5				
Base Capacity (vph)	306		804	1026				
Starvation Cap Reductn	0		004	0				
Spillback Cap Reductin	0		0	0				
Storage Cap Reductn	0		0	0				
Reduced v/c Ratio	0.50		0.29	0.04				
	0.00		0.20	0.01				
Intersection Summary								
Cycle Length: 81								
Actuated Cycle Length: 81	14	C.ODT O	11 -5 0-					
Offset: 0 (0%), Referenced	to phase	6:SB1, S	tart of Gr	een				
Natural Cycle: 75	P C . I							
Control Type: Actuated-Co	ordinated							
Maximum v/c Ratio: 0.61	-11.\ 40	1			-tt' 100 D			
ntersection Signal Delay (s	,				ntersection LOS: B	Δ		
Intersection Capacity Utiliz	ation 38.3	%		IC	CU Level of Service	A		
Analysis Period (min) 15								
Splits and Phases: 9: Qu	ueen Eliza	beth Driv	e & Fifth					
5p.1.0 d.1.d.1 11.d.000. 0. Q.	LIIZU	2001 DIIV	- w : iiiii				1 .	



HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	7.9					
Intersection LOS	Α					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	1≽		N/	
Traffic Vol, veh/h	5	141	100	5	5	5
Future Vol, veh/h	5	141	100	5	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	157	111	6	6	6
Number of Lanes	0	1	1	0	1	0
Annroach	EB		WB		SB	
Approach					SD	
Opposing Approach	WB		EB		0	
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB		0		WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay, s/veh	8		7.7		7.4	
HCM LOS	Α		Α		Α	
Lane		EBLn1	WBLn1	SBLn1		
Vol Left, %		3%	0%	50%		
Vol Thru, %		97%	95%	0%		
Vol Right, %		0%	5%	50%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		146	105	10		
LT Vol		5	0	5		
Through Vol		141	100	0		
RT Vol		0	5	5		
Lane Flow Rate		162	117	11		
Geometry Grp		1	1	1		
Degree of Util (X)		0.182	0.131	0.013		
Departure Headway (Hd)		4.048	4.046	4.328		
Convergence, Y/N		Yes	Yes	Yes		
Сар		886	883	832		
Service Time		2.076	2.084	2.328		
HCM Lane V/C Ratio		0.183	0.133	0.013		
HCM Control Delay, s/veh		8	7.7	7.4		
HCM Lane LOS		Α	Α	Α		
LIOM OF HE ALLE O		0.7	0.5	0		

0.5

0

HCM Lane LOS

HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	7.9					
Intersection LOS	Α					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	£			ની	W	
Traffic Vol, veh/h	14	5	5	158	5	5
Future Vol, veh/h	14	5	5	158	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	6	6	176	6	6
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB		.,,,,	
Opposing Lanes	1		1		0	
Conflicting Approach Left	1		NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.1		8		7.2	
HCM LOS	Α.Ι		A		7.2 A	
HOW LOO						
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		50%	0%	3%		
Vol Thru, %		0%	74%	97%		
Vol Right, %		50%	26%	0%		
Sign Control		Stop	Stop			
		5top 10	5top 19	Stop 163		
Traffic Vol by Lane LT Vol			0			
		5		5 150		
Through Vol		0	14	158		
RT Vol		5	5	0		
Lane Flow Rate		11	21	181		
Geometry Grp		1	1	1		
Degree of Util (X)		0.013	0.023	0.2		
Departure Headway (Hd)		4.083	3.93	3.976		
Convergence, Y/N		Yes	Yes	Yes		
Сар		864	907	906		
Service Time		2.166	1.969	1.985		
HCM Lane V/C Ratio		0.013	0.023	0.2		
HCM Control Delay, s/veh		7.2	7.1	8		
HCM Lang LOS		٨	٨	٨		

Α

Α

0.1

Α

HCM Control Delay, s/veh

HCM Lane LOS

HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	8					
Intersection LOS	Α					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1}			4	W	
Traffic Vol, veh/h	14	5	54	3	122	24
Future Vol, veh/h	14	5	54	3	122	24
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	6	60	3	136	27
Number of Lanes	1	0	0	1	1	0
	EB		WB	·	NB	-
Approach					INR	
Opposing Approach	WB		EB		^	
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.3		7.9		8.2	
HCM LOS	Α		А		Α	
Lane		NBLn1		WBLn1		
Vol Left, %		84%	0%	95%		
Vol Thru, %		0%	74%	5%		
Vol Right, %		16%	26%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		146	19	57		
LT Vol		122	0	54		
Through Vol		0	14	3		
RT Vol		24	5	0		
Lane Flow Rate		162	21	63		
Geometry Grp		1	1	1		
Degree of Util (X)		0.187	0.025	0.078		
Departure Headway (Hd)		4.148	4.216	4.425		
Convergence, Y/N		Yes	Yes	Yes		
Cap		860	854	798		
Service Time		2.202	2.216	2.516		
HCM Lane V/C Ratio		0.188	0.025	0.079		
HOM O LITTLE TO TAKE		0.100	0.020	0.010		

8.2

Α

0.7

7.3

Α

0.1

7.9

Α

Intersection												
Intersection Delay, s/veh	9.8											
Intersection LOS	Α											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lano Configurations						#						A.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	67	79	0	0	0	223	97	65	60	0	0	101
Future Vol, veh/h	67	79	0	0	0	223	97	65	60	0	0	101
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	88	0	0	0	248	108	72	67	0	0	112
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	9.9					9.4	10.6					8.5
HCM LOS	Α					Α	В					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	44%	46%	0%	0%	
Vol Thru, %	29%	54%	0%	0%	
Vol Right, %	27%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	222	146	223	101	
LT Vol	97	67	0	0	
Through Vol	65	79	0	0	
RT Vol	60	0	223	101	
Lane Flow Rate	247	162	248	112	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.339	0.234	0.304	0.144	
Departure Headway (Hd)	4.943	5.183	4.417	4.619	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	720	685	805	765	
Service Time	3.028	3.272	2.496	2.717	
HCM Lane V/C Ratio	0.343	0.236	0.308	0.146	
HCM Control Delay, s/veh	10.6	9.9	9.4	8.5	
HCM Lane LOS	В	Α	Α	Α	
HCM 95th-tile Q	1.5	0.9	1.3	0.5	

Lane Configurations         ↑         ↑         ↑           Traffic Vol, veh/h         5         149         105         527           Future Vol, veh/h         5         149         105         527           Conflicting Peds, #/hr         0         0         178         0           Sign Control         Stop         Stop         Free		rsection	
Movement         EBL         EBR         NBL         NBT           Lane Configurations         ↑         ↑         ↑         ↑           Traffic Vol, veh/h         5         149         105         527           Future Vol, veh/h         5         149         105         527           Conflicting Peds, #/hr         0         0         178         0           Sign Control         Stop         Stop         Free         F		Delay, s/veh 4.6	
Lane Configurations         ↑         ↑         ↑           Traffic Vol, veh/h         5         149         105         527           Future Vol, veh/h         5         149         105         527           Conflicting Peds, #/hr         0         0         178         0           Sign Control         Stop         Stop         Free	T CDT	romant EDI EDD NDI NDT	T CDD
Traffic Vol, veh/h			
Future Vol, veh/h Conflicting Peds, #/hr O Sign Control Stop Stop Stop Free Free Free Free Free Free Free Fre			
Conflicting Peds, #/hr         0         0         178         0           Sign Control         Stop         Stop         Free         Free <td></td> <td></td> <td></td>			
Sign Control         Stop         Stop         Free         O           Grade         4         0         -         -         0		,	
RT Channelized         - None         - None           Storage Length         - 0         0           Veh in Median Storage, # 0         0         - 0           Grade, %         0         0           Peak Hour Factor         90         90         90           Heavy Vehicles, %         3         3         3         3           Mwmt Flow         6         166         117         586           Major/Minor         Minor2         Major1         Ma           Conflicting Flow All         1262         736         769         0           Stage 1         736          -         -           Stage 2         526          -         -           Critical Hdwy         6.645         6.245         4.145         -           Critical Hdwy Stg 1         5.445          -         -           Critical Hdwy Stg 2         5.845          -         -           Critical Hdwy Stg 2         5.845          -         -           Follow-up Hdwy         3.52853.32852.2285         -         -           Pot Cap-1 Maneuver         173         416			
Storage Length         -         0         -         -         0           Veh in Median Storage, #         0         -         -         0           Grade, %         0         -         -         0           Peak Hour Factor         90         90         90         90           Heavy Vehicles, %         3         3         3         3           Mvmt Flow         6         166         117         586           Major/Minor         Minor2         Major1         Ma           Conflicting Flow All         1262         736         769         0           Stage 1         736         -         -         -           Stage 2         526         -         -         -           Critical Hdwy         5645         6.245         4.145         -           Critical Hdwy Stg 1         5.445         -         -         -           Follow-up Hdwy         3.52853.32852.2285         -         -           Pot Cap-1 Maneuver         173         416         838         -           Stage 2         556         -         -         -           Platoon blocked, %         -         -         <	e Free	Control Stop Stop Free Free	e Free
Veh in Median Storage, #         0         -         -         0           Grade, %         0         -         -         0           Peak Hour Factor         90         90         90         90           Heavy Vehicles, %         3         3         3         3         3           Mwmt Flow         6         166         117         586           Major/Minor         Minor2         Major1         Ma           Conflicting Flow All         1262         736         769         0           Stage 1         736         -         -         -           Stage 2         526         -         -         -           Critical Hdwy         6.645         6.245         4.145         -           Critical Hdwy Stg 2         5.845         -         -         -           Follow-up Hdwy         3.52853.32852.2285         -         -           Pot Cap-1 Maneuver         173         416         838         -           Stage 1         470         -         -         -           Mov Cap-1 Maneuver         91         337         680         -           Mov Cap-2 Maneuver         91         - <td>е -</td> <td>Channelized - None - None</td> <td>- None</td>	е -	Channelized - None - None	- None
Veh in Median Storage, #         0         -         -         0           Grade, %         0         -         -         0           Peak Hour Factor         90         90         90         90           Heavy Vehicles, %         3         3         3         3         3           Mwmt Flow         6         166         117         586           Major/Minor         Minor2         Major1         Ma           Conflicting Flow All         1262         736         769         0           Stage 1         736         -         -         -           Stage 2         526         -         -         -           Critical Hdwy         6.645         6.245         4.145         -           Critical Hdwy Stg 2         5.845         -         -         -           Follow-up Hdwy         3.52853.32852.2285         -         -           Pot Cap-1 Maneuver         173         416         838         -           Stage 2         556         -         -         -           Platoon blocked, %         -         -         -         -           Mov Cap-1 Maneuver         91         337		age Length - 0	
Grade, %         0         -         -         0           Peak Hour Factor         90         90         90         90           Heavy Vehicles, %         3         3         3         3           Mvmt Flow         6         166         117         586           Major/Minor         Minor2         Major1         Ma           Conflicting Flow All         1262         736         769         0           Stage 1         736         -         -         -           Stage 2         526         -         -         -           Critical Hdwy         6.645         6.245         4.145         -           Critical Hdwy Stg 1         5.445         -         -         -           Follow-up Hdwy         3.52853.32852.2285         -         -           Pot Cap-1 Maneuver         173         416         838         -           Stage 1         470         -         -         -           Stage 2         556         -         -         -           Platoon blocked, %         -         -         -         -         -           Mov Cap-1 Maneuver         91         337         680<	0 0		0 -
Peak Hour Factor         90         90         90         90           Heavy Vehicles, %         3         3         3         3         3           Mvmt Flow         6         166         117         586           Major/Minor         Minor2         Major1         Ma           Conflicting Flow All         1262         736         769         0           Stage 1         736         -         -         -           Stage 2         526         -         -         -           Critical Hdwy         6.645         6.245         4.145         -           Critical Hdwy Stg 1         5.445         -         -         -           Critical Hdwy Stg 2         5.845         -         -         -           Follow-up Hdwy         3.52853.32852.2285         -         -           Pot Cap-1 Maneuver         173         416         838         -           Stage 1         470         -         -         -           Mov Cap-1 Maneuver         91         337         680         -           Mov Cap-2 Maneuver         91         -         -         -           Stage 1         303         - <td></td> <td></td> <td></td>			
Meavy Vehicles, %         3         3         3         3         3           Mvmt Flow         6         166         117         586           Major/Minor         Minor2         Major1         Ma           Conflicting Flow All         1262         736         769         0           Stage 1         736         -         -         -           Stage 2         526         -         -         -           Critical Hdwy         6.645         6.245         4.145         -           Critical Hdwy Stg 1         5.445         -         -         -           Critical Hdwy Stg 2         5.845         -         -         -           Follow-up Hdwy         3.52853.32852.2285         -         -           Pot Cap-1 Maneuver         173         416         838         -           Stage 1         470         -         -         -           Stage 2         556         -         -         -           Platoon blocked, %         -         -         -         -           Mov Cap-1 Maneuver         91         337         680         -           Stage 1         303         - <t< td=""><td></td><td>,</td><td></td></t<>		,	
Momental Major/Minor         Minor Minor Major			
Major/Minor         Minor2         Major1         Ma           Conflicting Flow All         1262         736         769         0           Stage 1         736         -         -         -           Stage 2         526         -         -         -           Critical Hdwy         6.645         6.245         4.145         -           Critical Hdwy Stg 1         5.445         -         -         -           Critical Hdwy Stg 2         5.845         -         -         -           Follow-up Hdwy         3.52853.32852.2285         -         -           Pot Cap-1 Maneuver         173         416         838         -           Stage 1         470         -         -         -           Stage 2         556         -         -         -           Platoon blocked, %         -         -         -         -           Mov Cap-1 Maneuver         91         337         680         -           Mov Cap-2 Maneuver         91         -         -         -           Stage 2         451         -         -         -           Approach         EB         NB         NB		· · · · · · · · · · · · · · · · · · ·	
Conflicting Flow All 1262 736 769 0  Stage 1 736	5 520	0 100 117 300	.0
Conflicting Flow All 1262 736 769 0  Stage 1 736			
Conflicting Flow All 1262 736 769 0  Stage 1 736	Major2	or/Minor Minor2 <u>Major1</u> N	r2
Stage 1       736       -       -       -         Stage 2       526       -       -       -         Critical Hdwy       6.645       6.245       4.145       -         Critical Hdwy Stg 1       5.445       -       -       -         Critical Hdwy Stg 2       5.845       -       -       -         Follow-up Hdwy       3.52853.32852.2285       -       -         Pot Cap-1 Maneuver       173       416       838       -         Stage 1       470       -       -       -         Stage 2       556       -       -       -       -         Platoon blocked, %       -       -       -       -       -         Mov Cap-1 Maneuver       91       337       680       -         Mov Cap-2 Maneuver       91       -       -       -         Stage 2       451       -       -       -         Approach       EB       NB         HCM Control Delay, s/25.53       3.28         HCM LOS       D       -       -         Minor Lane/Major Mvmt       NBL       NBT EBLn1       -         Capacity (veh/h)       569       -			
Stage 2       526       -       -       -         Critical Hdwy       6.645       6.245       4.145       -       -         Critical Hdwy       5.445       -       -       -         Critical Hdwy       3.52853.32852.2285       -       -         Follow-up Hdwy       3.52853.32852.2285       -       -         Pot Cap-1 Maneuver       173       416       838       -         Stage 1       470       -       -       -         Stage 2       556       -       -       -         Mov Cap-1 Maneuver       91       337       680       -         Mov Cap-2 Maneuver       91       -       -       -         Stage 1       303       -       -       -         Approach       EB       NB         HCM Control Delay, s/25.53       3.28         HCM LOS         Minor Lane/Major Mvmt       NBL       NBTEBLn1       3         Capacity (veh/h)       569       -       337		<del>-</del>	
Critical Hdwy		<u> </u>	
Critical Hdwy Stg 1 5.445			_
Critical Hdwy Stg 2 5.845 Follow-up Hdwy 3.52853.32852.2285 - Pot Cap-1 Maneuver 173 416 838 - Stage 1 470 Stage 2 556 Flatoon blocked, % - Mov Cap-1 Maneuver 91 337 680 - Mov Cap-2 Maneuver 91 Stage 1 303 Stage 2 451 Flatoon blocked Mov Cap-2 Maneuver 91		•	
Follow-up Hdwy 3.52853.32852.2285 - Pot Cap-1 Maneuver 173 416 838 - Stage 1 470 Stage 2 556 Platoon blocked, %  Mov Cap-1 Maneuver 91 337 680 - Mov Cap-2 Maneuver 91 Stage 1 303 Stage 2 451  Approach EB NB HCM Control Delay, s/25.53 3.28 HCM LOS D  Minor Lane/Major Mvmt NBL NBTEBLn1 3 Capacity (veh/h) 569 - 337			
Pot Cap-1 Maneuver       173       416       838       -         Stage 1       470       -       -       -         Stage 2       556       -       -       -       -         Platoon blocked, %       - <t< td=""><td></td><td>, ,</td><td></td></t<>		, ,	
Stage 1       470       -       -       -         Stage 2       556       -       -       -         Platoon blocked, %       -       -       -         Mov Cap-1 Maneuver       91       337       680       -         Mov Cap-2 Maneuver       91       -       -       -         Stage 1       303       -       -       -         Stage 2       451       -       -       -         Approach       EB       NB         HCM Control Delay, s/25.53       3.28         HCM LOS       D         Minor Lane/Major Mvmt       NBL       NBTEBLn1         Capacity (veh/h)       569       -       337			
Stage 2       556       -       -       -         Platoon blocked, %       -       -       -         Mov Cap-1 Maneuver       91       337       680       -         Mov Cap-2 Maneuver       91       -       -       -         Stage 1       303       -       -       -       -         Stage 2       451       -       -       -       -         Approach       EB       NB         HCM Control Delay, s/25.53       3.28         HCM LOS       D            Minor Lane/Major Mvmt       NBL       NBTEBLn1         Capacity (veh/h)       569       -       337		•	
Platoon blocked, %			
Mov Cap-1 Maneuver       91       337       680       -         Mov Cap-2 Maneuver       91       -       -       -         Stage 1       303       -       -       -         Stage 2       451       -       -       -         Approach       EB       NB         HCM Control Delay, s/25.53       3.28         HCM LOS       D         Minor Lane/Major Mvmt       NBL       NBTEBLn1         Capacity (veh/h)       569       -       337			
Mov Cap-2 Maneuver         91         -			
Stage 1       303       -       -       -         Stage 2       451       -       -       -         Approach       EB       NB         HCM Control Delay, s/25.53       3.28         HCM LOS       D         Minor Lane/Major Mvmt       NBL       NBTEBLn1         Capacity (veh/h)       569       -       337		Cap-1 Maneuver 91 337 680 -	
Stage 1       303       -       -       -         Stage 2       451       -       -       -         Approach       EB       NB         HCM Control Delay, s/25.53       3.28         HCM LOS       D         Minor Lane/Major Mvmt       NBL       NBTEBLn1         Capacity (veh/h)       569       -       337		Cap-2 Maneuver 91	
Stage 2         451         -         -         -           Approach         EB         NB           HCM Control Delay, s/25.53         3.28           HCM LOS         D           Minor Lane/Major Mvmt         NBL         NBTEBLn1           Capacity (veh/h)         569         -         337		•	
Approach EB NB HCM Control Delay, s/25.53 3.28 HCM LOS D  Minor Lane/Major Mvmt NBL NBTEBLn1 3 Capacity (veh/h) 569 - 337		•	
HCM Control Delay, s/25.53 3.28 HCM LOS D  Minor Lane/Major Mvmt NBL NBTEBLn1 3 Capacity (veh/h) 569 - 337		<u>.</u>	
HCM Control Delay, s/25.53 3.28 HCM LOS D  Minor Lane/Major Mvmt NBL NBTEBLn1 3 Capacity (veh/h) 569 - 337			
HCM LOS D  Minor Lane/Major Mvmt NBL NBTEBLn1 S Capacity (veh/h) 569 - 337	SB	roach EB NB	В
HCM LOS D  Minor Lane/Major Mvmt NBL NBTEBLn1 S Capacity (veh/h) 569 - 337	0	M Control Delay, s/25.53 3.28	0
Minor Lane/Major Mvmt NBL NBTEBLn1 S Capacity (veh/h) 569 - 337		<b>y</b> /	
Capacity (veh/h) 569 - 337			
Capacity (veh/h) 569 - 337	4 655		
		•	T SBR
110141 1/10 D () 0 170 0 170			
HCM Lane V/C Ratio 0.172 - 0.491	1 -	M Lane V/C Ratio 0.172 - 0.491	
HCM Control Delay (s/veh) 11.4 1.7 25.5	5 -	M Control Delay (s/veh) 11.4 1.7 25.5	
HCM Lane LOS B A D			
HCM 95th %tile Q(veh) 0.6 - 2.6			
,		, , , , , , , , , , , , , , , , , , , ,	

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	T T	NDL	<b>↑</b> ↑	<u>361</u>	אופט
Traffic Vol, veh/h	2	68	0	<b>TT</b> 607	<b>T</b> 626	1
Future Vol, veh/h	2	68		607	626	1
		00	0	0	020	86
Conflicting Peds, #/hr						
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storag		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	76	0	674	696	1
Maior/Minor	Minar		1-1-4		1-i0	
	Minor2		/lajor1		/lajor2	
Conflicting Flow All	1119	782	-	0	-	0
Stage 1	782	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.645	6.245	-	-	-	-
Critical Hdwy Stg 1	5.445	-	-	-	-	-
Critical Hdwy Stg 2	5.845	-	-	-	-	-
	3.52853	3.3285	-	-	-	-
Pot Cap-1 Maneuver	213	391	0	-	-	-
Stage 1	448	-	0	_	_	_
Stage 2	693	_	0	_	_	_
Platoon blocked, %	093	_	U	_	_	_
	. 170	250			-	
Mov Cap-1 Maneuve		356	-	-	-	-
Mov Cap-2 Maneuve		-	-	-	-	-
Stage 1	407	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Annroach	EB		NB		SB	
Approach						
HCM Control Delay, s			0		0	
HCM LOS	С					
Minor Lane/Major Mv	mt	NBTE	RI n1	SBT	SBR	
	IIIL				אמט	
Capacity (veh/h)		-		-	-	
HCM Lane V/C Ratio		-	0.212	-	-	
HCM Control Delay (s	s/veh)	-		-	-	
HCM Lane LOS		-	С	-	-	
HCM 95th %tile Q(ve	h)	-	0.8	-	-	

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	\$	
Traffic Vol, veh/h	84	132	69	125	65	57
Future Vol, veh/h	84	132	69	125	65	57
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	_	-		NOILE
Veh in Median Storag			-	0	0	_
Grade, %	0	-	-	0	0	_
		90	90	90		90
Peak Hour Factor	90				90	
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	93	147	77	139	72	63
Major/Minor	Minor2	N	/lajor1	N	/lajor2	
Conflicting Flow All	396	104	136	0		0
Stage 1	104	-	-	-	_	-
Stage 2	292	_	_	_	_	_
Critical Hdwy	6.4	6.2	4.1			_
Critical Hdwy Stg 1	5.4	0.2	7.1	_	_	_
Critical Hdwy Stg 2	5.4			-	_	
	3.5	3.3	2.2	-	-	-
Follow-up Hdwy		956		-	-	
Pot Cap-1 Maneuver	613	950	1461	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver		956	1461	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	873	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Annragah	ED		ND		CD	
Approach	EB		NB		SB	
HCM Control Delay, s			2.7		0	
HCM LOS	В					
Minor Lane/Major Mvi	nt	NBL	NRTE	EBLn1	SBT	SBR
Capacity (veh/h)	110	640	-		001	ODIN
HCM Lane V/C Ratio				0.315	_	-
HCM Control Delay (s	/vala)	0.052 7.6		11.9	-	-
		/ h		11.9	-	-
	/veii)					
HCM Lane LOS HCM 95th %tile Q(vel		A 0.2	A	B 1.4	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	ħβ			<b>^</b>
Traffic Vol, veh/h	7	156	452	19	0	578
Future Vol, veh/h	7	156	452	19	0	578
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	_	0	_	-	_	-
Veh in Median Storage		-	0	_	_	0
Grade, %	0, # 0	_	0	-		0
Peak Hour Factor	90	90	90	90	90	90
		0	2	90	2	2
Heavy Vehicles, %	0	173	502	21		642
Mvmt Flow	0	1/3	502	21	0	042
Major/Minor N	Minor1	١	/lajor1	Λ	/lajor2	
Conflicting Flow All	934	362	0	0	-	-
Stage 1	613	-	-	-	-	-
Stage 2	321	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	_	-	-
Pot Cap-1 Maneuver	268	641	-	-	0	-
Stage 1	509	_	-	-	0	-
Stage 2	714	_	-	_	0	-
Platoon blocked, %			_	_		_
Mov Cap-1 Maneuver	240	573	_	_	_	_
Mov Cap-2 Maneuver		-	_	_	_	_
Stage 1	455	_	_	_	_	_
Stage 2	714	_	_	_		
Stage 2	/ 14		-		-	-
Approach	WB		NB		SB	
HCM Control Delay, sa	/13.98		0		0	
HCM LOS	В					
Minor Lanc/Major Myr	nt	NDT	NDDW	VDI 51	CPT	
Minor Lane/Major Mvr	IIL	NBT	NRKV	VBLn1	SBT	
Capacity (veh/h)		-	-	573	-	
		-	-	0.302	-	
HCM Lane V/C Ratio	1 .11					
HCM Control Delay (s	/veh)	-	-	14	-	
		-	-	14 B 1.3	-	

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	7.			4	7/	
Traffic Vol, veh/h	141	145	5	100	83	5
Future Vol, veh/h	141	145	5	100	83	5
Conflicting Peds, #/hr	0	100	100	0	100	100
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-	None	olop -	None
Storage Length		-		-	0	-
Veh in Median Storage	# 0	_	_	0	0	
Grade, %	, # 0	-	_	0	0	-
	-					
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	157	161	6	111	92	6
Major/Minor N	lajor1	N	Major2	N	/linor1	
Conflicting Flow All	0	0	418	0	559	437
Stage 1	-	_	-	-	337	-
Stage 2	_	_	_	_	222	_
Critical Hdwy	_		4.12	_	6.42	6.22
Critical Hdwy Stg 1		-	4.12	-	5.42	0.22
	-	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-		2.218		3.518	
Pot Cap-1 Maneuver	-	-	1141	-	490	619
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	815	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1020	-	389	495
Mov Cap-2 Maneuver	-	-	-	-	389	-
Stage 1	-	-	-	-	646	-
Stage 2	-	-	-	-	724	-
Λ			1645		ND	
Approach	EB		WB		NB	
HCM Control Delay, s/v	/ 0		0.41		17.12	
HCM LOS					С	
Minor Long/Major My	4 N	JDI 51	EDT	EDD	WDI	MDT
Minor Lane/Major Mvm	t I	NBLn1	EBT	EDR	WBL	WBT
Capacity (veh/h)		394	-	-	86	-
HCM Lane V/C Ratio		0.248	-	-	0.005	-
HCM Control Delay (s/	veh)	17.1	-	-	8.5	0
HCM Lane LOS		С	-	-	Α	Α
HCM 95th %tile Q(veh)		1	-	-	0	-
		•				

Intersection						
	5.3					
			14/5-	14/5-	07:	055
	BL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	₽		A	
Traffic Vol, veh/h	5	50	52	74	166	5
Future Vol, veh/h	5	50	52	74	166	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control Fr	ee	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	_	0	_
	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	56	58	82	184	6
IVIVIIIL I IOW	U	50	50	02	104	U
Major/Minor Majo	or1	Λ	/lajor2		Minor2	
	40	0	-	0	166	99
Stage 1	-	-	-	_	99	-
Stage 2	-	_	_	_	67	_
	.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1	-	_	_	_	5.42	-
Critical Hdwy Stg 2	_				5.42	_
Follow-up Hdwy 2.2		_	_		3.518	
			-			
•	43	-	-	-	825	957
Stage 1	-	-	-	-	925	-
Stage 2	-	-	-	-	956	-
Platoon blocked, %		-	-	-		-
Mov Cap-1 Maneuver 14	43	-	-	-	822	957
Mov Cap-2 Maneuver	-	-	-	-	822	-
Stage 1	-	-	-	-	921	-
Stage 2	-	-	-	-	956	-
A I	-n		MD		00	
	EB		WB		SB	
HCM Control Delay, s/v0.	.68		0		10.66	
HCM LOS					В	
Minor Lane/Major Mvmt		EBL	EBT	WBT	WBRS	SRI n1
				VVDI		
Capacity (veh/h)		164	-	-	-	825
HCM Lane V/C Ratio		0.004	-	-	-	0.23
HCM Control Delay (s/ver	1)	7.5	0	-		
HCM Lane LOS		Α	Α	-	-	В
HCM 95th %tile Q(veh)		0	-	-	-	0.9

# **Existing scenario**

2022 Minor Event Ingress

1: Bank & Fifth 08/01/2024

	۶	<b>→</b>	<	+	4	†	<b>/</b>	<b>↓</b>	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	7	f)		€િ		€ि	
Traffic Volume (vph)	50	56	65	45	16	482	25	557	
Future Volume (vph)	50	56	65	45	16	482	25	557	
Lane Group Flow (vph)	0	154	72	84	0	585	0	673	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)		13.1	13.1	13.1		50.9		50.9	
Actuated g/C Ratio		0.17	0.17	0.17		0.68		0.68	
v/c Ratio		0.65	0.42	0.30		0.30		0.35	
Control Delay (s/veh)		36.9	33.3	19.0		10.0		6.3	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		36.9	33.3	19.0		10.0		6.3	
LOS		D	С	В		В		Α	
Approach Delay (s/veh)		36.9		25.6		10.0		6.3	
Approach LOS		D		С		В		Α	
Queue Length 50th (m)		17.7	9.2	6.1		17.3		17.4	
Queue Length 95th (m)		32.3	18.8	15.6		49.8		33.6	
Internal Link Dist (m)		49.7		112.4		195.6		190.0	
Turn Bay Length (m)			45.0						
Base Capacity (vph)		361	270	423		1931		1925	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.43	0.27	0.20		0.30		0.35	
Intersection Summary									
Cycle Length: 75									

Actuated Cycle Length: 75

Offset: 47 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

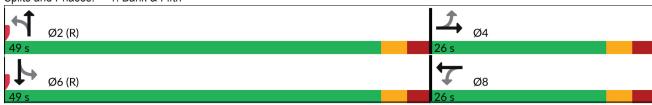
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 12.6 Intersection LOS: B
Intersection Capacity Utilization 61.9% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Bank & Fifth



### 2: Bank & Holmwood

	<b>→</b>	1	<b>†</b>	1	Ţ	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		414		414	
Traffic Volume (vph)	25	50	488	24	543	
Future Volume (vph)	25	50	488	24	543	
Lane Group Flow (vph)	114	0	682	0	667	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		2		6	3
Permitted Phases		2		6		
Detector Phase	4	2	2	6	6	
Switch Phase						
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag					Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max		None
Act Effct Green (s)	11.4		56.3		56.3	
Actuated g/C Ratio	0.15		0.75		0.75	
v/c Ratio	0.54		0.37		0.32	
Control Delay (s/veh)	38.1		2.9		4.8	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.1		2.9		4.8	
LOS	D		Α		Α	
Approach Delay (s/veh)	38.1		2.9		4.8	
Approach LOS	D		А		A	
Queue Length 50th (m)	15.1		6.3		25.1	
Queue Length 95th (m)	27.8		13.9		20.2	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)			10-1			
Base Capacity (vph)	303		1858		2108	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.38		0.37		0.32	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 74 (99%), Reference	ed to phas	e 2:NBT	L and 6:5	SBTL, Sta	art of Gree	en
Natural Cycle: 75						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.54						
Intersection Signal Delay (s	s/veh): 6.5			li	ntersectio	n LOS: A
Intersection Capacity Utilization	ation 66.2	%		[(	CU Level	of Service C
Analysis Period (min) 15						

Splits and Phases: 2: Bank & Holmwood



### 3: Bank & Exhibition

	€	*	<b>†</b>	-	<b>↓</b>			
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7	
Lane Configurations	ሻ	7	<b>∱</b> }	ሻ	<b>†</b> †			
Traffic Volume (vph)	118	86	415	165	411			
Future Volume (vph)	118	86	415	165	411			
Lane Group Flow (vph)	131	96	668	183	457			
Turn Type	Prot	Perm	NA	Perm	NA			
Protected Phases	8		2		6	1	7	
Permitted Phases	•	8	0	6	•			
Detector Phase	8	8	2	6	6			
Switch Phase	40.0	40.0	40.0	40.0	40.0	4.0	4.0	
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0	
Minimum Split (s)	26.0 26.0	26.0 26.0	39.0 39.0	44.0 44.0	44.0	5.0	5.0 5.0	
Total Split (s)	34.7%	34.7%	52.0%	58.7%	44.0 58.7%	5.0 7%	7%	
Total Split (%)	34.7%	34.7%	3.0	3.0	3.0	2.0	3.5	
Yellow Time (s) All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9			
Lead/Lag	Lag	Lag	Lag	0.9	0.9	Lead	Lead	
Lead-Lag Optimize?	Lay	Lay	Yes			Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	C-Max	None	None	
Act Effct Green (s)	12.1	12.1	54.4	54.4	54.4	None	INOTIC	
Actuated g/C Ratio	0.16	0.16	0.73	0.73	0.73			
v/c Ratio	0.50	0.37	0.33	0.41	0.20			
Control Delay (s/veh)	35.1	10.5	4.9	7.4	3.1			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	35.1	10.5	4.9	7.4	3.1			
LOS	D	В	A	Α	Α			
Approach Delay (s/veh)	24.7		4.9		4.3			
Approach LOS	С		Α		A			
Queue Length 50th (m)	17.4	0.0	14.0	5.3	6.7			
Queue Length 95th (m)	30.8	11.2	26.6	10.5	8.8			
Internal Link Dist (m)	30.6		33.7		44.8			
Turn Bay Length (m)				40.0				
Base Capacity (vph)	429	366	2044	446	2300			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.31	0.26	0.33	0.41	0.20			
Intersection Summary								
Cycle Length: 75								
Actuated Cycle Length: 75								
Offset: 0 (0%), Referenced	to phase	2:NBT ar	nd 6:SBT	L, Start o	f Green			
Natural Cycle: 75								
Control Type: Actuated-Co	ordinated							

Maximum v/c Ratio: 0.50

Intersection Signal Delay (s/veh): 7.6 Intersection LOS: A ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition



## 6: Bank & Aylmer

	<b>*</b>	4	<b>†</b>	<b>+</b>		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	W		414	<b>†</b> 1>		
Traffic Volume (vph)	70	18	675	499		
Future Volume (vph)	70	18	675	499		
Lane Group Flow (vph)	86	0	770	635		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4	T CITII	2	6	3	
Permitted Phases	4	2		6	0	
Detector Phase	4	2	2	6		
Switch Phase	7	۷	2	U		
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
( )	22.0	63.0	63.0	63.0	5.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (s)						
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?						
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.0		60.3	60.3		
Actuated g/C Ratio	0.16		0.67	0.67		
v/c Ratio	0.35		0.39	0.32		
Control Delay (s/veh)	36.4		5.4	6.4		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	36.4		5.4	6.4		
LOS	D		Α	Α		
Approach Delay (s/veh)	36.4		5.4	6.4		
Approach LOS	D		Α	А		
Queue Length 50th (m)	12.6		24.9	19.8		
Queue Length 95th (m)	26.1		23.6	28.0		
Internal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)						
Base Capacity (vph)	288		1987	1980		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.30		0.39	0.32		
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90	1. (	- O NIDT	1	NDT OL (	10	
Offset: 87 (97%), Reference Natural Cycle: 90	ed to phas	se 2:NBT	L and 6:8	SBT, Start	of Green	
Control Type: Actuated-Coo	ordinated					
Maximum v/c Ratio: 0.39	J. alliatou					
Intersection Signal Delay (s/	/veh\- 7.6			In	itersection LOS: A	
Intersection Capacity Utiliza	,				CU Level of Service A	
Analysis Period (min) 15	นแบบ ขอ.ษ	/0		IC	Level OI Selvice A	
randiyələ i Gildu (IIIIII) 10						
, ,						

Ø2 (R)

Ø3 s

Ø6 (R)

Ø Ø (R)

	۶	<b>→</b>	•	+	4	<b>†</b>	-	<b>↓</b>			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		4		4		474		4TÞ			_
Traffic Volume (vph)	55	50	17	57	19	467	103	528			
Future Volume (vph)	55	50	17	57	19	467	103	528			
Lane Group Flow (vph)	0	146	0	258	0	559	0	772			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Detector Phase	4	4	8	8	2	2	1	6			
Switch Phase											
Minimum Initial (s)	6.4	6.4	5.3	5.3	17.0	17.0	5.0	17.0	1.0	1.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	C-Max		None	C-Max	None	None	
Act Effct Green (s)		20.1		20.1		58.3		58.3			
Actuated g/C Ratio		0.22		0.22		0.65		0.65			
v/c Ratio		0.73		0.76		0.30		0.53			
Control Delay (s/veh)		52.2		32.6		8.1		7.5			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		52.2		32.6		8.1		7.5			
LOS		D		С		Α		Α			
Approach Delay (s/veh)		52.2		32.6		8.1		7.5			
Approach LOS		D		С		Α		Α			
Queue Length 50th (m)		22.9		23.5		20.9		17.6			
Queue Length 95th (m)		#42.6		49.7		32.2		23.4			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		219		361		1837		1449			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		0.67		0.71		0.30		0.53			

#### Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 17 (19%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

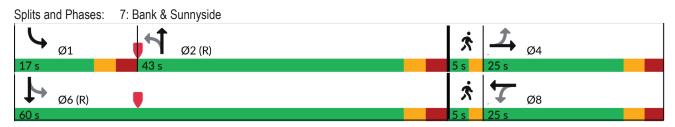
Intersection Signal Delay (s/veh): 15.2 Intersection LOS: B
Intersection Capacity Utilization 79.7% ICU Level of Service D

Analysis Period (min) 15

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

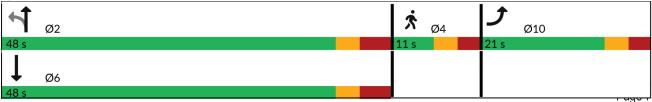
Queue shown is maximum after two cycles.

## 7: Bank & Sunnyside



	۶	1	<b>†</b>	Į.		
Lane Group	EBL	NBL	NBT	SBT	Ø4	
Lane Configurations	W		4	<u></u>		
Traffic Volume (vph)	51	51	215	519		
Future Volume (vph)	51	51	215	519		
Lane Group Flow (vph)	97	0	296	670		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	10		2	6	4	
Permitted Phases		2				
Detector Phase	10	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	48.0	48.0	48.0	11.0	
Total Split (s)	21.0	48.0	48.0	48.0	11.0	
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.7		6.8	6.8		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	None	None	Max	None	
Act Effct Green (s)	10.7		41.2	41.2		
Actuated g/C Ratio	0.17		0.64	0.64		
v/c Ratio	0.38		0.34	0.63		
Control Delay (s/veh)	28.6		6.8	10.7		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	28.6		6.8	10.7		
LOS	С		Α	В		
Approach Delay (s/veh)	28.6		6.8	10.7		
Approach LOS	C		A	В		
Queue Length 50th (m)	10.4		13.2	39.4		
Queue Length 95th (m)	22.4		27.9	78.2		
Internal Link Dist (m)	57.2		0.1	5.9		
Turn Bay Length (m)	00=		070	40=0		
Base Capacity (vph)	367		878	1058		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.26		0.34	0.63		
Intersection Summary						
Cycle Length: 80						
Actuated Cycle Length: 64.4						
Natural Cycle: 80						
Control Type: Actuated-Unco	oordinate	ed				
Maximum v/c Ratio: 0.63						
Intersection Signal Delay (s/	veh): 11.	2		In	ntersection L	OS: B
Intersection Capacity Utilizat					CU Level of S	
Analysis Period (min) 15						

Splits and Phases: 9: Queen Elizabeth Drive & Fifth



HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	8.4					
Intersection LOS	Α					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	<b>4</b>		N/	
Traffic Vol, veh/h	5	222	117	5	5	5
Future Vol, veh/h	5	222	117	5	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	247	130	6	6	6
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB		- 05	
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right	-		SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay, s/veh	8.7		7.9		7.6	
HCM LOS	A		A		A	
Lane		EBLn1	WBLn1	SBLn1		
Vol Left, %		2%	0%	50%		
Vol Thru, %		98%	96%	0%		
Vol Right, %		0%	4%	50%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		227	122	10		
LT Vol		5	0	5		
Through Vol		222	117	0		
RT Vol		0	5	5		
Lane Flow Rate		252	136	11		
Geometry Grp		1	1	1		
Degree of Util (X)		0.284	0.155	0.014		
Departure Headway (Hd)		4.059	4.117	4.56		
Convergence, Y/N		Yes	Yes	Yes		
Cap		883	865	790		
Service Time		2.096	2.175	2.56		
HCM Lane V/C Ratio		0.285	0.157	0.014		
HCM Control Delay, s/veh		8.7	7.9	7.6		
HCM Lane LOS		Α	Α	Α		
LICM OF the tile O		4.0	0.5	0		

1.2

HCM Control Delay, s/veh

HCM Lane LOS

HCM 95th-tile Q

Intersection						
	7.2					
Intersection Delay, s/veh Intersection LOS	7.Z A					
intersection LOS	А					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	₽.			4	W	
Traffic Vol, veh/h	16	5	5	48	5	5
Future Vol, veh/h	16	5	5	48	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	18	6	6	53	6	6
Number of Lanes	10	0	0	1	1	0
INUITING! UI LAHES	'	0				0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7		7.3		7	
HCM LOS	A		A		A	
	, ,				, ,	
Lane		NBLn1		WBLn1		
Vol Left, %		50%	0%	9%		
Vol Thru, %		0%	76%	91%		
Vol Right, %		50%	24%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		10	21	53		
LT Vol		5	0	5		
Through Vol		0	16	48		
RT Vol		5	5	0		
Lane Flow Rate		11	23	59		
Geometry Grp		1	1	1		
Degree of Util (X)		0.012	0.025	0.065		
Departure Headway (Hd)		3.876	3.854	3.99		
Convergence, Y/N		Yes	Yes	Yes		
Cap		921	931	902		
Service Time		1.908	1.869	1.997		
OCIVICE LITTE		1.300	1.009	1.331		
HCM Lane V/C Ratio		0.012	0.025	0.065		

7.3

Α

0.2

Α

Α

HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	9.4					
Intersection LOS	Α					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>1</b>			4	14	
Traffic Vol, veh/h	16	5	117	44	211	16
Future Vol, veh/h	16	5	117	44	211	16
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	18	6	130	49	234	18
Number of Lanes	1	0	0	1	1	0
	EB		WB		NB	
Approach			EB		IND	
Opposing Approach	WB 1				0	
Opposing Lanes	T		1 ND		0	
Conflicting Approach Left	0		NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB		^		WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.8		9.2 A		9.7	
HCM LOS	Α		А		Α	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		93%	0%	73%		
Vol Thru, %		0%	76%	27%		
Vol Right, %		7%	24%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		227	21	161		
LT Vol		211	0	117		
Through Vol		0	16	44		
RT Vol		16	5	0		
Lane Flow Rate		252	23	179		
Geometry Grp		1	1	1		
Degree of Util (X)		0.32	0.03	0.234		
Departure Headway (Hd)		4.57	4.62	4.719		
Convergence, Y/N		Yes	Yes	Yes		
Сар		789	775	762		
Service Time		2.589	2.648	2.741		
HCM Lane V/C Ratio		0.319	0.03	0.235		
HCM Control Delay, s/veh		9.7	7.8	9.2		
HCM Lane LOS		Α	Α	Α		
			0.4	0.0		

1.4

0.1

Intersection			
Intersection Delay, s/veh	8.3		
Intersection LOS	Α		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ની				7		4				7
Traffic Vol, veh/h	59	50	0	0	0	135	61	40	37	0	0	80
Future Vol, veh/h	59	50	0	0	0	135	61	40	37	0	0	80
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	66	56	0	0	0	150	68	44	41	0	0	89
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	8.7					7.9	8.7					7.6
HCM LOS	Α					Α	Α					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	44%	54%	0%	0%	
Vol Thru, %	29%	46%	0%	0%	
Vol Right, %	27%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	138	109	135	80	
LT Vol	61	59	0	0	
Through Vol	40	50	0	0	
RT Vol	37	0	135	80	
Lane Flow Rate	153	121	150	89	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.194	0.16	0.168	0.102	
Departure Headway (Hd)	4.556	4.743	4.024	4.114	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	787	756	891	869	
Service Time	2.588	2.774	2.054	2.148	
HCM Lane V/C Ratio	0.194	0.16	0.168	0.102	
HCM Control Delay, s/veh	8.7	8.7	7.9	7.6	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.7	0.6	0.6	0.3	

Intersection						
Int Delay, s/veh	10.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7	1100	41	<u>₽</u>	UDIK
Traffic Vol, veh/h	5	260	139	638	466	53
Future Vol, veh/h	5	260	139	638	466	53
Conflicting Peds, #/hr		0	178	000	0	107
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length		0	_	None -	_	-
Veh in Median Storag		-		0	0	
Grade, %	ge, # 0 0			0	0	
		-	-			-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	289	154	709	518	59
Major/Minor	Minor2	ı	Major1	N	/lajor2	
Conflicting Flow All	1389	725	755	0	-	0
Stage 1	725	-	-	-	_	-
Stage 2	663	_	_	_	_	_
Critical Hdwy		6.245	4 145	_	_	_
Critical Hdwy Stg 1	5.445	J.27J	T. 170	_		_
Critical Hdwy Stg 2	5.845				_	
	3.52853	3 3385	2 2225		-	-
Pot Cap-1 Maneuver	144	422	848	-	-	
	476	422	040	-	-	_
Stage 1		-	-	-	-	
Stage 2	473	-	-	-	-	-
Platoon blocked, %		0.40	000	-	-	-
Mov Cap-1 Maneuve		342	688	-	-	-
Mov Cap-2 Maneuve		-	-	-	-	-
Stage 1	278	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay,			3.98		0	
•			5.90		U	
HCM LOS	F					
Minor Lane/Major Mv	mt	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		553	-		_	-
HCM Lane V/C Ratio		0.224		0.844	_	_
HCM Control Delay (		11.7	2.3		_	_
HCM Lane LOS	5, 4011)	В	Α.	52.7 F	_	_
HCM 95th %tile Q(ve	h)	0.9	-	7.6	-	
		11.51		1.0		

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
	LDL		NDL			אמט
Lane Configurations	4	7	^	<b>↑</b> ↑	724	0
Traffic Vol, veh/h	4	36	0	762	734	0
Future Vol, veh/h	4	36	0	762	734	0
Conflicting Peds, #/hr		0	0	_ 0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage	e, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	40	0	847	816	0
				•		
	Minor2		/lajor1	Λ	/lajor2	
Conflicting Flow All	1239	816	-	0	-	0
Stage 1	816	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	6.645	6.245	-	-	-	-
Critical Hdwy Stg 1	5.445	-	-	-	-	-
Critical Hdwy Stg 2	5.845	_	_	_	_	_
	3.52853	3285	_	_	_	_
Pot Cap-1 Maneuver	179	374	0	_	_	0
Stage 1	432	-	0	_	_	0
Stage 2	627	_	0	_	_	0
Platoon blocked, %	021	_	U	_	_	U
	170	27/				
Mov Cap-1 Maneuver		374	-	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Annroach	EB		NB		SB	
Approach						
HCM Control Delay, s	/\\5.//		0		0	
HCM LOS	C					
Minor Lane/Major Mvn	nt	NBTE	RI n1	SBT		
Capacity (veh/h)	110	11011	374			
HCM Lane V/C Ratio		_		-		
	/ l. \	-	0.107	-		
HCM Control Delay (s.	/ven)	-	15.8	-		
HCM Lane LOS	\	-	С	-		
HCM 95th %tile Q(veh	1)	-	0.4	-		

Intersection						
Int Delay, s/veh	3.4					
	EBL	EDD	NDI	NBT	SBT	SBR
Movement		EBR	NBL			SBK
Lane Configurations	<b>\</b>	<b>F</b> 0	140	<b>4</b>	<b>∱</b>	0.45
Traffic Vol, veh/h	58	52	110	211	316	245
Future Vol, veh/h	58	52	110	211	316	245
Conflicting Peds, #/hr	0	0	0	_ 0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	64	58	122	234	351	272
N A . ' /N A'	1:		A		4.1.0	
	/linor2		/lajor1		Major2	
Conflicting Flow All	966	487	623	0	-	0
Stage 1	487	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	285	584	968	_	-	_
Stage 1	622	-	-	_	_	_
Stage 2	627	_	_	_	_	_
Platoon blocked, %	021			_	_	_
	243	584	968			
Mov Cap-1 Maneuver			900	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Approach	EB		NB		SB	
			3.17		0	
HCM Control Delay, s/	<b>V</b> 21.71		3.17		U	
HCM LOS	C					
		NBL	NBTE	EBLn1	SBT	SBR
Minor Lane/Major Mvm	nt	INDL				
Minor Lane/Major Mvm	nt		_	336	_	-
Capacity (veh/h)	nt	617	-	336 0.364	-	-
Capacity (veh/h) HCM Lane V/C Ratio		617 0.126	-	0.364	-	-
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s/		617 0.126 9.3	- - 0	0.364 21.7	-	-
Capacity (veh/h) HCM Lane V/C Ratio	veh)	617 0.126	-	0.364	-	

Int Delay, s/veh  Movement  Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/r Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1	0 0 0 Stop  age, # 0 0 90 0	WBR  53  53  53  55  None  0  1  90  59  1  889  -  6.9	NBT  10 501 501 0 Free - 0 0 90 2 557  Major1 0	0 - - -	SBL  2 2 0 Free 90 2 2  Major2 678 - 4.14	SBT 560 560 0 Free None 0 90 2 622
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/t Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Mov Cap-2 Maneuve	0 0 0 0 Stop - - gge, # 0 0 90 0 0 Minor1 -	53 53 53 0 Stop None 0 O 1 O 1 None 0 O 0 O 0 O 0 O 0 O 0 O 0 O 0 O	501 501 0 Free - 0 0 90 2 557 Major1 0 -	19 19 100 Free None - - - 90 0 21	2 2 0 Free - - 90 2 2 Major2 678	560 560 0 Free None - 0 0 90 2 622
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/t Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Mov Cap-2 Maneuve	0 0 0 0 Stop - - gge, # 0 0 90 0 0 Minor1 -	53 53 53 0 Stop None 0 O 1 O 1 None 0 O 0 O 0 O 0 O 0 O 0 O 0 O 0 O	501 501 0 Free - 0 0 90 2 557 Major1 0 -	19 19 100 Free None - - - 90 0 21	2 2 0 Free - - 90 2 2 Major2 678	560 560 0 Free None - 0 0 90 2 622
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Mov Cap-2 Maneuve	0 0 0 0 0 Stop  1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	53 53 53 53 53 53 54 55 56 57 58 59 59 59 68	501 501 0 Free - 0 0 90 2 557 Major1 0 -	19 100 Free None - - - 90 0 21	2 0 Free - - 90 2 2 2 Major2 678 -	560 560 0 Free None - 0 0 90 2 622
Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Mov Cap-2 Maneuve	0 nr 0 Stop - sige, # 0 0 90 0  Minor1	53 0 0 5 Stop None 0 0 0 - 0 0 0 90 0 59 1 N - 389  - 6.9	501 0 Free - 0 0 90 2 557 Major1 0 -	19 100 Free None - - - 90 0 21	2 0 Free - - 90 2 2 2 Major2 678 -	560 0 Free None - 0 0 90 2 622
Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Mov Cap-2 Maneuve	or 0 Stop 	0 0 Stop - None - 0 0 - 0 90 0 59  1 89 - 389 6.9	0 Free - 0 0 90 2 557 Major1 - -	100 Free None - - - 90 0 21	0 Free - - 90 2 2 2 Major2 678 -	0 Free None - 0 0 90 2 622
Sign Control RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	Stop	Stop None O O O O O O O O O O O O O O O O O O O	Free 0 0 90 2 557  Major1	Free None 90 0 21 N	Free 90 2 2 2 678	Free None - 0 0 90 2 622 - 0
RT Channelized Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Mov Cap-2 Maneuve	Minor1	- None - 0 0 0 - 0 90 0 0 59 1 N - 389 6.9	- 0 0 90 2 557 Major1 0 -	None 90 0 21	- - 90 2 2 2 Major2 678	None
Storage Length Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Mov Cap-2 Maneuve		- 0 0 - 0 90 0 0 0 59 1 N - 389  - 6.9	0 0 90 2 557 Major1 0 -	- - 90 0 21 - - -	90 2 2 2 Major2 678	0 0 90 2 622
Veh in Median Stora Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	ge, # 0 0 90 0 	) - ) 90 ) 0 ) 59 1 N - 389  - 6.9	0 0 90 2 557 Major1 0 -	- 90 0 21 <u>N</u> 0 -	- 90 2 2 2 Major2 678	0 90 2 622
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	0 90 0 0 Minor1	) - ) 90 ) 0 59 1 N - 389  - 6.9	0 90 2 557 Major1 0 -	90 0 21 N 0 -	90 2 2 2 Major2 678	0 90 2 622
Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	90 0 0 Minor1	90 0 0 59 1 N - 389  - 6.9	90 2 557 Major1 0 -	90 0 21 0 - -	90 2 2 Major2 678 -	90 2 622 0 -
Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	0 0 Minor1 - -	0 0 59 1 N - 389  - 6.9	2 557 Major1 0 -	0 21 0 0 -	2 2 Major2 678 -	2 622 0 -
Movmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	0 Minor1 - - -	59 1 N - 389  - 6.9	557 Major1 0	21 N 0 - -	2 Major2 678 -	0 -
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	Minor1	1 N - 389   - 6.9	Major1 0 - -	0 - -	Major2 678 -	0 -
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	- - -	- 389   - 6.9	0 - -	0 - - -	678 - -	-
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	- - -	- 389   - 6.9	0 - -	0 - - -	678 - -	-
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	- - -	- 389   - 6.9	0 - -	0 - - -	678 - -	-
Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	- - -	  - 6.9	- -	- -	-	-
Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	-	- 6.9	-	-	-	-
Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	-	- 6.9	-	-		
Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve					4.14	
Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve				_	_	_
Follow-up Hdwy Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve						
Pot Cap-1 Maneuve Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	-		-	-	-	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	-		-	-	2.22	-
Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve			-	-	910	-
Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve	0		-	-	-	-
Mov Cap-1 Maneuve Mov Cap-2 Maneuve	0	) -	-	-	-	-
Mov Cap-2 Maneuve			-	-		-
		- 550	-	-	814	-
Stage 1	er -		-	-	-	-
Stage	-		-	-	-	-
Stage 2	-		-	-	-	-
۸	WD	,	ND		CD	
Approach	WB		NB		SB	
HCM Control Delay,			0		0.03	
HCM LOS	В	3				
Minor Lane/Major M	vmt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-		550	814	-
HCM Lane V/C Ratio		_		0.107		_
HCM Control Delay	1	-	-	12.3	9.4	
HCM Lane LOS		-	-	12.3 B	9.4 A	
HCM 95th %tile Q(v		-	-	0.4		-
HOW SOUL WILL Q(V	(s/veh)		-	0.4	0	-

Intersection						
Int Delay, s/veh	3.3					
Movement E	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>₽</b>	רטוע	TTDL	4	W/	אפא
	222	129	5	117	87	5
	222	129	5	117	87	5
Conflicting Peds, #/hr	0	100	100	0	100	100
	ree	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	_	-	_	-	0	-
Veh in Median Storage,	# N	_	_	0	0	_
Grade, %	0	-	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	247	143	6	130	97	6
Major/Minor Ma	ijor1		Major2	N	/linor1	
Conflicting Flow All	0	0	490	0	659	518
Stage 1	-	_	-	-	418	-
Stage 2	_	_	_	_	241	_
Critical Hdwy	_		4.12	_	6.42	6.22
Critical Hdwy Stg 1	-	_	4.12	_	5.42	0.22
		-			5.42	
Critical Hdwy Stg 2	-	-	-	-		-
Follow-up Hdwy	-	-	2.218		3.518	
Pot Cap-1 Maneuver	-	-	1073	-	428	557
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	960	-	340	446
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	594	-
Stage 2	-	-	-	-	710	-
Α Ι	<b>ED</b>		MD		ND	
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0.36		19.79	
HCM LOS					С	
Minor Lane/Major Mvmt	N	NBLn1	EBT	FRR	WBL	WBT
Capacity (veh/h)		345			74	****
			-	-		-
HCM Lane V/C Ratio		0.297	-		0.006	-
HCM Control Delay (s/ve	en)	19.8	-	-	8.8	0
HCM Lane LOS		C	-	-	A	Α
HCM 95th %tile Q(veh)		1.2	-	-	0	-

HCM Control Delay (s/veh)

HCM 95th %tile Q(veh)

HCM Lane LOS

8.1

Α

0

Α

Intersection						
Int Delay, s/veh	2.2					
			==			0.5.5
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		सी	₽		- NA	
Traffic Vol, veh/h	5	27	156	199	83	5
Future Vol, veh/h	5	27	156	199	83	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storag	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	30	173	221	92	6
N 4 (N 4)			4 : 0		<i>I</i> : 0	
	Major1		/lajor2		/linor2	
Conflicting Flow All	394	0	-	0	325	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	41	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1164	-	-	-	669	755
Stage 1	-	-	-	-	764	-
Stage 2	-	-	-	-	981	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1164	-	-	-	666	755
Mov Cap-2 Maneuver		-	-	-	666	-
Stage 1	-	-	_	-	761	_
Stage 2	-	-	-	-	981	-
J <b>J</b> .						
			14/5		0.5	
Approach	EB		WB		SB	
HCM Control Delay, s	/v 1.27		0		11.29	
HCM LOS					В	
Minor Lane/Major Mvr	nt	EBL	EBT	WBT	WBRS	SRI n1
Capacity (veh/h)		281		-	-	
HCM Lane V/C Ratio		0.005				0.146
HOW Lake V/C Ratio		CUU.U	-	-	-	U. 140

В

# **Existing scenario**

2022 Minor Event Egress

1: Bank & Fifth 08/01/2024

	۶	<b>→</b>	•	•	4	<b>†</b>	-	ļ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	Ť	ĵ»		<b>€</b> 1Ъ		4îÞ	
Traffic Volume (vph)	41	9	47	24	16	457	20	344	
Future Volume (vph)	41	9	47	24	16	457	20	344	
Lane Group Flow (vph)	0	84	52	61	0	538	0	427	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
_ost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
_ead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)		9.4	9.4	9.4		57.9		57.9	
Actuated g/C Ratio		0.13	0.13	0.13		0.77		0.77	
/c Ratio		0.51	0.34	0.30		0.24		0.20	
Control Delay (s/veh)		31.9	34.4	19.5		6.0		3.6	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
otal Delay (s/veh)		31.9	34.4	19.5		6.0		3.6	
_OS		С	С	В		A		A	
Approach Delay (s/veh)		31.9		26.4		6.0		3.6	
Approach LOS		С		С		A		A	
Queue Length 50th (m)		7.5	6.9	3.5		12.8		7.5	
Queue Length 95th (m)		18.8	15.5	12.6		34.2		15.6	
Internal Link Dist (m)		49.7		112.4		195.6		190.0	
Turn Bay Length (m)			45.0						
Base Capacity (vph)		330	341	402		2251		2168	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.25	0.15	0.15		0.24		0.20	
Intersection Summary									
Cycle Length: 75									

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 47 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay (s/veh): 9.0
Intersection Capacity Utilization 51.9%

Intersection LOS: A ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Bank & Fifth



Z. Barik & Florinik	<b>→</b>	•	†	<b>\</b>	Ţ	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4	HUL	47>	JDL	4T <del>}</del>	
Traffic Volume (vph)	7	52	445	22	325	
Future Volume (vph)	7	52	445	22	325	
Lane Group Flow (vph)	84	0	579	0	424	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4	1 01111	2	. 0	6	3
Permitted Phases		2	_	6		Ū
Detector Phase	4	2	2	6	6	
Switch Phase	7			O .	0	
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
	3.0	3.0	3.0	3.0	3.0	2.0
Yellow Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
All-Red Time (s)		۷.۷		۷.۷		0.0
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	5.6		5.2		5.2	اما
Lead/Lag	Lag					Lead
Lead-Lag Optimize?	N1	O M	O 14	O M	O M	Marra
Recall Mode	None	C-Max	C-Max	C-Max		None
Act Effet Green (s)	9.9		57.5		57.5	
Actuated g/C Ratio	0.13		0.77		0.77	
v/c Ratio	0.47		0.29		0.20	
Control Delay (s/veh)	37.7		3.7		4.4	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	37.7		3.7		4.4	
LOS	D		Α		Α	
Approach Delay (s/veh)	37.7		3.7		4.4	
Approach LOS	D		Α		Α	
Queue Length 50th (m)	11.2		8.8		12.4	
Queue Length 95th (m)	22.3		22.1		24.4	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)						
Base Capacity (vph)	296		2029		2106	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.28		0.29		0.20	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75	5					
Offset: 74 (99%), Reference		se 2:NBT	L and 6:5	SBTL, Sta	art of Gree	en
Natural Cycle: 75						
Control Type: Actuated-Co	oordinated					
Maximum v/c Ratio: 0.47						
Intersection Const Delay	(-/b). C C			1.	-1	- I OC. A

Splits and Phases: 2: Bank & Holmwood

Intersection Signal Delay (s/veh): 6.6 Intersection Capacity Utilization 57.2%

Analysis Period (min) 15



Intersection LOS: A

ICU Level of Service B

ignal Timing, I

	•	4	†	<b>\</b>	<b></b>		
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7
Lane Configurations	*	7	<b>↑</b> ↑	ሻ	<b>^</b>	~ .	~.
Traffic Volume (vph)	187	213	187	111	253		
Future Volume (vph)	187	213	187	111	253		
Lane Group Flow (vph)	208	237	297	123	281		
Turn Type	Prot	Perm	NA	Perm	NA		
Protected Phases	8		2		6	1	7
Permitted Phases		8		6			
Detector Phase	8	8	2	6	6		
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0
Minimum Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0
Total Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0
Total Split (%)	34.7%	34.7%	52.0%	58.7%	58.7%	7%	7%
Yellow Time (s)	3.3	3.3	3.0	3.0	3.0	2.0	3.5
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9		
Lead/Lag	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?			Yes			Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	14.9	14.9	46.9	46.9	46.9		
Actuated g/C Ratio	0.20	0.20	0.63	0.63	0.63		
v/c Ratio	0.64	0.57	0.17	0.25	0.14		
Control Delay (s/veh)	36.4	9.6	4.9	5.8	4.4		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	36.4	9.6	4.9	5.8	4.4		
LOS	D	Α	Α	Α	Α		
Approach Delay (s/veh)	22.1		4.9		4.8		
Approach LOS	С		Α		Α		
Queue Length 50th (m)	27.3	0.0	5.4	4.2	5.0		
Queue Length 95th (m)	43.5	16.2	12.4	8.8	7.6		
Internal Link Dist (m)	30.6		33.7		44.8		
Turn Bay Length (m)				40.0			
Base Capacity (vph)	431	471	1777	502	1985		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.48	0.50	0.17	0.25	0.14		
Intersection Summary							
Cycle Length: 75							
Actuated Cycle Length: 75							
Offset: 0 (0%), Referenced t	o phase	2:NBT ar	nd 6:SBT	L, Start o	f Green		
Natural Cycle: 75							
Control Type: Actuated-Coo	rdinated						

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 11.6 Intersection LOS: B
Intersection Capacity Utilization 57.6% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition



ignal Timing, I

## 6: Bank & Aylmer

Sontrol Delay (s/veh)   27.2   5.3   5.2     Solution Delay (s/veh)   26.3   6.0     Solution Delay (s/veh)   26.4   6.0     Solution Delay (s/veh)   27.2   5.3   5.2     Solution De		۶	•	†	<b>+</b>		
ane Configurations raffic Volume (vph)	Lane Group	EBL	NBL	NBT	SBT	Ø3	
raffic Volume (vph)							
uture Volume (vph)			1				
ane Group Flow (vph) 7 0 173 219  urn Type Prot Perm NA NA  rotected Phases 4 2 6 3  etector Phase 4 2 6 6  etector Phase 4 2 2 6  witch Phase  linimum Initial (s) 10.0 30.0 30.0 30.0 1.0  linimum Split (s) 22.0 63.0 63.0 63.0 5.0  otal Split (%) 24.4% 70.0% 70.0% 70.0% 6%  ellow Time (s) 3.3 3.0 3.0 3.0 2.0  Ill-Red Time (s) 2.2 2.2 2.2 2.2 1.0  oost Time Adjust (s) 0.0 0.0 0.0  otal Lost Time (s) 5.5 5.2 5.2  ead/Lag Lag Lag Lead  ead-Lag Optimize?  lecall Mode Ped C-Max C-Max C-Max Max  ct Effet Green (s) 14.0 60.3 60.3  ctuated g/C Ratio 0.16 0.67 0.67  fc Ratio 0.03 0.08 0.10  ontrol Delay (s/veh) 27.2 5.3 5.2  oost C A A A  pproach Delay (s/veh) 27.2 5.3 5.2  oos C A A A  pproach Delay (s/veh) 27.2 5.3 5.2  oos C A A A  pproach LOS C A A A  pproach LOS C A A A  lucue Length 95th (m) 0.6 4.8 6.0  lucue Length 95th (m) 0.6 4.8 6.0  lucue Length 50th (m) 0.6 0.0 0.0  lucue Length 50th (m) 0.6 0.0 0.0  lucue Length 50th (m) 0.6 0.0 0.0  lucue Length 90th (m) 0.0 0.0  lucue Length: 90  ctuated Cycle Length: 90  ctuated Cycle Length: 90  ctuated Cycle Length: 90  ctuated Cycle Length: 90  liffset: 87 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  attural Cycle: 90  liftset: 87 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  litersection Signal Delay (s/veh): 5.7 Intersection LOS: A							
urn Type	· · · · ·						
rotected Phases							
ermitted Phases						3	
telector Phase witch Phase linimum Initial (s)			2	_		•	
witch Phase linimum Initial (s)				2			
Inimum Initial (s)		•	_	_			
Ilinimum Split (s)		10.0	30.0	30.0	30.0	1.0	
otal Split (s)							
otal Split (%)							
A							
III-Red Time (s)							
ost Time Adjust (s)	\ ,						
otal Lost Time (s) 5.5 5.2 5.2   ead/Lag	` ,					1.0	
Lead							
ead-Lag Optimize?  decall Mode				0.2	0.2	Lead	
C-Max   C-Max   C-Max   C-Max   Max	•	Lug				_000	
tct Effct Green (s)		Ped	C-Max	C-Max	C-Max	Max	
Control   Cont			Unida			man	
C Ratio	, ,						
Sontrol Delay (s/veh)   27.2   5.3   5.2     Solution Delay (s/veh)   2.5   6.0	v/c Ratio						
tueue Delay 0.0 0.0 0.0  otal Delay (s/veh) 27.2 5.3 5.2  OS C A A  pproach Delay (s/veh) 27.2 5.3 5.2  pproach LOS C A A  tueue Length 50th (m) 0.6 4.8 6.0  tueue Length 95th (m) 4.4 8.1 9.6  tueue Length Ust (m) 76.7 28.1 10.1  turn Bay Length (m)  ase Capacity (vph) 253 2043 2103  tarvation Cap Reductn 0 0 0  pillback Cap Reductn 0 0 0  torage Cap Reductn 0 0 0  teduced v/c Ratio 0.03 0.08 0.10  tersection Summary  sycle Length: 90  ctuated Cycle Length: 90  ffset: 87 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  latural Cycle: 90  control Type: Actuated-Coordinated  laximum v/c Ratio: 0.10  tersection Signal Delay (s/veh): 5.7 Intersection LOS: A							
otal Delay (s/veh) 27.2 5.3 5.2  OS C A A  pproach Delay (s/veh) 27.2 5.3 5.2  pproach LOS C A A  Queue Length 50th (m) 0.6 4.8 6.0  Queue Length 95th (m) 4.4 8.1 9.6  Queue Length (m) 76.7 28.1 10.1  Queue Length (m)  asse Capacity (vph) 253 2043 2103  tarvation Cap Reductn 0 0 0  pillback Cap Reductn 0 0 0  pillback Cap Reductn 0 0 0  pillback Cap Reductn 0 0 0  torage Cap Reductn 0 0 0  queduced v/c Ratio 0.03 0.08 0.10  Attersection Summary  Pycle Length: 90  cutuated Cycle Length: 90  cutuated Cycle Length: 90  control Type: Actuated-Coordinated  daximum v/c Ratio: 0.10  htersection Signal Delay (s/veh): 5.7 Intersection LOS: A	• ,						
OS							
pproach Delay (s/veh) 27.2 5.3 5.2  pproach LOS C A A A  queue Length 50th (m) 0.6 4.8 6.0  queue Length 95th (m) 4.4 8.1 9.6  queue Length (m) 76.7 28.1 10.1  queue Length (m)  ase Capacity (vph) 253 2043 2103  tarvation Cap Reductn 0 0 0  pillback Cap Reductn 0 0 0  torage Cap Reductn 0 0 0  teduced v/c Ratio 0.03 0.08 0.10  attersection Summary  cycle Length: 90  ctuated Cycle Length: 90  control Type: Actuated-Coordinated  daximum v/c Ratio: 0.10  attersection Signal Delay (s/veh): 5.7  Intersection LOS: A	LOS						
pproach LOS C A A A queue Length 50th (m) 0.6 4.8 6.0 queue Length 95th (m) 4.4 8.1 9.6 queue Length With ternal Link Dist (m) 76.7 28.1 10.1 queue Length (m) 253 2043 2103 queue Length (m) 254 2043 2103 queue Length							
Aueue Length 50th (m)  Aueue Length 95th (m)							
Aueueu Length 95th (m) 4.4 8.1 9.6 Internal Link Dist (m) 76.7 28.1 10.1 Iurn Bay Length (m) Iase Capacity (vph) 253 2043 2103 Itarvation Cap Reductn 0 0 0 Ipillback Cap Reductn 0 0 0 Interage Cap Reductn 0 0 0 Intersection Summary Intersection Summary Intersection Summary Intersection Capacity (page 14.4 and 6:SBT, Start of Green In							
Internal Link Dist (m) 76.7 28.1 10.1  Furn Bay Length (m) ase Capacity (vph) 253 2043 2103  Furn tarvation Cap Reductn 0 0 0  Fillback Cap Reductn 0 0 0  Forage Cap Reductn 0 0 0  Fillback Cap Redu							
urn Bay Length (m)  ase Capacity (vph) 253 2043 2103  tarvation Cap Reductn 0 0 0  pillback Cap Reductn 0 0 0  torage Cap Reductn 0 0 0  deduced v/c Ratio 0.03 0.08 0.10  Intersection Summary  cycle Length: 90  ctuated Cycle Length: 90  offset: 87 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  latural Cycle: 90  control Type: Actuated-Coordinated  daximum v/c Ratio: 0.10  Intersection LOS: A							
ase Capacity (vph)  253  2043  2103  tarvation Cap Reductn  0  0  0  torage Cap Reductn  0  0  0  0  teduced v/c Ratio  0.03  0.08  0.10  ntersection Summary  cycle Length: 90  ctuated Cycle Length: 90  offset: 87 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  latural Cycle: 90  control Type: Actuated-Coordinated  daximum v/c Ratio: 0.10  ntersection Signal Delay (s/veh): 5.7  Intersection LOS: A	<b>\</b> ,	10.1		20.1	10.1		
tarvation Cap Reductn 0 0 0 pillback Cap Reductn 0 0 0 torage Cap Reductn 0 0 0 teduced v/c Ratio 0.03 0.08 0.10  Attersection Summary Eycle Length: 90 ctuated Cycle Length: 90 Offset: 87 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green latural Cycle: 90 Control Type: Actuated-Coordinated daximum v/c Ratio: 0.10 Attersection Signal Delay (s/veh): 5.7  Intersection LOS: A		253		2043	2103		
pillback Cap Reductn 0 0 0 0 torage Cap Reductn 0 0 0 0 teduced v/c Ratio 0.03 0.08 0.10  Intersection Summary Eycle Length: 90 ctuated Cycle Length: 90 Iffset: 87 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green Intersection Type: Actuated-Coordinated Intersection Signal Delay (s/veh): 5.7  Intersection LOS: A							
torage Cap Reductn 0 0 0 0  deduced v/c Ratio 0.03 0.08 0.10  Intersection Summary  Eycle Length: 90  Cutuated Cycle Length: 90  Intersection Summary  Intersection Los: A							
ntersection Summary  Sycle Length: 90  ctuated Cycle Length: 90  offset: 87 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  latural Cycle: 90  control Type: Actuated-Coordinated  laximum v/c Ratio: 0.10  othersection Signal Delay (s/veh): 5.7  Intersection LOS: A	•						
Attersection Summary Expelse Length: 90 Actuated Cycle Length: 90 Affset: 87 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green Alatural Cycle: 90 Acontrol Type: Actuated-Coordinated Alaximum v/c Ratio: 0.10 Attersection Signal Delay (s/veh): 5.7  Intersection LOS: A	· ·						
ctuated Cycle Length: 90 ctuated Cycle Length: 90 offset: 87 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green latural Cycle: 90 control Type: Actuated-Coordinated flaximum v/c Ratio: 0.10 offset: 87 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green latural Cycle: 90 control Type: Actuated-Coordinated flaximum v/c Ratio: 0.10 offset: 10 (10 (10 (10 (10 (10 (10 (10 (10 (10		0.00		0.00	0.10		
ctuated Cycle Length: 90  Offset: 87 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green  Industrial Cycle: 90  Control Type: Actuated-Coordinated  Itaximum v/c Ratio: 0.10  Intersection Signal Delay (s/veh): 5.7	Intersection Summary						
Offset: 87 (97%), Referenced to phase 2:NBTL and 6:SBT, Start of Green latural Cycle: 90 control Type: Actuated-Coordinated laximum v/c Ratio: 0.10 htersection Signal Delay (s/veh): 5.7 Intersection LOS: A	Cycle Length: 90						
latural Cycle: 90 control Type: Actuated-Coordinated laximum v/c Ratio: 0.10 ntersection Signal Delay (s/veh): 5.7 Intersection LOS: A	Actuated Cycle Length: 90						
fontrol Type: Actuated-Coordinated  laximum v/c Ratio: 0.10  ntersection Signal Delay (s/veh): 5.7  Intersection LOS: A		ed to phas	se 2:NBT	L and 6:S	SBT, Start	of Green	
laximum v/c Ratio: 0.10 htersection Signal Delay (s/veh): 5.7 Intersection LOS: A	Natural Cycle: 90						
laximum v/c Ratio: 0.10 htersection Signal Delay (s/veh): 5.7 Intersection LOS: A	Control Type: Actuated-Coo	ordinated					
• , , ,	Maximum v/c Ratio: 0.10						
ntersection Capacity Utilization 45.6% ICU Level of Service A	Intersection Signal Delay (s	s/veh): 5.7			In	itersection LOS: A	
	Intersection Capacity Utiliza	ation 45.6°	%		IC	CU Level of Service A	4
	Analysis Period (min) 15						

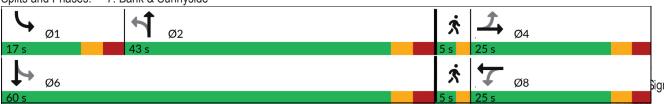
Splits and Phases: 6: Bank & Aylmer



1. Dank & Sunnys								_			00/01/2024
	•	$\rightarrow$	•	-	1	<b>†</b>	-	Į.			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		4		4		<b>€1</b> }		4î≽			
Traffic Volume (vph)	28	7	5	12	12	236	33	411			
Future Volume (vph)	28	7	5	12	12	236	33	411			
Lane Group Flow (vph)	0	60	0	55	0	281	0	541			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Detector Phase	4	4	8	8	2	2	1	6			
Switch Phase											
Minimum Initial (s)	6.4	6.4	5.3	5.3	17.0	17.0	5.0	17.0	1.0	1.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?	<u> </u>	<u> </u>	Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	Max	Max	None	Max	None	None	
Act Effct Green (s)		10.1		9.5		65.1		65.1			
Actuated g/C Ratio		0.13		0.12		0.82		0.82			
v/c Ratio		0.48		0.33		0.12		0.24			
Control Delay (s/veh)		44.4		20.8		3.2		3.5			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		44.4		20.8		3.2		3.5			
LOS		D		С		Α		Α			
Approach Delay (s/veh)		44.4		20.8		3.2		3.5			
Approach LOS		D		С		Α		Α			
Queue Length 50th (m)		9.3		2.8		5.4		11.3			
Queue Length 95th (m)		19.1		11.9		11.0		21.2			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		241		304		2387		2225			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		0.25		0.18		0.12		0.24			
Intersection Summary											
Cycle Length: 90											
Actuated Cycle Length: 79											
Natural Cycle: 90											
Control Type: Actuated-Un	coordinate	ed									
Maximum v/c Ratio: 0.48											
Internation Clause Delevit	-/··-b\. 7 0			1		- I OC. /	١				

Splits and Phases: 7: Bank & Sunnyside

Intersection Signal Delay (s/veh): 7.0
Intersection Capacity Utilization 60.6%
Analysis Period (min) 15



Intersection LOS: A ICU Level of Service B

ignal Timing, I

	۶	1	†	<del> </del>			
Lane Group	EBL	NBL	NBT	SBT	Ø4		
Lane Configurations	¥		4	7			
Traffic Volume (vph)	64	31	264	152			
Future Volume (vph)	64	31	264	152			
Lane Group Flow (vph)	102	0	327	206			
Turn Type	Prot	Perm	NA	NA			
Protected Phases	10		2	6	4		
Permitted Phases		2					
Detector Phase	10	2	2	6			
Switch Phase							
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0		
Minimum Split (s)	21.0	48.0	48.0	48.0	11.0		
Total Split (s)	21.0	48.0	48.0	48.0	11.0		
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.7		6.8	6.8			
Lead/Lag	0.,		0.0	0.0			
Lead-Lag Optimize?							
Recall Mode	Min	None	None	Max	None		
Act Effct Green (s)	10.8	. 10110	41.2	41.2			
Actuated g/C Ratio	0.17		0.64	0.64			
v/c Ratio	0.39		0.32	0.20			
Control Delay (s/veh)	28.7		6.5	5.6			
Queue Delay	0.0		0.0	0.0			
Total Delay (s/veh)	28.7		6.5	5.6			
LOS	20.7 C		Α	A			
Approach Delay (s/veh)	28.7		6.5	5.6			
Approach LOS	C		Α	Α			
Queue Length 50th (m)	11.0		14.3	8.2			
Queue Length 95th (m)	23.4		29.4	18.0			
Internal Link Dist (m)	57.2		0.1	5.9			
Turn Bay Length (m)	01.2		0.1	0.0			
Base Capacity (vph)	370		1030	1051			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.28		0.32	0.20			
	0.20		0.02	0.20			
Intersection Summary							
Cycle Length: 80							
Actuated Cycle Length: 64.5	5						
Natural Cycle: 80							
Control Type: Actuated-Unc	oordinate	ed					
Maximum v/c Ratio: 0.39							
	tersection Signal Delay (s/veh): 9.8 Intersection LOS: A						
Intersection Capacity Utilization 51.5% ICU Level of Serv						Service A	
Analysis Period (min) 15							

Splits and Phases: 9: Queen Elizabeth Drive & Fifth



HCM 95th-tile Q

letere etier						
Intersection	0.4					
Intersection Delay, s/veh	9.1					
Intersection LOS	Α					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	f)		14	
Traffic Vol, veh/h	5	190	275	5	5	5
Future Vol, veh/h	5	190	275	5	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	211	306	6	6	6
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay, s/veh	8.7		9.4		7.9	
HCM LOS	Α		Α		Α	
Lane		EBLn1	WBLn1	SBLn1		
Vol Left, %		3%	0%	50%		
Vol Thru, %		97%	98%	0%		
Vol Right, %		0%	2%	50%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		195	280	10		
LT Vol		5	0	5		
Through Vol		190	275	0		
RT Vol		0	5	5		
Lane Flow Rate		217	311	11		
Geometry Grp		1	1	1		
Degree of Util (X)		0.252	0.355	0.015		
Departure Headway (Hd)		4.191	4.105	4.857		
Convergence, Y/N		Yes	Yes	Yes		
Сар		847	868	741		
Service Time		2.267	2.164	2.857		
HCM Lane V/C Ratio		0.256	0.358	0.015		
HCM Control Delay, s/veh		8.7	9.4	7.9		
HCM Lane LOS		Α	Α	Α		

1.6

HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	7.8					
Intersection LOS	Α					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<u></u>	LDIT	,,,,,,	4	W	TTDIT.
Traffic Vol, veh/h	24	5	5	144	5	5
Future Vol, veh/h	24	5	5	144	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	6	6	160	6	6
Number of Lanes	1	0	0	1	1	0
	•	<u> </u>		'	•	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.2		7.9		7.2	
HCM LOS	Α		Α		Α	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		50%	0%	3%		
Vol Thru, %		0%	83%	97%		
Vol Right, %		50%	17%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		10	29	149		
LT Vol		5	0	5		
Through Vol		0	24	144		
RT Vol		5	5	0		
Lane Flow Rate		11	32	166		
Geometry Grp		1	1	1		
Degree of Util (X)		0.013	0.036	0.183		
Departure Headway (Hd)		4.074	3.973	3.985		
Convergence, Y/N		Yes	Yes	Yes		
Cap		866	898	904		
Service Time		2.157	2.009	1.997		
HCM Lane V/C Ratio		0.013	0.036	0.184		
HCM Control Delay, s/veh		7.2	7.2	7.9		
HCM Lane LOS		Α	Α	Α		

0.1

0.7

HCM 95th-tile Q

L. C						
Intersection	0.0					
Intersection Delay, s/veh	8.3					
Intersection LOS	Α					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĵ»			ની	N/A	
Traffic Vol, veh/h	24	5	73	5	129	66
Future Vol, veh/h	24	5	73	5	129	66
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	6	81	6	143	73
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB		•		WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.6		8.2		8.5	
HCM LOS	Α		Α		Α	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		66%	0%	94%		
Vol Thru, %		0%	83%	6%		
Vol Right, %		34%	17%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		195	29	78		
LT Vol		129	0	73		
Through Vol		0	24	5		
RT Vol		66	5	0		
Lane Flow Rate		217	32	87		
Geometry Grp		1	1	1		
Degree of Util (X)		0.245	0.04	0.112		
Departure Headway (Hd)		4.069	4.415	4.641		
Convergence, Y/N		Yes	Yes	Yes		
Cap		869	815	777		
Service Time		2.157	2.418	2.643		
HCM Lane V/C Ratio		0.25	0.039	0.112		
HCM Control Delay, s/veh		8.5	7.6	8.2		

0.1

0.4

Intersection												
Intersection Delay, s/veh	7.3											
Intersection LOS	Α											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	10	43	0	0	0	64	10	10	49	0	0	94
Future Vol, veh/h	10	43	0	0	0	64	10	10	49	0	0	94
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	48	0	0	0	71	11	11	54	0	0	104
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.7	7.1	7.3	7.1
HCM LOS	Α	A	Α	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	14%	19%	0%	0%	
Vol Thru, %	14%	81%	0%	0%	
Vol Right, %	71%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	69	53	64	94	
LT Vol	10	10	0	0	
Through Vol	10	43	0	0	
RT Vol	49	0	64	94	
Lane Flow Rate	77	59	71	104	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.082	0.071	0.073	0.105	
Departure Headway (Hd)	3.841	4.34	3.691	3.616	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	922	819	959	979	
Service Time	1.909	2.4	1.758	1.685	
HCM Lane V/C Ratio	0.084	0.072	0.074	0.106	
HCM Control Delay, s/veh	7.3	7.7	7.1	7.1	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.3	0.2	0.2	0.4	

or , %	Stop	EBR 108 108 0 Stop None 0 90 3 120	NBL  46 46 178 Free 90 3 51	NBT 276 276 0 Free None 0 90 3 307	SBT 389 389 0 Free - 0 0 90 3 432	SBR  65 65 107 Free None 90 3 72
h h s, #/hr Storag or , %	2 2 5 0 Stop - - - 0 90 3 2	108 108 0 Stop None 0 - - 90 3 120	46 46 178 Free - - - 90 3 51	276 276 0 Free None - 0 0 90 3 307	389 389 0 Free - 0 0 90 3	65 65 107 Free None - - - 90 3
h h s, #/hr Storag or , %	2 2 5 0 Stop - - - 0 90 3 2	108 108 0 Stop None 0 - - 90 3 120	46 46 178 Free - - - 90 3 51	276 276 0 Free None - 0 0 90 3 307	389 389 0 Free - 0 0 90 3	65 65 107 Free None - - - 90 3
h h s, #/hr Storag or , %	2 Stop 	108 108 0 Stop None 0 - - 90 3 120	46 178 Free - - - 90 3 51	276 276 0 Free None - 0 0 90 3 307	389 389 0 Free - 0 0 90 3	65 107 Free None - - - 90 3
h s, #/hr Storag or , %	2 Stop 	108 0 Stop None 0 - - 90 3 120	46 178 Free - - - 90 3 51	276 0 Free None - 0 0 90 3 307	389 0 Free - 0 0 90 3	65 107 Free None - - - 90 3
s, #/hr	Stop	0 Stop None 0 - - 90 3 120	178 Free 90 3 51	0 Free None - 0 0 90 3 307	0 Free - 0 0 90 3	107 Free None - - - 90 3
l or , %	Stop	Stop None 0 - 90 3 120	Free 90 3 51	Free None - 0 0 90 3 3 307	Free - 0 0 0 90 3	Free None - - - 90 3
Storag or , %	Je, # 0 0 90 3 2 Minor2	None 0 - - 90 3 120	90 3 51	None 0 0 90 3 307	0 0 0 90 3	None - - - 90 3
Storag or , %	90 3 2 Minor2	0 - - 90 3 120	90 3 51	0 0 90 3 307	0 0 0 90 3	- - - 90 3
or , %	0 90 3 2 <u>Minor2</u> 902	90 3 120	90 3 51	0 90 3 307	90 3	90 3
or , %	0 90 3 2 <u>Minor2</u> 902	90 3 120	90 3 51	0 90 3 307	90 3	90
%	90 3 2 Minor2 902	90 3 120	90 3 51	90 3 307	90	90
%	3 2 Minor2 902	3 120 N	3 51	3 307	3	3
	2 Minor2 902	120 N	51	307		
	Minor2 902	N			432	72
	902		Maior1			
	902		Maior1			
	902			Λ	/lajor2	
ΑII			682	0	-	0
	616	040	002	-	-	-
	646		-			
	256	-	4 4 4 5	-	-	-
		6.245	4.145	-	-	-
g 1	5.445	-	-	-	-	-
g 2	5.845	-	-	-	-	-
	3.52853			-	-	-
euver		468	903	-	-	-
	518	-	-	-	-	-
	762	-	-	-	-	-
, %				-	-	-
euve	r 177	380	733	-	_	_
			.00		_	_
Suve						<u>-</u>
		-	-	-	-	
	010	-	-	-	-	-
	EB		NB		SB	
elav s						
nay, c	_		1.01		0	
or Mv	mt	NBL	NBT	EBL <sub>n1</sub>	SBT	SBR
\		514	-	380	-	-
)			_		-	_
) Ratio	s/veh)				_	_
Ratio						_
Ratio elay (s					_	_
Ratio elay (s	h)	0.2		1.0		
ela	y, s	388 618 EB y, s/\dd.8.79 C	EB  Ny, s/\d8.79  C  Mvmt NBL  514  atio 0.07  y (s/veh) 10.3  B	EB NB  Ny, s/\(\frac{1}{4}\)8.79 C  Mvmt NBL NBTI  514 - atio 0.07 - y (s/veh) 10.3 0.6 B A	EB NB  Ny, s/18.79 C  Mvmt NBL NBTEBLn1  514 - 380 atio 0.07 - 0.316 by (s/veh) 10.3 0.6 18.8 B A C	EB NB SB  Ny, s/\forall 8.79 1.97 0  Mvmt NBL NBTEBLn1 SBT  514 - 380 -  atio 0.07 - 0.316 -  y (s/veh) 10.3 0.6 18.8 -  B A C -

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7	1100	<b>†</b>	<u> </u>	UDIN
Traffic Vol, veh/h	2	11	0	353	321	0
Future Vol, veh/h	2	11	0	353	321	0
Conflicting Peds, #/hi		0	0	0	0	86
Sign Control	Stop		Free	Free	Free	Free
RT Channelized	- Otop		-		-	None
Storage Length	_	0	_	-		-
Veh in Median Storag		-	_	0	0	_
Grade, %	η <del>ς</del> , # 0		-	0	0	_
Peak Hour Factor	90	90	90	90	90	90
	3	3	3	3	3	3
Heavy Vehicles, %	2	12		392	357	
Mvmt Flow	2	12	0	392	331	0
Major/Minor	Minor2	N	/lajor1	N	/lajor2	
Conflicting Flow All	553	357	-	0	-	0
Stage 1	357	-	-	-	-	-
Stage 2	196	-	-	-	-	-
Critical Hdwy	6.645	6.245	-	-	-	-
Critical Hdwy Stg 1	5.445	-	-	-	-	-
Critical Hdwy Stg 2	5.845	-	_	_	_	_
	3.5285	3.3285	-	-	-	-
Pot Cap-1 Maneuver		684	0	_	-	0
Stage 1	705	-	0	_	_	0
Stage 2	816	_	0	_	_	0
Platoon blocked, %	010		v	_	_	Ū
Mov Cap-1 Maneuve	r 476	684	_	_	_	_
Mov Cap-1 Maneuve		-	_	_	_	_
Stage 1	705	_	_	_	_	_
Stage 2	816	_	_	_		_
Stage 2	010					
Approach	EB		NB		SB	
HCM Control Delay,	s/10.36		0		0	
HCM LOS	В					
Minor Lone/Major M	not.	NDT	DI 1	CDT		
Minor Lane/Major Mv	mt		BLn1	SBT		
Capacity (veh/h)		-	684	-		
HCM Lane V/C Ratio		-	0.018	-		
HCM Control Delay (	s/veh)	-	10.4	-		
HCM Lane LOS		-	В	-		
HCM 95th %tile Q(ve	h)	-	0.1	-		

Intersection						
Int Delay, s/veh	10.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	THE STATE OF THE S	LDK	NDL	4		אמט
Traffic Vol, veh/h	<b>'T'</b> 251	166	17	<b>€</b> 1	<b>Љ</b> 121	61
Future Vol, veh/h	251	166	17	44	121	61
Conflicting Peds, #/hr	201	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None				
	- 0		-	None	-	
Storage Length		-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	279	184	19	49	134	68
Major/Minor N	linor2	N	//ajor1	N	/lajor2	
Conflicting Flow All	255	168	202	0	-	0
Stage 1	168	-	-	-	-	-
Stage 2	87	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	_	-	_
Critical Hdwy Stg 2	5.4	-	_	-	_	_
Follow-up Hdwy	3.5	3.3	2.2	_	_	_
Pot Cap-1 Maneuver	738	881	1382	_	_	_
Stage 1	866	-	1002		_	_
Stage 2	942	_	_	_	_	
Platoon blocked, %	342	-	-	-	_	-
Mov Cap-1 Maneuver	728	881	1382	-		
•			1302	-	-	-
Mov Cap-2 Maneuver	728	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/v			2.13		0	
HCM LOS	0.07 C		2.10		U	
TIOWI LOO	U					
Minor Lane/Major Mvm	t	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		502	-	782	-	-
HCM Lane V/C Ratio		0.014	-	0.593	-	-
HCM Control Delay (s/	veh)	7.6	0	16.1	-	-
HCM Lane LOS	,	A	A	С	-	-
HCM 95th %tile Q(veh)		0	-	4	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	<b>↑</b> ⊅			<b>†</b> †
Traffic Vol, veh/h	5	144	409	29	0	356
Future Vol, veh/h	5	144	409	29	0	356
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	-	None	-	None
Storage Length	_	0	-	None -	-	None
		-	0			0
Veh in Median Storage				-	-	
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	2	0	2	2
Mvmt Flow	6	160	454	32	0	396
Major/Minor N	/linor1	N	/lajor1	N	/lajor2	
Conflicting Flow All	768	343	0	0		-
Stage 1	571	-	_	-	_	_
Stage 2	198	_	_	_	_	_
Critical Hdwy	6.8	6.9	_	_	_	_
Critical Hdwy Stg 1	5.8	-	_	_	_	_
Critical Hdwy Stg 2	5.8	_	_	_	_	_
Follow-up Hdwy	3.5	3.3	_	_	_	
Pot Cap-1 Maneuver	342	658	_	_	0	_
Stage 1	534	-	_	-	0	-
	822		-	-	0	
Stage 2	022	-	-		U	
Platoon blocked, %	200	F00	-	-		-
Mov Cap-1 Maneuver	306	589	-	-	-	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s/			0		0	
HCM LOS	В		U		U	
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)		-	-	589	-	
HCM Lane V/C Ratio		-	-	0.272	-	
HCM Control Delay (s/	/veh)	-	-	13.4	-	
HCM Lane LOS		-	-	В	-	
HCM 95th %tile Q(veh	)	-	-	1.1	-	

Intersection						
Int Delay, s/veh	5.2					
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	7	LDIN	WDL	<u>₩Ы</u>	NDL NDL	אטוו
Traffic Vol, veh/h	190	1	0	280	120	5
Future Vol, veh/h	190	1	0	280	120	5
Conflicting Peds, #/hr	0	100	100	200	100	100
	-ree	Free	Free	Free	Stop	Stop
RT Channelized						None
	-		-		-	None
Storage Length	<u> </u>	-	-	-	0	-
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	211	1	0	311	133	6
Major/Minor Ma	ijor1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	312	0	723	412
Stage 1	-	_	-	-	312	- 12
Stage 2	_	_	_	_	411	_
			4.12		6.42	6.22
Critical Hdwy	-	-	4.12	-		
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	
Pot Cap-1 Maneuver	-	-	1248	-	393	640
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	669	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1116	-	314	512
Mov Cap-2 Maneuver	-	_	_	_	314	_
Stage 1	_	_	-	_	664	_
Stage 2	_	_	_	_	598	_
Olage 2					550	
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		24.68	
HCM LOS					С	
Minor Long/Maior M.		NDL 4	EDT	EDD	WDI	MDT
Minor Lane/Major Mvmt		NBLn1	EBT	EBR		WBT
Capacity (veh/h)		319	-	-	1116	-
HCM Lane V/C Ratio		0.435	-	-	-	-
HCM Control Delay (s/ve	eh)	24.7	-	-	0	-
HCM Lane LOS		С	-	-	Α	-
HCM 95th %tile Q(veh)		2.1	-	-	0	-

9.3 EBL 1 1	EBT ♣1 70	WBT	WBR	ODI	
1	4		WBR	ODI	
1	4			SBL	SBR
1				<b>Y</b>	OBIN
1	7 0	73	5	347	5
-	70	73	5	347	5
	0	0	0	0	0
Free	Free	Free	Free	Stop	Stop
-		-		-	None
_	-	_	-	0	-
ge,# -	0	0	-	0	_
•					_
					90
					2
					6
	10	01	U	300	U
		Major2			
87	0	-	0		84
-	-	-	-		-
-	-	-	-		-
4.12	-	-	-	6.42	6.22
-	-	-	-	5.42	-
-	-	-	-	5.42	-
2.218	-	-	-	3.518	3.318
1509	-	-	-	827	975
-	-	-	-	939	-
-	-	-	-	943	-
	-	-	-		
r 1509	-	-	-	826	975
	-	-	-	826	-
-	-	-	-	939	-
-	-	-	_		_
- FD		MA		0.0	
s/v 0.1		0			
				В	
/mt	EBL	EBT	WBT	WBRS	SBLn1
			-		828
)					0.472
					13.2
(3, 1311)					В
eh)		-	_	_	2.6
)					0
	90 2 1 Major1 87 - 4.12 - 2.218 r 1509 - -	- 0 90 90 2 2 1 78  Major1 N 87 0 4.12 2.218 - r 1509 er 1509 EB s/v 0.1  vmt EBL 25 0 0.001 (s/veh) 7.4 A	- 0 0 90 90 90 2 2 2 2 1 78 81  Major1 Major2 87 0 4.12 2.218 1509	- 0 0 - 90 90 90 90 2 2 2 2 2 1 78 81 6  Major1 Major2 N 87 0 - 0 4.12 2.218 1509	- 0 0 - 0 90 90 90 90 90 2 2 2 2 2 2 1 78 81 6 386  Major1 Major2 Minor2 87 0 - 0 164 84 80 4.12 6.42 5.42 2.218 5.42 2.218 3.518 r 1509 - 827 939 943 943 943 943 943 943 943 943 943 943 943 943 943 943 945 945 945 945 945 945 945

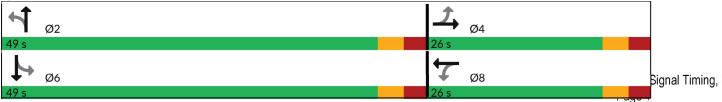
# **Existing scenario**

2022 Major Event Ingress

1: Bank & Fifth 08/01/2024

	۶	<b>→</b>	•	+	•	†	<b>/</b>	Ţ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	ሻ	ĵ.		47>		4ी रे	
Traffic Volume (vph)	60	53	71	61	23	453	31	599	
Future Volume (vph)	60	53	71	61	23	453	31	599	
Lane Group Flow (vph)	0	166	79	126	0	569	0	764	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	,	0.0	0.0	0.0	,	0.0	,	0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag		5.5		5.5					
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	
Act Effct Green (s)	110110	13.5	13.5	13.5	Max	46.4	Max	46.4	
Actuated g/C Ratio		0.19	0.19	0.19		0.65		0.65	
v/c Ratio		0.67	0.42	0.40		0.32		0.42	
Control Delay (s/veh)		35.8	30.3	17.4		6.5		7.4	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		35.8	30.3	17.4		6.5		7.4	
LOS		D	С	В		A		Α	
Approach Delay (s/veh)		35.8		22.4		6.5		7.4	
Approach LOS		D		C		A		Α	
Queue Length 50th (m)		16.9	8.8	7.6		14.0		20.5	
Queue Length 95th (m)		34.5	19.8	20.3		28.7		41.4	
Internal Link Dist (m)		49.7		112.4		195.6		190.0	
Turn Bay Length (m)		.311	45.0						
Base Capacity (vph)		366	289	454		1791		1803	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.45	0.27	0.28		0.32		0.42	
Intersection Summary									
Cycle Length: 75									
Actuated Cycle Length: 71									
Natural Cycle: 75									
Control Type: Actuated-Unco	oordinate	ed							
Maximum v/c Ratio: 0.67						100			
Intersection Signal Delay (s/						n LOS: E			
Intersection Capacity Utilizat	ion 68.9°	%			CU Level	of Service	e C		
Analysis Period (min) 15									

Splits and Phases: 1: Bank & Fifth



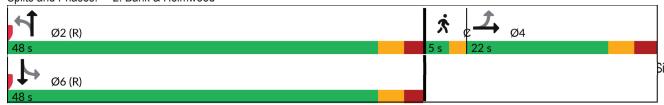
Z. Barik a Homilio	<b>→</b>	•	†	<b>\</b>	Ţ	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4	NDL	414	JDL	4T <del>}</del>	<del>- 200</del>
Traffic Volume (vph)	37	67	479	53	554	
Future Volume (vph)	37	67	479	53	554	
Lane Group Flow (vph)	150	0	737	0	729	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4	1 51111	2	1 51111	6	3
Permitted Phases	7	2	2	6	U	J
Detector Phase	4	2	2	6	6	
Switch Phase	4	2		U	U	
	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Initial (s)		10.0	10.0		4.0	
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag					Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max		None
Act Effct Green (s)	13.2		51.0		51.0	
Actuated g/C Ratio	0.18		0.68		0.68	
v/c Ratio	0.61		0.48		0.42	
Control Delay (s/veh)	38.5		7.1		6.7	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.5		7.1		6.7	
LOS	D		Α		Α	
Approach Delay (s/veh)	38.5		7.1		6.7	
Approach LOS	D		A		A	
Queue Length 50th (m)	19.8		19.7		19.7	
Queue Length 95th (m)	34.1		38.8		37.4	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	00.0		01.0		133.0	
Base Capacity (vph)	314		1547		1739	
Starvation Cap Reductn	0		1547		0	
Spillback Cap Reductin			0		0	
	0		*			
Storage Cap Reductn	0 49		0 10		0 42	
Reduced v/c Ratio	0.48		0.48		0.42	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 74 (99%), Reference	ed to phas	se 2:NBT	L and 6:5	SBTL. Sta	art of Gree	en
Natural Cycle: 75	p					<del>_</del>
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.61	J. dillatod					

Maximum v/c Ratio: 0.61

Intersection Signal Delay (s/veh): 9.8 Intersection Capacity Utilization 72.0% Analysis Period (min) 15 Intersection LOS: A ICU Level of Service C

· · ·

Splits and Phases: 2: Bank & Holmwood



Bignal Timing,

	<b>†</b>	<b>↓</b>				
Lane Group	NBT	SBT	Ø1	Ø7	Ø8	
Lane Configurations	<b>1</b> 13-	<b>*</b>		٠.	~~	
Traffic Volume (vph)	681	608				
Future Volume (vph)	681	608				
Lane Group Flow (vph)	757	676				
Turn Type	NA	NA				
Protected Phases	2	6	1	7	8	
Permitted Phases	_		•	•		
Detector Phase	2	6				
Switch Phase	_					
Minimum Initial (s)	10.0	10.0	1.0	1.0	10.0	
Minimum Split (s)	39.0	44.0	5.0	5.0	26.0	
Total Split (s)	39.0	44.0	5.0	5.0	26.0	
Total Split (%)	52.0%	58.7%	7%	7%	35%	
Yellow Time (s)	3.0	3.0	2.0	3.5	3.3	
All-Red Time (s)	3.9	3.9	0.0	0.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.9	6.9				
Lead/Lag	Lag	0.0	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Lug	
Recall Mode	C-Max	C-Max	None	None	None	
Act Effct Green (s)	75.0	75.0	110110	110110	110110	
Actuated g/C Ratio	1.00	1.00				
v/c Ratio	0.24	0.21				
Control Delay (s/veh)	0.2	0.1				
Queue Delay	0.0	0.0				
Total Delay (s/veh)	0.2	0.1				
LOS	A	A				
Approach Delay (s/veh)	0.2	0.1				
Approach LOS	A	A				
Queue Length 50th (m)	0.0	0.0				
Queue Length 95th (m)	0.0	0.0				
Internal Link Dist (m)	33.7	44.8				
Turn Bay Length (m)						
Base Capacity (vph)	3204	3173				
Starvation Cap Reductn	0	0				
Spillback Cap Reductn	0	0				
Storage Cap Reductn	0	0				
Reduced v/c Ratio	0.24	0.21				
Intersection Summary	Ţ. <b>=</b> 1	0.21				
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 0 (0%), Referenced	to phase	2·NRT an	4 6.CBTI	Start of	Green	
Natural Cycle: 75	to phase	z.indi ali	u v.obiL	., Start Of	GIEEII	
	ordinated					
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.24	2/40h). 0 0			l	torooctics !	100.1
Intersection Signal Delay (s					tersection l	
Intersection Capacity Utiliza	alion 46./	70		IC	U Level of	Service A
Analysis Period (min) 15						





Signal Timing,

## 6: Bank & Aylmer

	•	•	†	<b>↓</b>		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	W	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	41	<b>†</b>		
Traffic Volume (vph)	88	13	714	745		
Future Volume (vph)	88	13	714	745		
Lane Group Flow (vph)	125	0	807	882		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4	. 51111	2	6	3	
Permitted Phases	4	2	_	6	•	
Detector Phase	4	2	2	6		
Switch Phase	•	_	_	· ·		
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag		3.2	Ų. <u>L</u>	Lead	
Lead-Lag Optimize?	_~9					
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.6		59.7	59.7		
Actuated g/C Ratio	0.16		0.66	0.66		
v/c Ratio	0.50		0.41	0.43		
Control Delay (s/veh)	38.1		7.8	7.9		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	38.1		7.8	7.9		
LOS	D		Α	А		
Approach Delay (s/veh)	38.1		7.8	7.9		
Approach LOS	D		Α	А		
Queue Length 50th (m)	17.9		29.1	31.8		
Queue Length 95th (m)	33.9		43.3	47.0		
Internal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)						
Base Capacity (vph)	282		1985	2047		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.44		0.41	0.43		
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90		•				
Offset: 87 (97%), Reference	ed to phas	se 2:NBT	L and 6:S	BT, Start	of Green	
Natural Cycle: 90						
Control Type: Actuated-Coc	rdinated					
Maximum v/c Ratio: 0.50						
Intersection Signal Delay (s.	•				tersection LOS: A	
Intersection Capacity Utiliza	ition 51.2	%		IC	CU Level of Service A	
Analysis Period (min) 15						

Splits and Phases: 6: Bank & Aylmer



Signal Timing,

	*	-	•	•		<b>†</b>	-	<b>↓</b>			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		4		44		475		474			
Traffic Volume (vph)	51	76	13	81	26	509	135	605			
Future Volume (vph)	51	76	13	81	26	509	135	605			
Lane Group Flow (vph)	0	181	0	273	0	625	0	912			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Detector Phase	4	4	8	8	2	2	1	6			
Switch Phase											
Minimum Initial (s)	6.4	6.4	5.3	5.3	17.0	17.0	5.0	17.0	1.0	1.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	Max	Max	None	Max	None	None	
Act Effct Green (s)		18.7		18.7		54.0		54.0			
Actuated g/C Ratio		0.22		0.22		0.64		0.64			
v/c Ratio		0.84		0.82		0.36		0.68			
Control Delay (s/veh)		64.5		43.7		7.8		12.8			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		64.5		43.7		7.8		12.8			
LOS		Е		D		Α		В			
Approach Delay (s/veh)		64.5		43.7		7.8		12.8			
Approach LOS		Е		D		Α		В			
Queue Length 50th (m)		28.0		29.6		22.2		43.8			
Queue Length 95th (m)		#62.2		#69.7		31.4		64.8			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		224		340		1743		1339			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		0.81		0.80		0.36		0.68			

#### Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 84.3

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay (s/veh): 20.2
Intersection Capacity Utilization 87.5%

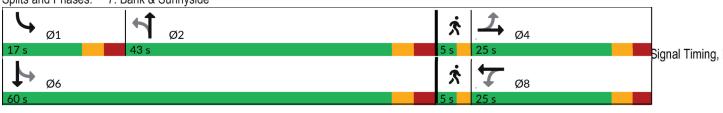
Intersection LOS: C
ICU Level of Service E

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Bank & Sunnyside



	۶	4	<b>†</b>	ļ		
Lane Group	EBL	NBL	NBT	SBT	Ø4	
Lane Configurations	W		4	7		
Traffic Volume (vph)	62	69	255	629		
Future Volume (vph)	62	69	255	629		
Lane Group Flow (vph)	166	0	360	836		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	10		2	6	4	
Permitted Phases		2				
Detector Phase	10	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.7	10.8	10.8	31.8	9.7	
Total Split (s)	21.0	48.0	48.0	48.0	11.0	
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.7		6.8	6.8		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	None	None	Max	None	
Act Effct Green (s)	12.4		41.3	41.3		
Actuated g/C Ratio	0.19		0.62	0.62		
v/c Ratio	0.58		0.56	0.81		
Control Delay (s/veh)	33.3		11.9	18.9		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	33.3		11.9	18.9		
LOS	С		В	В		
Approach Delay (s/veh)	33.3		11.9	18.9		
Approach LOS	С		В	В		
Queue Length 50th (m)	18.8		21.9	67.5		
Queue Length 95th (m)	35.6		49.3	#156.5		
Internal Link Dist (m)	57.2		0.1	5.9		
Turn Bay Length (m)						
Base Capacity (vph)	352		646	1027		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.47		0.56	0.81		
Intersection Summary						
Cycle Length: 80	2					
Actuated Cycle Length: 66.						
Natural Cycle: 65	oordinat-	ad.				
Control Type: Actuated-Uno Maximum v/c Ratio: 0.81	Loorumate	u				
	/vob\. 10	Q		l.	ntersection LOS: B	)
Intersection Signal Delay (s						
Intersection Capacity Utiliza	au011 00.4°	/0		10	CU Level of Servic	E
Analysis Period (min) 15	oveode e	anacity	andro w	av he len	nor	
# 95th percentile volume				ay be long	ger.	
Queue shown is maximu	ım after tv	vo cycles				

Splits and Phases: 9: Queen Elizabeth Drive & Fifth

**Å** Ø4 Ø10 Ø2 Signal Timing, Ø6

HCM Lane V/C Ratio

HCM Lane LOS

HCM 95th-tile Q

HCM Control Delay, s/veh

0

6.9

Ν

0

Ν

0

6.9

0

6.9

Ν

0

							_
Intersection							
Intersection Delay, s/veh	0						
Intersection LOS	-						
Marrant	EDI	CDT	WDT	WDD	CDI	CDD	
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations	^	<b>-</b> ₹	<u>.</u>	•	Å	•	
Traffic Vol, veh/h	0	0	0	0	0	0	
Future Vol, veh/h	0	0	0	0	0	0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	0	0	0	0	0	
Number of Lanes	0	1	1	0	1	0	
Approach		EB	WB		SB		
Opposing Approach		WB	EB				
Opposing Lanes		1	1		0		
Conflicting Approach Left		SB			WB		
Conflicting Lanes Left		1	0		1		
Conflicting Approach Right			SB		EB		
Conflicting Lanes Right		0	1		1		
HCM Control Delay, s/veh		0	0		0		
HCM LOS		-			-		
Lane	F	BLn1	WBLn1	SBLn1			
Vol Left, %		0%	0%	0%			
Vol Thru, %	1	100%	100%	100%			
Vol Right, %		0%	0%	0%			
Sign Control		Stop	Stop	Stop			
Traffic Vol by Lane		Olop	3top	310p			
LT Vol		0	0	0			
Through Vol		0	0	0			
RT Vol		0	0	0			
Lane Flow Rate		0	0	0			
Geometry Grp		1	1	1			
Degree of Util (X)		0	0	0			
		3.934	3.934	3.934			
Departure Headway (Hd)			Yes	Yes			
Convergence, Y/N		Yes					
Cap		0	0	0			
Service Time		1.934	1.934	1.934			

HCM Lane LOS

HCM 95th-tile Q

Ν

Ν

Ν

HCM Lane LOS

HCM 95th-tile Q

Ν

Ν

Ν

Intersection						
Intersection Delay, s/veh	0					
Intersection LOS	-					
microsolion 200						
			14:5	14/77		NET
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	f)			ની	W	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	0	1	1	0
Approach	EB			WB	NB	
Opposing Approach	WB			EB	110	
Opposing Lanes	1			1	0	
Conflicting Approach Left				NB	EB	
Conflicting Lanes Left	0			1	1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1			0	1	
HCM Control Delay, s/veh	0			0	0	
HCM LOS	-			-	-	
HOW LOO						
		ND. C	<b>ED</b> . (	MDI (		
Lane		NBLn1		WBLn1		
Vol Left, %		0%	0%	0%		
Vol Thru, %		100%	100%	100%		
Vol Right, %		0%	0%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		0	0	0		
LT Vol		0	0	0		
Through Vol		0	0	0		
RT Vol		0	0	0		
Lane Flow Rate		0	0	0		
Geometry Grp		1	1	1		
Degree of Util (X)		0	0	0		
Departure Headway (Hd)		3.934	3.934	3.934		
Convergence, Y/N		Yes	Yes	Yes		
Сар		0	0	0		
Service Time		1.934	1.934	1.934		
HCM Lane V/C Ratio		0	0	0		
HCM Control Delay, s/veh		6.9	6.9	6.9		

Intersection												
Intersection Delay, s/veh	9.3											
Intersection LOS	Α											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	66	56	0	0	0	192	57	58	93	0	0	127
Future Vol, veh/h	66	56	0	0	0	192	57	58	93	0	0	127
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	62	0	0	0	213	63	64	103	0	0	141
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	9.5	9	9.8	8.5
HCM LOS	Α	A	Α	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	27%	54%	0%	0%	
Vol Thru, %	28%	46%	0%	0%	
Vol Right, %	45%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	208	122	192	127	
LT Vol	57	66	0	0	
Through Vol	58	56	0	0	
RT Vol	93	0	192	127	
Lane Flow Rate	231	136	213	141	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.301	0.194	0.259	0.174	
Departure Headway (Hd)	4.693	5.147	4.369	4.433	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	760	691	815	802	
Service Time	2.76	3.221	2.434	2.506	
HCM Lane V/C Ratio	0.304	0.197	0.261	0.176	
HCM Control Delay, s/veh	9.8	9.5	9	8.5	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	1.3	0.7	1	0.6	

Intersection						
Int Delay, s/veh	14.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7	,,,,,,	41	<u>₽</u>	UDIN
Traffic Vol, veh/h	0	266	104	702	518	103
Future Vol, veh/h	0	266	104	702	518	103
Conflicting Peds, #/hr	0	0	178	0	0	107
	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None		None		None
	-		-	None	-	
Storage Length		0	-	_	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	296	116	780	576	114
Major/Minor M	inor2	ı	Major1	٨	/lajor2	
Conflicting Flow All	-	811	868	0	-	0
Stage 1		011	000	-	-	-
	-	-	_	-		
Stage 2	-	- 045	4 4 4 5	-	-	-
Critical Hdwy	-	6.245	4.145	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy		3.32852		-	-	-
Pot Cap-1 Maneuver	0	377	769	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	306	624	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	_	_	_	_	_	_
Stage 2	_	_	_	_	_	_
Approach	EB		NB		SB	
HCM Control Delay, s/6	31.31		3.48		0	
HCM LOS	F					
Minor Long/Maior M	4	NDI	NDT	TDI 4	CDT	CDD
Minor Lane/Major Mvm	ι	NBL		EBLn1	SBT	SBR
Capacity (veh/h)		465	-	306	-	-
HCM Lane V/C Ratio		0.185		0.967	-	-
HCM Control Delay (s/\	/eh)	12.1	2.2		-	-
HCM Lane LOS		В	Α	F	-	-
HCM 95th %tile Q(veh)		0.7	-	9.9	-	-

Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	ntersection						
Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	nt Delay, s/veh	0.8					
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	Movement .	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h Future Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		LDL		INDL			אמט
Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		0	70	^	<b>↑</b> ↑	757	0
Conflicting Peds, #/hr Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		0	72	0	784	757	0
Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		0	72	0	784	757	0
RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio			0	0	0	0	_ 86
Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		Stop	Stop	Free	Free	Free	Free
Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		-	None	-	None	-	None
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		-	0	-	-	-	-
Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		e,# 0	-	-	0	0	-
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		0	-	-	0	0	-
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	Peak Hour Factor	90	90	90	90	90	90
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	leavy Vehicles, %	3	3	3	3	3	3
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		0	80	0	871	841	0
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio							
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	/2.4:	4: 0					
Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	_	Minor2		/lajor1		/lajor2	
Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		-	841	-	0	-	0
Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2 Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		-	-	-	-	-	-
Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	Stage 2	-	-	-	-	-	-
Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	Critical Hdwy	-	6.245	-	-	-	-
Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvi Capacity (veh/h) HCM Lane V/C Ratio	Critical Hdwy Stg 1	-	-	-	-	-	-
Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvi Capacity (veh/h) HCM Lane V/C Ratio	Critical Hdwy Stg 2	-	-	-	-	-	-
Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		-3	3.3285	-	_	-	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		0	362	0	_	-	0
Stage 2 Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		0	-	0	_	_	0
Platoon blocked, % Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		0	_	0	_	_	0
Mov Cap-1 Maneuver Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		Ū			_	_	
Mov Cap-2 Maneuver Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvi Capacity (veh/h) HCM Lane V/C Ratio		_	362	_		_	_
Stage 1 Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio			302		-		
Stage 2  Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio			-	-	-	-	-
Approach HCM Control Delay, s HCM LOS  Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		-	-	-	-	-	-
HCM Control Delay, s HCM LOS Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	Stage 2	-	-	-	-	-	-
HCM Control Delay, s HCM LOS Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio							
HCM Control Delay, s HCM LOS Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	Approach	EB		NB		SB	
HCM LOS  Minor Lane/Major Mvr Capacity (veh/h)  HCM Lane V/C Ratio	• • • • • • • • • • • • • • • • • • • •			0		0	
Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio		/W1.70		U		U	
Capacity (veh/h) HCM Lane V/C Ratio	ICIVI LOS	C					
Capacity (veh/h) HCM Lane V/C Ratio							
Capacity (veh/h) HCM Lane V/C Ratio	/linor Lane/Major Mvr	nt	NBTE	EBLn1	SBT		
HCM Lane V/C Ratio			-	362	-		
				0.221	_		
HCM Control Delay (s		/veh)	_	17.8	_		
HCM Lane LOS		, 1011)		C	_		
HCM 95th %tile Q(vel		1)		0.8			
HOW SOUL WILL CALLE	TOWN 30th 70the Q(Ver	1)		0.0			

Intersection						
Int Delay, s/veh	8.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	בטול	NDL	4	<u>381</u>	אופט
Traffic Vol, veh/h	94	97	105	232	441	256
Future Vol, veh/h	94	97	105	232	441	256
	94	0	0	232	0	200
Conflicting Peds, #/hr			Free	Free	Free	Free
Sign Control RT Channelized	Stop	Stop				
	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	104	108	117	258	490	284
Major/Minor N	linor2	_ \	/lajor1	N	/lajor2	
Conflicting Flow All	1123	632	774	0	-	0
Stage 1	632	-	-	-	_	-
Stage 2	491	_	_	_	_	_
Critical Hdwy	6.4	6.2	4.1	_		_
Critical Hdwy Stg 1	5.4	0.2	4.1	_		_
					-	
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	229	484	850	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	193	484	850	-	-	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	619	-	-	-	-	-
- 1 J • -						
			NE		0.5	
Approach	EB		NB		SB	
HCM Control Delay, s/v			3.09		0	
HCM LOS	F					
Minor Lane/Major Mvm	ıt.	NBL	NPT	EBLn1	SBT	SBR
	IL					SDK
Capacity (veh/h)		561	-	278	-	-
HCM Lane V/C Ratio		0.137		0.765	-	-
HCM Control Delay (s/	veh)	9.9	0	50.3	-	-
HCM Lane LOS		Α	Α	F	-	-
HCM 95th %tile Q(veh)	)	0.5	-	5.7	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	,,,,,,	7	<b>†</b>	TISIT	ODL	<b>^</b>
Traffic Vol, veh/h	0	0	681	0	0	608
Future Vol, veh/h	0	0	681	0	0	608
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-			None		None
Storage Length	-	0	-	-	-	-
Veh in Median Storage	e # 0	-	0	_	_	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	2	0	2	2
Mymt Flow	0	0	757	0	0	676
IVIVIIIL FIOW	U	U	131	U	U	070
Major/Minor N	/linor1	Λ	/lajor1	N	/lajor2	
Conflicting Flow All	-	478	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	_	3.3	-	_	-	_
Pot Cap-1 Maneuver	0	539	_	-	0	_
Stage 1	0	-	-	_	0	-
Stage 2	0	_	_	_	0	_
Platoon blocked, %			_	_		_
Mov Cap-1 Maneuver	-	482	_	_	_	_
Mov Cap-2 Maneuver	_	-	_	_	_	_
Stage 1	_	_	_	_	_	_
Stage 2	_	_	_	_	_	_
Stage 2	_		_		_	_
Approach	WB		NB		SB	
HCM Control Delay, s/	/v 0		0		0	
HCM LOS	Α					
Minor Long (Maior M	-4	NDT	NDDV	VDL 4	CDT	
Minor Lane/Major Mvn	nt	NBT	MRKA	VBLn1	SBT	
Capacity (veh/h)		-	-	-	-	
HCM Lane V/C Ratio	, , ,	-	-	-	-	
HCM Control Delay (s/	/veh)	-	-	0	-	
	,					
HCM Lane LOS HCM 95th %tile Q(veh	,	-	-	A -	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
		EDI	VVDL			NDI
Lane Configurations	<b>₽</b>	^	0	र्च	¥	0
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	100	100	0	100	100
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None		None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	e, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
	/lajor1		Major2		/linor1	
Conflicting Flow All	0	0	101	0	202	201
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	_	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	_	-	1491	_	786	840
Stage 1	_	_	-	_	923	-
Stage 2	_	_	_	_	923	_
Platoon blocked, %	_	_		_	320	
Mov Cap-1 Maneuver			1333		629	671
		_		-		
Mov Cap-2 Maneuver	-	-	-	-	629	-
Stage 1	-	-	-	-	825	-
Stage 2	-	-	-	-	825	-
Approach	EB		WB		NB	
HCM Control Delay, s/			0		0	
· ·	V U		U			
HCM LOS					Α	
	nt N	NBLn1	EBT	EBR	WBL	WBT
Minor Lane/Major Mvm					1333	-
		_	-			
Capacity (veh/h)		-		_		_
Capacity (veh/h) HCM Lane V/C Ratio		- - 0	-		-	-
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s/		- - 0 Д	-	-	0	-
Capacity (veh/h) HCM Lane V/C Ratio	veh)	- 0 A	-	-	-	

Intersection Int Delay, s/veh  Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized Storage Length	0 EBL 0 0	EBT ♣	WBT	WBR		
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized	0	र्स		W/RR		
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized	0	र्स			SBL	SBR
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized			₽	WDIX	¥/	ODIC
Future Vol, veh/h Conflicting Peds, #/hr Sign Control RT Channelized		0	0	0	0	0
Conflicting Peds, #/hr Sign Control RT Channelized		0	0	0	0	0
Sign Control RT Channelized	0	0	0	0	0	0
RT Channelized	Free	Free	Free	Free	Stop	Stop
	riee -				Stop -	
Storage Length			-			
	<b>-</b> - ш	-	-	-	0	-
Veh in Median Storag		0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Major/Minor I	Major1	N	Major2	N	Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	
Stage 2	_	_	_	_	0	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	
Pot Cap-1 Maneuver	1622	-	-	-	1022	1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver		-	-	-	1022	-
Stage 1	_	_	-	_	1022	_
Stage 2	_	_	_	_	-	_
Olago Z						
Approach	EB		WB		SB	
HCM Control Delay, s	/v 0		0		0	
HCM LOS					Α	
Minor Lane/Major Mvr	nt	EBL	EBT	WRT	WBRS	SBI n1
Capacity (veh/h)	iit.	1622	LDI	VVDI	WDICC	JULITI
HCM Lane V/C Ratio			-	_	_	-
	1 . 1. \	-	-	-	-	-
HCM Control Delay (s	/ven)	0	-	-	-	0
HCM Lane LOS	. \	A	-	-	-	Α
HCM 95th %tile Q(veh	1)	0	-	-	-	-

# **Existing scenario**

2022 Major Event Egress

1: Bank & Fifth 08/01/2024

	۶	<b>→</b>	•	+	•	†	<b>/</b>	<b>↓</b>	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	7	₽		47>		€ि	
Traffic Volume (vph)	74	32	39	68	21	308	19	340	
Future Volume (vph)	74	32	39	68	21	308	19	340	
Lane Group Flow (vph)	0	147	43	143	0	392	0	441	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	,	0.0	0.0	0.0	3	0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag		0.0	0.0	0.0		0.0		0.0	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	
Act Effct Green (s)	110110	13.1	12.9	12.9	Max	48.0	Mich	48.0	
Actuated g/C Ratio		0.19	0.19	0.19		0.70		0.70	
v/c Ratio		0.65	0.22	0.45		0.20		0.23	
Control Delay (s/veh)		36.0	24.7	19.3		5.6		5.6	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		36.0	24.7	19.3		5.6		5.6	
LOS		D	C	В		A		A	
Approach Delay (s/veh)		36.0		20.5		5.6		5.6	
Approach LOS		D		20.5 C		3.0 A		A	
Queue Length 50th (m)		15.3	4.6	9.3		8.7		9.8	
Queue Length 95th (m)		31.8	12.1	23.1		18.9		21.1	
Internal Link Dist (m)		49.7	14.1	112.4		195.6		190.0	
Turn Bay Length (m)		70.7	45.0	112.7		100.0		130.0	
, , ,		345	320	469		1945		1954	
Base Capacity (vph) Starvation Cap Reductn		0	0	409		1945		1934	
Spillback Cap Reductin		0	0	0		0		0	
Storage Cap Reductin		0	0	0		0		0	
Reduced v/c Ratio		0.43	0.13	0.30		0.20		0.23	
		0.43	0.13	0.30		0.20		0.23	
Intersection Summary									
Cycle Length: 75	4								
Actuated Cycle Length: 68	.4								
Natural Cycle: 75									
Control Type: Actuated-Un	coordinate	ed							
Maximum v/c Ratio: 0.65									

Maximum v/c Ratio: 0.65 Intersection Signal Delay (s/veh): 11.8 Intersection Capacity Utilization 71.9% Analysis Period (min) 15 Intersection LOS: B ICU Level of Service C

Splits and Phases: 1: Bank & Fifth

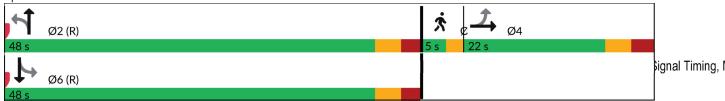


	<b>→</b>	1	†	<b>/</b>	<del> </del>	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		414		414	
Traffic Volume (vph)	21	49	259	30	270	
Future Volume (vph)	21	49	259	30	270	
Lane Group Flow (vph)	143	0	405	0	401	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		2		6	3
Permitted Phases		2		6		
Detector Phase	4	2	2	6	6	
Switch Phase						
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	۷.۷	0.0	2.2	0.0	0.0
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag		٥.۷		٥.۷	Lead
Lead-Lag Optimize?	Lay					Loau
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	13.1	O-IVIAX	51.1	O-IVIAX	51.1	NOILE
Actuated g/C Ratio	0.17		0.68		0.68	
v/c Ratio	0.17		0.00		0.00	
Control Delay (s/veh)	38.7		5.0		4.8	
Queue Delay	0.0		0.0		0.0	
	38.7		5.0		4.8	
Total Delay (s/veh) LOS	36.7 D		5.0 A		4.6 A	
Approach LOS	38.7		5.0		4.8	
Approach LOS	D		Α		A	
Queue Length 50th (m)	18.9		8.4		8.0	
Queue Length 95th (m)	32.8		17.4		16.6	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	20.4		1015		4770	
Base Capacity (vph)	304		1645		1778	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.47		0.25		0.23	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75	5					
Offset: 74 (99%), Referen		se 2:NBT	L and 6:5	SBTL, Sta	art of Gree	n
Natural Cycle: 75				,		
Control Type: Actuated-C	oordinated					
Maximum v/c Ratio: 0.61						
Intersection Signal Dolov	(a/yah), 10	٥		1.	ntorocotio	n I OC: D

Splits and Phases: 2: Bank & Holmwood

Intersection Signal Delay (s/veh): 10.0 Intersection Capacity Utilization 59.2%

Analysis Period (min) 15



Intersection LOS: B

ICU Level of Service B

	<b>†</b>	↓				
Lane Group	NBT	SBT	Ø1	Ø7	Ø8	
Lane Configurations	<b>↑</b> Ъ	<b>*</b>	~ !	~!		
Traffic Volume (vph)	350	333				
Future Volume (vph)	350	333				
Lane Group Flow (vph)	389	370				
Turn Type	NA	NA				
Protected Phases	2	6	1	7	8	
Permitted Phases	_	v	•	•	v	
Detector Phase	2	6				
Switch Phase	_	v				
Minimum Initial (s)	10.0	10.0	1.0	1.0	10.0	
Minimum Split (s)	39.0	44.0	5.0	5.0	26.0	
Total Split (s)	39.0	44.0	5.0	5.0	26.0	
Total Split (%)	52.0%	58.7%	7%	7%	35%	
Yellow Time (s)	3.0	3.0	2.0	3.5	3.3	
All-Red Time (s)	3.9	3.9	0.0	0.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	5.0	
Total Lost Time (s)	6.9	6.9				
Lead/Lag	Lag	0.5	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes		Yes	Yes	Lay	
Recall Mode	C-Max	C-Max	None	None	None	
Act Effct Green (s)	75.0	75.0	NOHE	NOHE	None	
Actuated g/C Ratio	1.00	1.00				
v/c Ratio	0.12	0.12				
Control Delay (s/veh)	0.12	0.12				
Queue Delay	0.1	0.1				
Total Delay (s/veh)	0.0	0.0				
LOS	0.1 A	0.1 A				
	0.1	0.1				
Approach LOS	0.1 A	0.1 A				
Approach LOS  Queue Length 50th (m)	0.0	0.0				
Queue Length 95th (m)	0.0	0.0				
Internal Link Dist (m)	33.7	44.8				
	33.7	44.8				
Turn Bay Length (m)	2204	2472				
Base Capacity (vph)	3204	3173				
Starvation Cap Reductn	0	0				
Spillback Cap Reductn	0	0				
Storage Cap Reductn	0 10	0				
Reduced v/c Ratio	0.12	0.12				
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 0 (0%), Referenced	to phase	2:NBT an	d 6:SBTL	., Start of	Green	
Natural Cycle: 75						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.12						
Intersection Signal Delay (s	s/veh): 0.1			In	tersection	LOS: A
Intersection Capacity Utiliza	ation 43.5°	%		IC	CU Level of	f Service A
Analysis Period (min) 15						

Splits and Phases: 3: Bank & Exhibition



## 6: Bank & Aylmer

	•	•	†	<b></b>		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	W		414	<b>†</b> 1>		
Traffic Volume (vph)	18	16	323	288		
Future Volume (vph)	18	16	323	288		
Lane Group Flow (vph)	37	0	377	344		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2	_	6	•	
Detector Phase	4	2	2	6		
Switch Phase		_	_			
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (s)	22.0	63.0	63.0	63.0	5.0	
Fotal Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0	۷.۷	0.0	0.0	1.0	
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag			5.2	5.2	Lead	
· · · · · · · · · · · · · · · · · · ·	Lag				Leau	
Lead-Lag Optimize?	Dod	C May	C May	C May	May	
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.0		60.3	60.3		
Actuated g/C Ratio	0.16		0.67	0.67		
v/c Ratio	0.17		0.19	0.17		
Control Delay (s/veh)	23.5		5.9	5.5		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	23.5		5.9	5.5		
LOS	С		A	Α		
Approach Delay (s/veh)	23.5		5.9	5.5		
Approach LOS	С		Α	Α		
Queue Length 50th (m)	3.0		11.3	9.6		
Queue Length 95th (m)	11.4		16.6	14.4		
nternal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)						
Base Capacity (vph)	261		1971	2055		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.14		0.19	0.17		
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 87 (97%), Referenc Natural Cycle: 90	ed to phas	se 2:NBT	L and 6:S	BT, Start	of Green	
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.19	o. amatou					
ntersection Signal Delay (s	s/veh): 6.6			In	itersection LOS: A	
Intersection Capacity Utiliz	•				CU Level of Service A	
Analysis Period (min) 15	udon 70.0	70		IC	70 LOVE OF OUR PIOCE P	·

Splits and Phases: 6: Bank & Aylmer



1. Dank & Ournings	iuc										00/01/202
	۶	-	•	<b>←</b>	4	<b>†</b>	-	<b>↓</b>			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		- 4→		4		<b>€</b> 1Ъ		€î∌			
Traffic Volume (vph)	30	27	16	34	19	263	14	295			
Future Volume (vph)	30	27	16	34	19	263	14	295			
Lane Group Flow (vph)	0	87	0	96	0	321	0	376			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Detector Phase	4	4	8	8	2	2	1	6			
Switch Phase											
Minimum Initial (s)	6.4	6.4	5.3	5.3	17.0	17.0	5.0	17.0	1.0	1.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	Max	Max	None	Max	None	None	
Act Effct Green (s)		11.3		11.1		60.3		60.3			
Actuated g/C Ratio		0.14		0.14		0.76		0.76			
v/c Ratio		0.53		0.48		0.15		0.18			
Control Delay (s/veh)		42.8		28.2		4.1		4.1			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		42.8		28.2		4.1		4.1			
LOS		D		С		Α		Α			
Approach Delay (s/veh)		42.8		28.2		4.1		4.1			
Approach LOS		D		С		Α		Α			
Queue Length 50th (m)		12.0		8.1		6.6		7.5			
Queue Length 95th (m)		24.9		21.2		13.6		15.4			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		283		327		2153		2117			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		0.31		0.29		0.15		0.18			
Intersection Summary											
Cycle Length: 90											
Actuated Cycle Length: 79	).4										
Natural Cycle: 90											
Control Type: Actuated-Ur	ncoordinate	h									

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay (s/veh): 10.6
Intersection Capacity Utilization 44.7%

Intersection LOS: B
ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 7: Bank & Sunnyside



	۶	4	<b>†</b>	<b>↓</b>		
Lane Group	EBL	NBL	NBT	SBT	Ø4	
Lane Configurations	W		4	1		
Traffic Volume (vph)	132	42	298	283		
Future Volume (vph)	132	42	298	283		
Lane Group Flow (vph)	214	0	378	388		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	10		2	6	4	
Permitted Phases		2				
Detector Phase	10	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.7	10.8	10.8	31.8	9.7	
Total Split (s)	21.0	48.0	48.0	48.0	11.0	
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7	
_ost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.7		6.8	6.8		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	None	None	Max	None	
Act Effct Green (s)	13.6		41.2	41.2		
Actuated g/C Ratio	0.20		0.61	0.61		
//c Ratio	0.68		0.40	0.39		
Control Delay (s/veh)	36.7		8.6	8.4		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	36.7		8.6	8.4		
_OS	D		Α	Α		
Approach Delay (s/veh)	36.7		8.6	8.4		
Approach LOS	D		Α	Α		
Queue Length 50th (m)	25.0		22.7	23.2		
Queue Length 95th (m)	#45.8		39.1	39.1		
Internal Link Dist (m)	57.2		0.1	5.9		
Turn Bay Length (m)						
Base Capacity (vph)	355		946	1005		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.60		0.40	0.39		
Intersection Summary						
Cycle Length: 80						
Actuated Cycle Length: 67.3	3					
Natural Cycle: 65						
Control Type: Actuated-Unc	coordinate	ed				
Maximum v/c Ratio: 0.68						
Intersection Signal Delay (s.	/veh): 14.	6		In	ntersection L0	DS: B
Intersection Capacity Utiliza				IC	CU Level of S	Service C
Analysis Period (min) 15						

Queue shown is maximum after two cycles.

Splits and Phases: 9: Queen Elizabeth Drive & Fifth



							_
Intersection							
Intersection Delay, s/veh	0						
Intersection LOS	-						
Movement	EBL	EBT	WBT	WBR	SBL	SBR	
Lane Configurations		4	ĵ»		W		
Traffic Vol, veh/h	0	0	0	0	0	0	
Future Vol, veh/h	0	0	0	0	0	0	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	0	0	0	0	0	0	
Number of Lanes	0	1	1	0	1	0	
Approach		EB	WB		SB		
Opposing Approach		WB	EB				
Opposing Lanes		1	1		0		
Conflicting Approach Left		SB			WB		
Conflicting Lanes Left		1	0		1		
Conflicting Approach Right			SB		EB		
Conflicting Lanes Right		0	1		1		
HCM Control Delay, s/veh		0	0		0		
HCM LOS		-	-		-		
Lane		EBLn1	WBLn1	SBLn1			
Vol Left, %		0%	0%	0%			
Vol Thru, %		100%	100%	100%			
Vol Right, %		0%	0%	0%			
Sign Control		Stop	Stop	Stop			
Traffic Vol by Lane		0	0	0			
I T Vol		0	0	0			

HCM Lane LOS

HCM 95th-tile Q

Intersection						
Intersection Delay, s/veh	0					
Intersection LOS	-					
Management	EDT	EDD	MO	MOT	ND	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	₽			र्स	W	
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	0	1	1	0
Approach	EB			WB	NB	
	WB			EB	IND	
Opposing Approach	WB			1	0	
Opposing Lanes	I				EB	
Conflicting Approach Left				NB		
Conflicting Lanes Left	0			1	1	
Conflicting Approach Right	NB			0	WB	
Conflicting Lanes Right	1			0	1	
HCM Control Delay, s/veh	0			0	0	
HCM LOS	-			-	-	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		0%	0%	0%		
Vol Thru, %		100%	100%	100%		
Vol Right, %		0%	0%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		0	0	0		
LT Vol		0	0	0		
Through Vol		0	0	0		
RT Vol		0	0	0		
Lane Flow Rate		0	0	0		
Geometry Grp		1	1	1		
Degree of Util (X)		0	0	0		
Departure Headway (Hd)		3.934	3.934	3.934		
Convergence, Y/N		Yes	Yes	Yes		
Cap		0	0	0		
Service Time		1.934	1.934	1.934		
HCM Lane V/C Ratio		1.934	1.934	1.934		
HCM Control Delay, s/veh		6.9	6.9	6.9		

Ν

HCM Lane LOS

HCM 95th-tile Q

Ν

Ν

Ν

Intersection						
Intersection Delay, s/veh	0					
Intersection LOS	-					
IIIOI360IIOII EOO						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	f)			ની	¥	
Traffic Vol, veh/h	0	0	0	Ö	0	0
Future Vol, veh/h	0	0	0	0	0	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Number of Lanes	1	0	0	1	1	0
Approach	EB			WB	NB	
Opposing Approach	WB			EB		
Opposing Lanes	1			1	0	
Conflicting Approach Left				NB	EB	
Conflicting Lanes Left	0			1	1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1			0	1	
HCM Control Delay, s/veh	0			0	0	
HCM LOS	-			-	-	
Lano		NBLn1	EDI n1	WBLn1		
Lane			EBLn1			
Vol Left, %		0%	0%	0%		
Vol Thru, %		100%	100%	100%		
Vol Right, %		0%	0%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		0	0	0		
LT Vol		0	0	0		
Through Vol		0	0	0		
RT Vol		0	0	0		
Lane Flow Rate		0	0	0		
Geometry Grp		1	1	1		
Degree of Util (X)		0	0	0		
Departure Headway (Hd)		3.934	3.934	3.934		
Convergence, Y/N		Yes	Yes	Yes		
Сар		0	0	0		
Service Time		1.934	1.934	1.934		
HCM Lane V/C Ratio		0	0	0		
HCM Control Delay, s/veh		6.9	6.9	6.9		
HCM Lang LOS		NI	NI.	NI		

Intersection												
Intersection Delay, s/veh	10											
Intersection LOS	Α											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	24	51	0	0	0	109	114	97	141	0	0	53

Lane Configurations		- €				7		- 4				7
Traffic Vol, veh/h	24	51	0	0	0	109	114	97	141	0	0	53
Future Vol, veh/h	24	51	0	0	0	109	114	97	141	0	0	53
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	27	57	0	0	0	121	127	108	157	0	0	59
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	8.9					8.3	11.1					7.6
HCM LOS	Α					Α	В					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	32%	32%	0%	0%	
Vol Thru, %	28%	68%	0%	0%	
Vol Right, %	40%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	352	75	109	53	
LT Vol	114	24	0	0	
Through Vol	97	51	0	0	
RT Vol	141	0	109	53	
Lane Flow Rate	391	83	121	59	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.468	0.119	0.15	0.07	
Departure Headway (Hd)	4.307	5.145	4.444	4.249	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	837	694	803	839	
Service Time	2.34	3.196	2.491	2.296	
HCM Lane V/C Ratio	0.467	0.12	0.151	0.07	
HCM Control Delay, s/veh	11.1	8.9	8.3	7.6	
HCM Lane LOS	В	Α	Α	Α	
HCM 95th-tile Q	2.5	0.4	0.5	0.2	

Int Delay, s/veh  Movement  Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2 Approach	povement ne Configurations affic Vol, veh/h ture Vol, veh/h onflicting Peds, #/hr gn Control Channelized orage Length sh in Median Storag rade, % eak Hour Factor eavy Vehicles, %	0.1 EBL 0 0 Stop - - e, # 0 0 90 3 0	5 5 0 Stop None 0 90	0 0 178 Free -	NBT 350 350 0 Free None	\$BT 280 280 0 Free	SBR 66 66 107 Free
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	ne Configurations affic Vol, veh/h ture Vol, veh/h onflicting Peds, #/hr gn Control Channelized orage Length th in Median Storag eade, % eak Hour Factor eavy Vehicles, %	0 0 0 Stop - - e, # 0 0 90 3	5 5 0 Stop None 0 -	0 0 178 Free - -	350 350 0 Free	280 280 280 0 Free	66 66 107
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	ne Configurations affic Vol, veh/h ture Vol, veh/h onflicting Peds, #/hr gn Control Channelized orage Length th in Median Storag eade, % eak Hour Factor eavy Vehicles, %	0 0 0 Stop - - e, # 0 0 90 3	5 5 0 Stop None 0 -	0 0 178 Free - -	350 350 0 Free	280 280 280 0 Free	66 66 107
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	affic Vol, veh/h ture Vol, veh/h onflicting Peds, #/hr gn Control Channelized orage Length th in Median Storag ade, % ak Hour Factor eavy Vehicles, %	0 0 Stop - - e, # 0 0 90 3	5 5 0 Stop None 0 -	0 178 Free - -	350 350 0 Free	280 280 0 Free	66 107
Future Vol, veh/h Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	ture Vol, veh/h conflicting Peds, #/hr gn Control Channelized corage Length ch in Median Storag ade, % eak Hour Factor eavy Vehicles, %	0 0 Stop - - e, # 0 0 90 3	5 0 Stop None 0 - - 90	0 178 Free - -	350 0 Free	280 0 Free	66 107
Conflicting Peds, #/h Sign Control RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	onflicting Peds, #/hr gn Control Channelized orage Length th in Median Storag ade, % tak Hour Factor eavy Vehicles, %	0 Stop - e, # 0 0 90 3	0 Stop None 0 -	178 Free - -	0 Free	0 Free	107
Sign Control RT Channelized Storage Length Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	gn Control Channelized orage Length In Median Storage ade, % Eak Hour Factor eavy Vehicles, %	Stop e, # 0 0 90 3	Stop None 0 - - 90	Free - -	Free	Free	
RT Channelized Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	Channelized orage Length th in Median Storag rade, % eak Hour Factor eavy Vehicles, %	e, # 0 0 90 3	None 0 - - 90	-			LIEE
Storage Length Veh in Median Storag Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	orage Length th in Median Storag ade, % tak Hour Factor eavy Vehicles, %	e, # 0 0 90 3	0 - - 90	-	-	-	None
Veh in Median Storage Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	h in Median Storag ade, % ak Hour Factor avy Vehicles, %	e,# 0 0 90 3	- - 90	-	-		
Grade, % Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	ade, % eak Hour Factor eavy Vehicles, %	90 3	90		^	_	-
Peak Hour Factor Heavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	eak Hour Factor eavy Vehicles, %	90	90	-	0	0	-
Meavy Vehicles, % Mvmt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	eavy Vehicles, %	3			0	0	-
Mymt Flow  Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2			2	90	90	90	90
Major/Minor Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	mt Flow	0	3	3	3	3	3
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2			6	0	389	311	73
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2							
Conflicting Flow All Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	aior/Minor	Minor2	N	Major1	I.	/lajor2	
Stage 1 Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2		-	526	562	0	-	0
Stage 2 Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2			520	502	-	-	-
Critical Hdwy Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2		-	-	-	-	-	-
Critical Hdwy Stg 1 Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2		-	6.245	1115	-	-	-
Critical Hdwy Stg 2 Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2		-		4.145			
Follow-up Hdwy Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2		-	-	-	-	-	-
Pot Cap-1 Maneuver Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2	, ,	-	-	-	-	-	-
Stage 1 Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2			3.32852		-	-	-
Stage 2 Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2		0	549	1001	-	-	-
Platoon blocked, % Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2		0	-	-	-	-	-
Mov Cap-1 Maneuve Mov Cap-2 Maneuve Stage 1 Stage 2		0	-	-	-	-	-
Mov Cap-2 Maneuve Stage 1 Stage 2	atoon blocked, %				-	-	-
Stage 1 Stage 2			445	812	-	-	-
Stage 2	ov Cap-2 Maneuver	-	-	-	-	-	-
	Stage 1	-	-	-	-	-	-
		-	-	-	-	-	-
Approach	Ŭ						
Approach		ED		ND		00	
		EB		NB		SB	
HCM Control Delay,		/13.19		0		0	
HCM LOS	20 I M	В					
	JIVI LOG						
Minor Lane/Major My	JIVI LUG	-4	NBL	NRTE	EBLn1	SBT	SBR
		m					אומט
	nor Lane/Major Mvi	nt	812	-	445 0.012	-	-
	nor Lane/Major Mvi	nt	-			-	-
	nor Lane/Major Mvi apacity (veh/h) CM Lane V/C Ratio			-	13.2	-	-
	nor Lane/Major My apacity (veh/h) CM Lane V/C Ratio CM Control Delay (s		0				
HCM 95th %tile Q(ve	nor Lane/Major Mylapacity (veh/h) CM Lane V/C Ratio CM Control Delay (s CM Lane LOS	/veh)		-	B 0	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		<b>†</b>	<u> </u>	JJIK
Traffic Vol, veh/h	0	32	0	350	290	0
Future Vol, veh/h	0	32	0	350	290	0
Conflicting Peds, #/hr		0	0	0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-			None		None
Storage Length	_	0	_	-	_	-
Veh in Median Storag	e.# 0	-	_	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	36	0	389	322	0
IVIVIII( I IOW	U	30	U	303	JZZ	U
Major/Minor	Minor2	١	/lajor1	Λ	/lajor2	
Conflicting Flow All	-	322	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.245	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-3	3.3285	-	-	-	-
Pot Cap-1 Maneuver	0	715	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver		715	_	_	_	_
Mov Cap-2 Maneuver		-	_	_	_	_
Stage 1	_	_	_	_	_	_
Stage 2	_	_	_	_	_	_
Olage 2						
Approach	EB		NB		SB	
HCM Control Delay, s	s/v 10.3		0		0	
HCM LOS	В					
NA: I /NA		NET	-DL 4	OPT		
Minor Lane/Major Mvi	mt	NBTE		SBT		
Capacity (veh/h)		-		-		
HCM Lane V/C Ratio		-	0.05	-		
HCM Control Delay (s	s/veh)	-	10.3	-		
HCM Lane LOS		-	В	-		
HCM 95th %tile Q(vel	h)	-	0.2	-		

Intersection						
Int Delay, s/veh	19					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W	LDI	HDL	4	<u>100</u>	אופט
Traffic Vol, veh/h	238	210	50	109	215	127
Future Vol, veh/h	238	210	50	109	215	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	-	None	-	None
Storage Length	0	NOHE -	-	-	_	NONE -
Veh in Median Storage		-	-	0	0	
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	121	0	0
Mvmt Flow	264	233	56	121	239	141
Major/Minor M	linor2	N	//ajor1	N	/lajor2	
Conflicting Flow All	542	309	380	0	-	0
Stage 1	309	-	-	-	-	-
Stage 2	232	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	_	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	_	_	_	_	_
Follow-up Hdwy	3.5	3.3	2.2	_	_	_
Pot Cap-1 Maneuver	505	735	1190	_	_	_
Stage 1	749		- 100	_	_	_
Stage 2	811	_	_	_	_	_
Platoon blocked, %	011	_	_	-	_	_
· · · · · · · · · · · · · · · · · · ·	480	735	1190			
Mov Cap-1 Maneuver		133	1190	-	-	-
Mov Cap-2 Maneuver	480	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	811	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/v			2.57		0	
HCM LOS	7 55.4 E		2.01		- 0	
Minor Lane/Major Mvm	t	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		566	-	573	-	-
HCM Lane V/C Ratio		0.047	-	0.868	-	-
HCM Control Delay (s/	veh)	8.2	0	39.4	-	-
HCM Lane LOS	,	Α	A	Е	-	-
HCM 95th %tile Q(veh)		0.1	-	9.7	_	_

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	VVDL	VVDIX	<b>↑</b> ↑	אטוי	ODL	<u>↑</u>
Traffic Vol, veh/h	0	0	350	0	0	333
Future Vol, veh/h	0	0	350	0	0	333
Conflicting Peds, #/hr		0	0	100	0	0
			Free	Free	Free	Free
Sign Control RT Channelized	Stop	Stop				
			-	None		None
Storage Length	<u>-</u>	0	-	-	-	-
Veh in Median Storag		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	2	0	2	2
Mvmt Flow	0	0	389	0	0	370
Major/Minor	Minor1	N	Major1	١	/lajor2	
Conflicting Flow All	-	294	0	0	-	
Stage 1		234	-	-		
Stage 2	_	_	_	_	_	_
		6.9				
Critical Hdwy	-		-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	708	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver		633	-	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	_	_	_	_	_	_
Stage 2	_	_	_	_	_	_
Olage 2						
Approach	WB		NB		SB	
HCM Control Delay, s	s/v 0		0		0	
HCM LOS	Α					
Minor Lano/Major My	mt	NBT	NIDDM	VBLn1	SBT	
Minor Lane/Major Mvi	IIIL	INDI	NDKV	VDLIII		
Capacity (veh/h)		-	-	-	-	
HCM Lane V/C Ratio		-	-	-	-	
	(hay)	-	-	0	-	
HCM Control Delay (s	o verij					
HCM Lane LOS	,	-	-	Α	-	
	,	-	-	A -	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<u>₽</u>	LDIX	VVDL	4	W	NDIX
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
<u> </u>						
Conflicting Peds, #/hr	0	100	100	0	100	100
0	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Major/Minor Ma	ajor1	N	Major?	N	/linor1	
			Major2			004
Conflicting Flow All	0	0	101	0	202	201
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1491	-	786	840
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	923	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	_	-	1333	_	629	671
Mov Cap-2 Maneuver	_	_	-	_	629	-
Stage 1	_	_	_	_	825	_
Stage 2	_	_	_	_	825	_
Olago Z					020	
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		0	
HCM LOS					Α	
		IDI 4	FDT	ED.5	14/51	VAIDT
Minor Lane/Major Mvmt	N	IBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		-	-	-	1333	-
HCM Lane V/C Ratio		-	-	-	-	-
HCM Control Delay (s/ve	eh)	0	-	-	0	-
HCM Lane LOS		Α	-	-	Α	-
HCM 95th %tile Q(veh)		-	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
	LDL			MDL		חמט
Lane Configurations	٥	<b>-</b> €	<b>₽</b>	٥	<b>Y</b>	٥
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None	-	None	-	
Storage Length	-	-	-	-	0	-
Veh in Median Storage		0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0
Major/Minor N	/lajor1	N	//ajor2	N	Minor2	
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	_	-	1	
Stage 2	_	_	_	_	0	_
Critical Hdwy	4.12				6.42	6.22
Critical Hdwy Stg 1	4.12	-	-	-	5.42	0.22
Critical Hdwy Stg 2				-	5.42	
	2.218	-	-		3.518	
Pot Cap-1 Maneuver	1622	-	-	-		1083
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %	1000	-	-	-	1000	1000
Mov Cap-1 Maneuver	1622	-	-	-	1022	1083
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s/	v 0		0		0	
HCM LOS					Α	
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR	SBLn1
		1622	-	-	-	-
Capacity (veh/h)			-	-	-	-
Capacity (veh/h) HCM Lane V/C Ratio		-	-			
HCM Lane V/C Ratio	veh)			_	_	0
HCM Lane V/C Ratio HCM Control Delay (s/	veh)	0		-	-	0 A
HCM Lane V/C Ratio	,		-			0 A

# 2028 Scenario

Weekday AM Peak Hour

1: Bank & Fifth 07/31/2024

	۶	<b>→</b>	<b>1</b>	<b>—</b>	1	<u>†</u>	<b>/</b>	<del> </del>	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	7	f)		476		4Te	
Traffic Volume (vph)	38	59	50	50	9	551	20	420	
Future Volume (vph)	38	59	50	50	9	551	20	420	
Lane Group Flow (vph)	0	140	56	89	0	661	0	528	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag									
Lead-Lag Optimize?									
Act Effct Green (s)		20.5	20.5	20.5		43.5		43.5	
Actuated g/C Ratio		0.27	0.27	0.27		0.58		0.58	
v/c Ratio		0.37	0.20	0.21		0.40		0.33	
Control Delay (s/veh)		22.2	23.1	15.9		3.5		8.6	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		22.2	23.1	15.9		3.5		8.6	
LOS		С	С	В		Α		Α	
Approach Delay (s/veh)		22.2		18.7		3.5		8.6	
Approach LOS		С		В		Α		Α	
Queue Length 50th (m)		13.5	6.1	6.0		4.6		17.7	
Queue Length 95th (m)		28.4	14.8	16.4		5.3		26.4	
Internal Link Dist (m)		49.7		112.4		195.6		190.0	
Turn Bay Length (m)			45.0						
Base Capacity (vph)		376	287	419		1647		1589	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.37	0.20	0.21		0.40		0.33	
Intersection Summary									
Cycle Length: 75									
A ( ( 10 I I I II II									

Actuated Cycle Length: 75

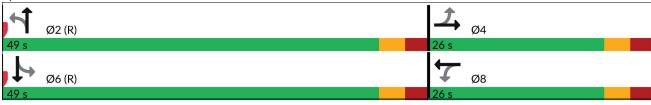
Offset: 33 (44%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75 Control Type: Pretimed Maximum v/c Ratio: 0.40

Intersection Signal Delay (s/veh): 8.6 Intersection LOS: A Intersection Capacity Utilization 54.7% ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Bank & Fifth



## 2: Bank & Holmwood

	<b>→</b>	4	<b>†</b>	-	ļ	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		414		414	
Traffic Volume (vph)	22	16	542	11	376	
Future Volume (vph)	22	16	542	11	376	
Lane Group Flow (vph)	88	0	651	0	456	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		2		6	3
Permitted Phases		2		6		
Detector Phase	4	2	2	6	6	
Switch Phase						
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag		3.2		3.2	Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.1	2	57.4	J	57.4	
Actuated g/C Ratio	0.13		0.77		0.77	
v/c Ratio	0.48		0.30		0.21	
Control Delay (s/veh)	37.8		2.2		3.1	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	37.8		2.2		3.1	
LOS	D		A		A	
Approach Delay (s/veh)	37.8		2.2		3.1	
Approach LOS	D		Α.Δ		A	
Queue Length 50th (m)	11.7		1.7		7.2	
Queue Length 95th (m)	23.3		4.4		13.6	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	00.0		01.0		.00.0	
Base Capacity (vph)	298		2138		2147	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.30		0.30		0.21	
	0.00		0.00		0.21	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 28 (37%), Reference	ced to phas	e 2:NBT	L and 6:5	SBTL, Sta	art of Gree	en
Natural Cycle: 75						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.48						
Intersection Signal Delay (	s/veh): 5.2				ntersectio	
Intersection Capacity Utiliz	cation 52.2°	%		[(	CU Level	of Service A
Analysis Period (min) 15						

Splits and Phases: 2: Bank & Holmwood



### 3: Bank & Exhibition

	•	*	<b>†</b>	-	ļ			
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7	
Lane Configurations	*	7	<b>∱</b> }	ች	<b>^</b>			
Traffic Volume (vph)	49	30	514	56	349			
Future Volume (vph)	49	30	514	56	349			
Lane Group Flow (vph)	54	33	674	62	388			
Turn Type	Prot	Perm	NA	pm+pt	NA			
Protected Phases	8		2	5	6	1	7	
Permitted Phases		8		6				
Detector Phase	8	8	2	5	6			
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	1.0	10.0	1.0	1.0	
Minimum Split (s)	26.0	26.0	27.0	12.0	44.0	5.0	5.0	
Total Split (s)	26.0	26.0	27.0	12.0	44.0	5.0	5.0	
Total Split (%)	34.7%	34.7%	36.0%	16.0%	58.7%	7%	7%	
Yellow Time (s)	3.3	3.3	3.0	3.0	3.0	2.0	3.5	
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9			
Lead/Lag	Lag	Lag	Lag			Lead	Lead	
Lead-Lag Optimize?			Yes			Yes	Yes	
Recall Mode	None	None	C-Max	None	C-Max	None	None	
Act Effct Green (s)	10.2	10.2	49.0	54.8	56.2			
Actuated g/C Ratio	0.14	0.14	0.65	0.73	0.75			
v/c Ratio	0.26	0.19	0.36	0.13	0.16			
Control Delay (s/veh)	32.4	13.5	9.1	8.1	6.6			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	32.4	13.5	9.1	8.1	6.6			
LOS	С	В	Α	Α	Α			
Approach Delay (s/veh)	25.2		9.1		6.8			
Approach LOS	С		A		A			
Queue Length 50th (m)	7.0	0.0	27.3	4.4	15.5			
Queue Length 95th (m)	16.5	7.1	40.8	10.5	23.7			
Internal Link Dist (m)	30.6		33.7	40.5	44.8			
Turn Bay Length (m)		211	100=	40.0				
Base Capacity (vph)	405	314	1867	488	2355			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.13	0.11	0.36	0.13	0.16			
Intersection Summary								
Cycle Length: 75								
A ( ( 10   1   1   75								

Actuated Cycle Length: 75

Offset: 25 (33%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.36

Intersection Signal Delay (s/veh): 9.4 Intersection Capacity Utilization 55.1% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition



## 6: Bank & Aylmer

	۶	1	<b>†</b>	Į.		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	W		414	<b>†</b> 1>		
Traffic Volume (vph)	64	15	711	529		
Future Volume (vph)	64	15	711	529		
Lane Group Flow (vph)	81	0	807	648		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2		6		
Detector Phase	4	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	20.0	55.0	55.0	55.0	5.0	
Total Split (s)	20.0	55.0	55.0	55.0	5.0	
Total Split (%)	25.0%	68.8%	68.8%	68.8%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?						
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.0		50.3	50.3		
Actuated g/C Ratio	0.18		0.63	0.63		
v/c Ratio	0.30		0.44	0.35		
Control Delay (s/veh)	29.6		3.5	7.4		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	29.6		3.5	7.4		
LOS	С		Α	Α		
Approach Delay (s/veh)	29.6		3.5	7.4		
Approach LOS	С		Α	Α		
Queue Length 50th (m)	9.7		13.6	20.7		
Queue Length 95th (m)	21.8		m15.2	29.5		
Internal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)						
Base Capacity (vph)	280		1844	1875		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.29		0.44	0.35		
Intersection Summary						
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 4 (5%), Referenced	to phase	2:NBTL a	and 6:SB	Γ, Start of	Green	
Natural Cycle: 80						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.44						
Intersection Signal Delay (	,				itersection LOS: A	
Intersection Capacity Utiliz	ation 52.6°	%		IC	CU Level of Service	Α
Analysis Period (min) 15						
m Volume for 95th perce	ntile aueur	o is mata	rad hy un	etroam ei	anal	

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

Splits and Phases: 6: Bank & Aylmer



	•	-	•	<b>←</b>	$\blacktriangleleft$	<b>†</b>	-	<b>↓</b>			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		4		4		<b>4</b> 1₽		€î∌			
Traffic Volume (vph)	58	60	19	60	23	975	189	393			
Future Volume (vph)	58	60	19	60	23	975	189	393			
Lane Group Flow (vph)	0	144	0	392	0	1123	0	695			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Minimum Split (s)	26.0	26.0	26.0	26.0	38.0	38.0	11.0	49.0	5.0	5.0	
Total Split (s)	26.0	26.0	26.0	26.0	38.0	38.0	11.0	49.0	5.0	5.0	
Total Split (%)	32.5%	32.5%	32.5%	32.5%	47.5%	47.5%	13.8%	61.3%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes			Yes	
Act Effct Green (s)		20.4		20.4		32.0		43.0			
Actuated g/C Ratio		0.26		0.26		0.40		0.54			
v/c Ratio		0.72		0.89		0.96		1.14dl			
Control Delay (s/veh)		49.6		38.8		43.1		16.2			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		49.6		38.8		43.1		16.2			
LOS		D		D		D		В			
Approach Delay (s/veh)		49.6		38.8		43.1		16.2			
Approach LOS		D		D		D		В			
Queue Length 50th (m)		19.9		28.0		84.9		20.8			
Queue Length 95th (m)		#47.3		#80.4		#128.8		30.9			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		201		439		1170		962			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		0.72		0.89		0.96		0.72			

#### Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 10 (13%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90 Control Type: Pretimed Maximum v/c Ratio: 0.96

Intersection Signal Delay (s/veh): 34.9 Intersection LOS: C
Intersection Capacity Utilization 94.7% ICU Level of Service F

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

dl Defacto Left Lane. Recode with 1 though lane as a left lane.

Splits and Phases: 7: Bank & Sunnyside



	•	1	<b>†</b>	ļ				
Lane Group	EBL	NBL	NBT	SBT	Ø4			
Lane Configurations	W		4	<b>1</b>	<del></del>			
Traffic Volume (vph)	47	27	225	293				
Future Volume (vph)	47	27	225	293				
Lane Group Flow (vph)	82	0	280	379				
Turn Type	Prot	Perm	NA	NA				
Protected Phases	10		2	6	4			
Permitted Phases		2						
Minimum Split (s)	22.0	32.0	32.0	32.0	16.0			
Total Split (s)	22.0	32.0	32.0	32.0	16.0			
Total Split (%)	31.4%	45.7%	45.7%	45.7%	23%			
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0			
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7			
Lost Time Adjust (s)	0.0		0.0	0.0				
Total Lost Time (s)	5.7		6.8	6.8				
Lead/Lag								
Lead-Lag Optimize?								
Act Effct Green (s)	16.3		25.2	25.2				
Actuated g/C Ratio	0.23		0.36	0.36				
v/c Ratio	0.23		0.50	0.64				
Control Delay (s/veh)	23.8		21.3	24.5				
Queue Delay	0.0		0.0	0.0				
Total Delay (s/veh)	23.8		21.3	24.5				
LOS	С		С	С				
Approach Delay (s/veh)	23.8		21.3	24.5				
Approach LOS	С		С	С				
Queue Length 50th (m)	8.7		27.9	40.3				
Queue Length 95th (m)	19.2		48.5	67.2				
Internal Link Dist (m)	57.2		0.1	5.9				
Turn Bay Length (m)								
Base Capacity (vph)	361		562	595				
Starvation Cap Reductn	0		0	0				
Spillback Cap Reductn	0		0	0				
Storage Cap Reductn	0		0	0				
Reduced v/c Ratio	0.23		0.50	0.64				
Intersection Summary								
Cycle Length: 70								
Actuated Cycle Length: 70								
Offset: 0 (0%), Referenced	to phase	6.SBT_S	tart of Gr	een				
Natural Cycle: 70	to priase	0.001, 0	tart or Or	CCII				
Control Type: Pretimed								
Maximum v/c Ratio: 0.64								
Intersection Signal Delay (s	s/veh): 23	2		In	tersection LOS: C			
Intersection Capacity Utiliza					CU Level of Service B			
Analysis Period (min) 15	ulion 00.1	70			70 E0101 01 0011100 B			
	ueen Elizal	heth Driv	۵ & Fifth					
i' .	ACCIT LITZG	5501 DIIV	- W 1 11U1	1	•	1 4		
M Ø2					<b>济</b> <sub>Ø4</sub>	1	Ø10	
20 -						00		
32 s Ø6 (R)				10	6 s	22 s		

Intersection						
Intersection Delay, s/veh	7.9					
Intersection LOS	Α					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		सी	<b>1</b>		W	
Traffic Vol, veh/h	5	153	83	5	5	5
Future Vol, veh/h	5	153	83	5	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	6	170	92	6	6	6
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right	_		SB		EB	
Conflicting Lanes Right	0		1		_ 1	
HCM Control Delay, s/veh	8.1		7.6		7.4	
HCM LOS	Α		А		Α	
Lane		EBLn1	WBLn1	SBLn1		
Vol Left, %		3%	0%	50%		
Vol Thru, %		97%	94%	0%		
Vol Right, %		0%	6%	50%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		158	88	10		
LT Vol		5	0	5		
Through Vol		153	83	0		
RT Vol		0	5	5		
Lane Flow Rate		176	98	11		
Geometry Grp		1	1	1		
Degree of Util (X)		0.197	0.11	0.013		
Departure Headway (Hd)		4.033	4.05	4.318		
Convergence, Y/N		Yes	Yes	Yes		
Сар		890	881	834		
Service Time		2.058	2.091	2.318		
HCM Lane V/C Ratio		0.198	0.111	0.013		
HCM Control Delay, s/veh		8.1	7.6	7.4		
HCM Lane LOS		Α	Α	Α		
			0.4			

0.7

0.4

0

Service Time

HCM Lane LOS

HCM 95th-tile Q

HCM Lane V/C Ratio

HCM Control Delay, s/veh

2.055

0.012

7.1

Α

0

1.66

0.008

6.7

Α

0

1.972

0.156

7.7

Α

0.6

Intersection						
Intersection Delay, s/veh	7.6					
Intersection LOS	Α.					
Interested LOO						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	₽			4	W	
Traffic Vol, veh/h	2	5	5	123	5	5
Future Vol, veh/h	2	5	5	123	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	6	6	137	6	6
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB		ND	
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	6.7		7.7		7.1	
HCM LOS	Α.		Α.		Α.Τ	
110 200	, (		- / (		- / \	
Laur		NIDL 4	EDI4	WDL 4		
Lane		NBLn1	EBLn1			
Vol Left, %		50%	0%	4%		
Vol Thru, %		0%	29%	96%		
Vol Right, %		50%	71%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		10	7	128		
LT Vol		5	0	5		
Through Vol		0	2	123		
RT Vol		5	5	0		
Lane Flow Rate		11	8	142		
Geometry Grp		1	1	1		
Degree of Util (X)		0.012	0.008	0.157		
Departure Headway (Hd)		3.993	3.63	3.967		
Convergence, Y/N		Yes	Yes	Yes		
Cap		888	984	909		
Comica Time		0.055	4.00	4.070		

HCM Control Delay, s/veh

HCM Lane LOS

HCM 95th-tile Q

8.2

Α

8.0

7.1

Α

0

8.4

Α

0.6

Intersection						
Intersection Delay, s/veh	8.3					
Intersection LOS	Α					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	Þ			र्स	W	
Traffic Vol, veh/h	2	5	67	57	87	87
Future Vol, veh/h	2	5	67	57	87	87
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	6	74	63	97	97
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.1		8.4		8.2	
HCM LOS	Α		Α		Α	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		50%	0%	54%		
Vol Thru, %		0%	29%	46%		
Vol Right, %		50%	71%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		174	7	124		
LT Vol		87	0	67		
Through Vol		0	2	57		
RT Vol		87	5	0		
Lane Flow Rate		193	8	138		
Geometry Grp		1	1	1		
Degree of Util (X)		0.214	0.009	0.168		
Departure Headway (Hd)		3.985	4.08	4.388		
Convergence, Y/N		Yes	Yes	Yes		
Cap		885	882	807		
Service Time		2.078	2.08	2.473		
HCM Lane V/C Ratio		0.218	0.009	0.171		
HCM Control Dolov, alvah		0.210	7.4	0.171		

Intersection Delay, s/veh	7.8				
Intersection LOS	Α				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	67	41	0	0	0	72	19	32	24	0	0	108
Future Vol, veh/h	67	41	0	0	0	72	19	32	24	0	0	108
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	46	0	0	0	80	21	36	27	0	0	120
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	8.4					7.3	7.9					7.5
HCM LOS	Α					Α	Α					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	62%	0%	0%
Vol Thru, %	43%	38%	0%	0%
Vol Right, %	32%	0%	100%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	108	72	108
LT Vol	19	67	0	0
Through Vol	32	41	0	0
RT Vol	24	0	72	108
Lane Flow Rate	83	120	80	120
Geometry Grp	1	1	1	1
Degree of Util (X)	0.101	0.153	0.087	0.129
Departure Headway (Hd)	4.358	4.583	3.9	3.872
Convergence, Y/N	Yes	Yes	Yes	Yes
Сар	824	787	920	928
Service Time	2.376	2.583	1.917	1.888
HCM Lane V/C Ratio	0.101	0.152	0.087	0.129
HCM Control Delay, s/veh	7.9	8.4	7.3	7.5
HCM Lane LOS	Α	Α	Α	Α
HCM 95th-tile Q	0.3	0.5	0.3	0.4

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		T T	HUL	44	<u>100</u>	ODIN
Traffic Vol, veh/h	1	188	142	630	369	26
Future Vol, veh/h	1	188	142	630	369	26
			178			107
Conflicting Peds, #/hr		0		0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storag		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	209	158	700	410	29
Major/Minor	Minor2	ı	Major1	N	/lajor2	
			Major1			^
Conflicting Flow All	1268	602	617	0	-	0
Stage 1	602	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Critical Hdwy		6.275	4.175	-	-	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
	3.54753			-	-	-
Pot Cap-1 Maneuver		491	944	-	-	-
Stage 1	538	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	r 83	399	766	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	379	_	_	_	_	_
2.3.50 =						
Approach	EB		NB		SB	
HCM Control Delay, s	s/ <b>2</b> 3.53		3.58		0	
HCM LOS	С					
Minor Lang/Major My	mt	NDI	NDTI	EDI n1	CPT	CDD
Minor Lane/Major Mv	IIIL	NBL		EBLn1	SBT	SBR
Capacity (veh/h)		617	-		-	-
HCM Lane V/C Ratio		0.206		0.524	-	-
HCM Control Delay (s	s/veh)	10.9	1.9		-	-
HCM Lane LOS		В	Α	С	-	-
HCM 95th %tile Q(ve	h)	8.0	-	2.9	-	-

Int Delay, s/veh Movement	0.3					
Mayramant						
IVIOVement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	T T	NDL	<b>1</b>	<u>001</u>	ODIN
Traffic Vol, veh/h	0	27	0	<b>717</b>	<b>T</b> 546	0
Future Vol, veh/h	0	27		761	546	0
			0			
Conflicting Peds, #/hi		0	0	0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None		None		None
Storage Length	-	0	-	-	-	-
Veh in Median Storag		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	30	0	846	607	0
M = : = =/N A:==	N4: C		1-:- 4		1-i- C	
	Minor2		/lajor1		/lajor2	
Conflicting Flow All	-	607	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.275	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-3	3.3475	-	-	-	-
Pot Cap-1 Maneuver		489	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	_	0	-	_	0
Platoon blocked, %				_	_	
Mov Cap-1 Maneuve	r -	489	_	_	_	_
Mov Cap-1 Maneuve		403	-	-	_	-
				-		-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay,			0		0	
HCM LOS	B		U		U	
I ICIVI LOS	Ь					
Minor Lane/Major Mv	mt	NBTE	BLn1	SBT		
Capacity (veh/h)		_		-		
HCM Lane V/C Ratio			0.061	_		
			12.8	_		
HUIVI CONTROLLIBLISM (	U, V UII J					
HCM Lane LOS	,		D			
HCM Control Delay (S HCM Lane LOS HCM 95th %tile Q(ve	,	-	0.2	-		

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			4	₽	
Traffic Vol, veh/h	25	25	70	248	277	85
Future Vol, veh/h	25	25	70	248	277	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	28	78	276	308	94
Major/Minor M	linor2	N	/lajor1	N	/lajor2	
Conflicting Flow All	786	355	402	0	-	0
Stage 1	355	-	-	-	_	-
Stage 2	431	_	-	-	_	_
Critical Hdwy	6.4	6.2	4.1	-	_	-
Critical Hdwy Stg 1	5.4	-	-	_	_	_
Critical Hdwy Stg 2	5.4	_	-	_	_	_
Follow-up Hdwy	3.5	3.3	2.2	-	-	_
Pot Cap-1 Maneuver	364	693	1167	-	-	_
Stage 1	714	-	-	-	-	-
Stage 2	660	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	335	693	1167	-	-	-
Mov Cap-2 Maneuver	335	-	-	-	-	_
Stage 1	658	-	-	-	-	_
Stage 2	660	_	_	_	_	_
Δ			ND		0.5	
Approach	EB		NB		SB	
HCM Control Delay, s/			1.83		0	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		396	-	4=0	-	-
HCM Lane V/C Ratio		0.067		0.123	_	_
HCM Control Delay (s/	veh)	8.3	0	14.1	_	-
HCM Lane LOS	2.1)	Α	A	В	-	_
HCM 95th %tile Q(veh	)	0.2	-	0.4	-	_
123. 70 tilo Q(1011		Ų. <u> </u>		V-1		

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TTDL	₩ T	<b>↑</b> ⊅	HUIT	ODL	<b>^</b>
Traffic Vol, veh/h	0	34	<b>T</b> 1→ 548	7	0	409
Future Vol, veh/h	0	34	548	7	0	409
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-			None		None
Storage Length	_	0	_	-	_	-
Veh in Median Storage		-	0			0
Grade, %	9, # 0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
	90	15	6	90	90	5
Heavy Vehicles, %						
Mvmt Flow	0	38	609	8	0	454
Major/Minor N	/linor1	N	/lajor1	N	1ajor2	
Conflicting Flow All	-	408	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	_	7.2	-	_	_	_
Critical Hdwy Stg 1	-	_	-	_	-	_
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy	_	3.45	_	_	_	_
Pot Cap-1 Maneuver	0	557	_	_	0	_
Stage 1	0	-	_	_	0	_
Stage 2	0	_	_	_	0	_
Platoon blocked, %	U		_	_	U	_
Mov Cap-1 Maneuver	_	498	_	_	_	_
Mov Cap-1 Maneuver	_	430	_	_	_	_
Stage 1			-			
•		-	_	-		-
Stage 2	-		-	_	_	-
Approach	WB		NB		SB	
HCM Control Delay, s/	12.82		0		0	
HCM LOS	В					
NAI	-1	NDT	NDD	VDL 4	ODT	
	זר	NBT	NRK/	VBLn1	SBT	
Minor Lane/Major Mvm						
Capacity (veh/h)		-	-		-	
Capacity (veh/h) HCM Lane V/C Ratio		-	-	0.076	-	
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s/		- - -	-	0.076 12.8	-	
Capacity (veh/h) HCM Lane V/C Ratio	/veh)		-	0.076	-	

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	<b>f</b>		W	02.1
Traffic Vol, veh/h	51	38	120	35	8	10
Future Vol, veh/h	51	38	120	35	8	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	42	133	39	9	11
Major/Minor N	Major1	N	/lajor2	N	/linor2	
Conflicting Flow All	172	0	- -	0	308	153
Stage 1	112	-		-	153	-
Stage 2		_	_	_	156	_
Critical Hdwy	4.12			-	6.42	6.22
Critical Hdwy Stg 1	4.12	_	_	_	5.42	0.22
Critical Hdwy Stg 2				-	5.42	
	2.218		_	_	3.518	
Pot Cap-1 Maneuver	1405				684	893
Stage 1	1400		_	_	875	000
Stage 2					873	_
Platoon blocked, %	_		_	_	013	_
Mov Cap-1 Maneuver	1/105			_	656	893
Mov Cap-1 Maneuver		_		_	656	-
Stage 1				_	839	
Stage 2		_	_	_	873	_
Slage 2				-	073	
Approach	EB		WB		SB	
HCM Control Delay, s/	/v 4.4		0		9.8	
HCM LOS					Α	
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBRS	SBL n1
Capacity (veh/h)		1031			-	769
HCM Lane V/C Ratio		0.04	_	_		0.026
HCM Control Delay (s	/veh)	7.7	0	_	_	9.8
HCM Lane LOS		A	A	_	_	Α
HCM 95th %tile Q(veh	1)	0.1	-	-	-	0.1
1.5W 55W 76W &(VOI	7	0.1				0.1

# 2028 Scenario

Weekday PM Peak Hour

1: Bank & Fifth 07/31/2024

1: Bank & Fifth										07/31/2024
	۶	<b>→</b>	•	<b>←</b>	4	<b>†</b>	-	<b>↓</b>		
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT		
Lane Configurations		4	7	ef.		€ि		€î∌		
Traffic Volume (vph)	46	54	63	38	16	443	29	565		
Future Volume (vph)	46	54	63	38	16	443	29	565		
Lane Group Flow (vph)	0	162	70	81	0	554	0	701		
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA		
Protected Phases		4		8		2		6		
Permitted Phases	4		8		2		6			
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0		
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0		
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5		
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0		
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5		
Lead/Lag										
Lead-Lag Optimize?										
Act Effct Green (s)		20.5	20.5	20.5		43.5		43.5		
Actuated g/C Ratio		0.27	0.27	0.27		0.58		0.58		
v/c Ratio		0.44	0.26	0.20		0.35		0.44		
Control Delay (s/veh)		22.5	24.4	14.1		13.9		9.8		
Queue Delay		0.0	0.0	0.0		0.0		0.0		
Total Delay (s/veh)		22.5	24.4	14.1		13.9		9.8		
LOS		С	С	В		В		Α		
Approach Delay (s/veh)		22.5		18.8		13.9		9.8		
Approach LOS		С		В		В		Α		
Queue Length 50th (m)		15.1	7.7	4.4		23.5		26.1		
Queue Length 95th (m)		31.7	17.9	14.3		50.1		37.5		
Internal Link Dist (m)		49.7		112.4		195.6		190.0		
Turn Bay Length (m)			45.0							
Base Capacity (vph)		372	274	409		1588		1589		
Starvation Cap Reductn		0	0	0		0		0		
Spillback Cap Reductn		0	0	0		0		0		
Storage Cap Reductn		0	0	0		0		0		
Reduced v/c Ratio		0.44	0.26	0.20		0.35		0.44		
Intersection Summary										
Cycle Length: 75										
Actuated Cycle Length: 75										
Offset: 47 (63%), Reference	ed to phas	se 2:NBT	L and 6:5	SBTL. Sta	art of Gre	en				
Natural Cycle: 75	ou to pilo.			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		•				
Control Type: Pretimed										
Maximum v/c Ratio: 0.44										
Intersection Signal Delay (s	/veh): 13	4		l l	ntersectio	on LOS: E	3			
Intersection Capacity Utiliza						of Service				
Analysis Period (min) 15										
Splits and Phases: 1: Ba	nk & Fifth									
<b>1</b>	🕶 1 11611							Ť.		
Ø2 (R)							-	→ Ø4	4	

2: Bank & Holmwood 07/31/2024

Z. Darik & Holliwo	ou					
	<b>→</b>	•	<b>†</b>	-	ļ	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		414		€Î∌	
Traffic Volume (vph)	18	26	500	28	545	
Future Volume (vph)	18	26	500	28	545	
Lane Group Flow (vph)	112	0	641	0	668	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		2	3	6	3
Permitted Phases		2		6		-
Detector Phase	4	2	2	6	6	
Switch Phase	•					
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag				V. <u>–</u>	Lead
Lead-Lag Optimize?	_~3					
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	11.6		56.0		56.0	
Actuated g/C Ratio	0.15		0.75		0.75	
v/c Ratio	0.55		0.33		0.33	
Control Delay (s/veh)	38.8		1.9		3.4	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.8		1.9		3.4	
LOS	D		A		A	
Approach Delay (s/veh)	38.8		1.9		3.4	
Approach LOS	D		A		A	
Queue Length 50th (m)	14.8		4.0		6.3	
Queue Length 95th (m)	27.6		9.1		14.3	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	00.0		01.0		.00.0	
Base Capacity (vph)	287		1970		2033	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.39		0.33		0.33	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 74 (99%), Reference	ed to phas	se 2:NBT	L and 6:5	SBTL, Sta	art of Gree	en
Natural Cycle: 75					2.30	
Control Type: Actuated-Coo	ordinated					
Maximum v/c Ratio: 0.55						
Intersection Signal Delay (s	/veh): 5.5			li	ntersectio	n LOS: A
Intersection Capacity Utiliza						of Service C
Analysis Period (min) 15						
and the state of t						

Splits and Phases: 2: Bank & Holmwood



hing, 2028 Bac

J. Darik & Exhibitio	••							
	•	•	1	-	Į.			
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7	
Lane Configurations	7	7	<b>↑</b> ⊅	7	<b>^</b>			
Traffic Volume (vph)	114	56	469	97	498			
Future Volume (vph)	114	56	469	97	498			
Lane Group Flow (vph)	127	62	645	108	553			
Turn Type	Prot	Perm	NA	Perm	NA			
Protected Phases	8		2		6	1	7	
Permitted Phases		8		6				
Detector Phase	8	8	2	6	6			
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0	
Minimum Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0	
Total Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0	
Total Split (%)	34.7%	34.7%	52.0%	58.7%	58.7%	7%	7%	
Yellow Time (s)	3.3	3.3	3.0	3.0	3.0	2.0	3.5	
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9			
Lead/Lag	Lag	Lag	Lag			Lead	Lead	
Lead-Lag Optimize?			Yes			Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	C-Max	None	None	
Act Effct Green (s)	12.2	12.2	54.2	54.2	54.2			
Actuated g/C Ratio	0.16	0.16	0.72	0.72	0.72			
v/c Ratio	0.51	0.27	0.32	0.25	0.24			
Control Delay (s/veh)	35.4	10.6	5.5	4.7	3.1			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	35.4	10.6	5.5	4.7	3.1			
LOS	D	В	Α	Α	Α			
Approach Delay (s/veh)	27.3		5.5		3.4			
Approach LOS	С		Α		Α			
Queue Length 50th (m)	16.8	0.0	15.8	3.1	8.2			
Queue Length 95th (m)	30.2	9.0	29.0	5.8	10.2			
Internal Link Dist (m)	30.6		33.7		44.8			
Turn Bay Length (m)				40.0				
Base Capacity (vph)	405	335	2031	430	2271			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.31	0.19	0.32	0.25	0.24			
Intersection Summary								
Cycle Length: 75								
Actuated Cycle Length: 75								
Offset: 0 (0%), Referenced	to phase	2:NBT ar	nd 6:SBT	L, Start o	f Green			
Natural Cycle: 75								
Control Type: Actuated-Coo	ordinated							

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay (s/veh): 7.3 Intersection LOS: A Intersection Capacity Utilization 59.7% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition



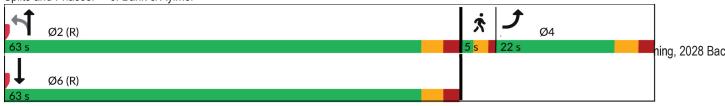
ning, 2028 Bac

## 6: Bank & Aylmer

	•	4	<b>†</b>	<del> </del>	
Lane Group	EBL	NBL	NBT	SBT	Ø3
Lane Configurations	W	HUL	44	<b>1</b>	20
Traffic Volume (vph)	56	21	685	747	
Future Volume (vph)	56	21	685	747	
Lane Group Flow (vph)	89	0	784	936	
Turn Type	Prot	Perm	NA	NA	
Protected Phases	4	. 51111	2	6	3
Permitted Phases	4	2	_	6	
Detector Phase	4	2	2	6	
Switch Phase	•	_	_		
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0
Total Split (s)	22.0	63.0	63.0	63.0	5.0
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	
Total Lost Time (s)	5.5		5.2	5.2	
Lead/Lag	Lag		0.2	0.2	Lead
Lead-Lag Optimize?	Lug				_000
Recall Mode	Ped	C-Max	C-Max	C-Max	Max
Act Effct Green (s)	14.1	J .7107	60.2	60.2	
Actuated g/C Ratio	0.16		0.67	0.67	
v/c Ratio	0.37		0.41	0.48	
Control Delay (s/veh)	31.5		4.3	8.0	
Queue Delay	0.0		0.0	0.0	
Total Delay (s/veh)	31.5		4.3	8.0	
LOS	C		A	A	
Approach Delay (s/veh)	31.5		4.3	8.0	
Approach LOS	C		A	A	
Queue Length 50th (m)	10.6		12.9	34.8	
Queue Length 95th (m)	24.2		m14.2	47.8	
Internal Link Dist (m)	76.7		28.1	10.1	
Turn Bay Length (m)	10.1		20.1	10.1	
Base Capacity (vph)	275		1910	1958	
Starvation Cap Reductn	0		0	0	
Spillback Cap Reductn	0		0	0	
Storage Cap Reductn	0		0	0	
Reduced v/c Ratio	0.32		0.41	0.48	
	0.02		0.71	0.70	
Intersection Summary					
Cycle Length: 90					
Actuated Cycle Length: 90					
Offset: 87 (97%), Reference	ed to phas	se 2:NBT	L and 6:8	SBT, Start	of Green
Natural Cycle: 90					
Control Type: Actuated-Co	ordinated				
Maximum v/c Ratio: 0.48					
Intersection Signal Delay (s	s/veh): 7.6			In	tersection LOS: A
Intersection Capacity Utiliz				IC	CU Level of Service B
Analysis Period (min) 15					

Analysis Period (min) 15 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Bank & Aylmer



	۶	<b>→</b>	•	<b>←</b>	4	<b>†</b>	-	<b>↓</b>			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		4		4		414		47>			
Traffic Volume (vph)	52	80	16	82	14	424	206	744			
Future Volume (vph)	52	80	16	82	14	424	206	744			
Lane Group Flow (vph)	0	180	0	383	0	510	0	1159			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes			Yes	
Act Effct Green (s)		19.4		19.4		37.0		54.0			
Actuated g/C Ratio		0.22		0.22		0.41		0.60			
v/c Ratio		1.15		1.10		0.45		0.91			
Control Delay (s/veh)		154.9		104.0		20.4		20.6			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		154.9		104.0		20.4		20.6			
LOS		F		F		С		С			
Approach Delay (s/veh)		154.9		104.0		20.4		20.6			
Approach LOS		F		F		С		С			
Queue Length 50th (m)		~37.1		~57.3		32.2		22.6			
Queue Length 95th (m)		#76.3		#111.2		45.7		#99.6			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		156		347		1144		1278			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		1.15		1.10		0.45		0.91			

#### Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90 Control Type: Pretimed Maximum v/c Ratio: 1.15

Intersection Signal Delay (s/veh): 45.7 Intersection Capacity Utilization 95.4% Intersection LOS: D
ICU Level of Service F

Analysis Period (min) 15

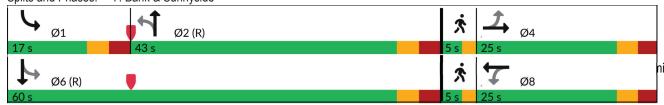
~ Volume exceeds capacity, queue is theoretically infinite.

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: 7: Bank & Sunnyside



ning, 2028 Bac

### 9: Queen Elizabeth Drive & Fifth

	•	4	<b>†</b>	<b>↓</b>					
Lane Group	EBL	NBL	NBT	SBT	Ø4				
Lane Configurations	W		4	<b>†</b>					
Traffic Volume (vph)	35	45	198	527					
Future Volume (vph)	35	45	198	527					
Lane Group Flow (vph)	98	0	270	658					
Turn Type	Prot	Perm	NA	NA					
Protected Phases	10		2	6	4				
Permitted Phases		2							
Minimum Split (s)	21.0	48.0	48.0	48.0	11.0				
Total Split (s)	21.0	48.0	48.0	48.0	11.0				
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%				
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0				
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7				
Lost Time Adjust (s)	0.0		0.0	0.0					
Total Lost Time (s)	5.7		6.8	6.8					
Lead/Lag									
Lead-Lag Optimize?									
Act Effct Green (s)	15.3		41.2	41.2					
Actuated g/C Ratio	0.19		0.52	0.52					
v/c Ratio	0.34		0.44	0.77					
Control Delay (s/veh)	31.8		15.0	23.2					
Queue Delay	0.0		0.0	0.0					
Total Delay (s/veh)	31.8		15.0	23.2					
LOS	С		В	С					
Approach Delay (s/veh)	31.8		15.0	23.2					
Approach LOS	С		В	С					
Queue Length 50th (m)	13.0		24.2	75.5					
Queue Length 95th (m)	26.3		42.6	119.7					
Internal Link Dist (m)	57.2		0.1	5.9					
Turn Bay Length (m)									
Base Capacity (vph)	290		614	855					
Starvation Cap Reductn	0		0	0					
Spillback Cap Reductn	0		0	0					
Storage Cap Reductn	0		0	0					
Reduced v/c Ratio	0.34		0.44	0.77					
Intersection Summary									
Cycle Length: 80									
Actuated Cycle Length: 80									
Offset: 0 (0%), Referenced		6:SBT. S	tart of Gr	een					
Natural Cycle: 80		, ,							
Control Type: Pretimed									
Maximum v/c Ratio: 0.77									
Intersection Signal Delay (s	s/veh): 21.	9		In	tersection LOS: C				
Intersection Capacity Utiliz				IC	CU Level of Service C				
Analysis Period (min) 15									
Splits and Phases: 9: Qu	ueen Eliza	beth Driv	e & Fifth						
4							15		
Ø2 48 s					11 s	×	21 s	Ø10	
◆ Ø6 (R) 48 s									

1.1

0.9

0

Intersection						
Intersection Delay, s/veh	8.5					
Intersection LOS	А					
Mayamant	EDI	EDT	MOT	WDD	CDI	CDD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	<b>₽</b>	_	¥	_
Traffic Vol, veh/h	5	210	174	5	5	5
Future Vol, veh/h	5	210	174	5	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	233	193	6	6	6
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB		· ·		WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right	•		SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay, s/veh	8.7		8.4		7.7	
HCM LOS	Α		Α.4		Α	
110.111 200	- / (					
Long		EBLn1	WBLn1	SBLn1		
Lane						
Vol Left, %		2%	0%	50%		
Vol Thru, %		98%	97%	0%		
Vol Right, %		0%	3%	50%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		215	179	10		
LT Vol		5	0	5		
Through Vol		210	174	0		
RT Vol		0	5	5		
Lane Flow Rate		239	199	11		
Geometry Grp		1	1	1		
Degree of Util (X)		0.273	0.227	0.014		
Donartura Haadway (Hd)		4.107	4.114	4.667		
Departure Headway (Hd)				Yes		
Convergence, Y/N		Yes	Yes			
Convergence, Y/N Cap		870	865	772		
Convergence, Y/N Cap Service Time		870 2.157	865 2.174	772 2.667		
Convergence, Y/N Cap		870	865	772		
Convergence, Y/N Cap Service Time		870 2.157	865 2.174	772 2.667		

Intersection						
Intersection Delay, s/veh	6.9					
Intersection LOS	Α					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1→			4	W	
Traffic Vol, veh/h	3	5	5	5	5	5
Future Vol, veh/h	3	5	5	5	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	3	6	6	6	6	6
Number of Lanes	1	0	0	1	1	0
		J		'	•	
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	6.6		7.1		6.8	
HCM LOS	Α		Α		Α	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		50%	0%	50%		
Vol Thru, %		0%	38%	50%		
Vol Right, %		50%	63%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		10	8	10		
LT Vol		5	0	5		
Through Vol		0	3	5		
RT Vol		5	5	0		
Lane Flow Rate		11	9	11		
Geometry Grp		1	1	1		
Degree of Util (X)		0.012	0.009	0.013		
Departure Headway (Hd)		3.769	3.587	4.06		
Convergence, Y/N		Yes	Yes	Yes		
Cap		953	1002	886		
Service Time		1.777	1.593	2.065		
HCM Lane V/C Ratio		0.012	0.009	0.012		
HCM Control Delay, s/veh		6.8	6.6	7.1		
HCM Lane LOS		Α	A	A		
LICM OF the tile O		^	^	^		

1.3

0.8

La Caraca d'Ara						
Intersection	^ -					
Intersection Delay, s/veh	8.7					
Intersection LOS	Α					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	- ↑			4	M	
Traffic Vol, veh/h	3	5	140	5	39	210
Future Vol, veh/h	3	5	140	5	39	210
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	6	156	6	43	233
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.4		9		8.5	
HCM LOS	Α		Α		Α	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		16%	0%	97%		
Vol Thru, %		0%	38%	3%		
Vol Right, %		84%	63%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		249	8	145		
LT Vol		39	0	140		
Through Vol		0	3	5		
RT Vol		210	5	0		
Lane Flow Rate		277	9	161		
Geometry Grp		1	1	1		
Degree of Util (X)		0.298	0.011	0.212		
Departure Headway (Hd)		3.88	4.322	4.727		
Convergence, Y/N		Yes	Yes	Yes		
Сар		930	828	764		
Service Time		1.892	2.347	2.727		
COLVICO LILIO		1.032	2.071			
HCM Lane V/C Ratio		0.298	0.011	0.211		

Intersection												
Intersection Delay, s/veh	8											
Intersection LOS	Α											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	74	39	0	0	0	103	40	27	30	0	0	93
Future Vol, veh/h	74	39	0	0	0	103	40	27	30	0	0	93
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	43	0	0	0	114	44	30	33	0	0	103
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.6	7.5	8.2	7.5
HCM LOS	Α	A	Α	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	41%	65%	0%	0%	
Vol Thru, %	28%	35%	0%	0%	
Vol Right, %	31%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	97	113	103	93	
LT Vol	40	74	0	0	
Through Vol	27	39	0	0	
RT Vol	30	0	103	93	
Lane Flow Rate	108	126	114	103	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.134	0.162	0.125	0.115	
Departure Headway (Hd)	4.471	4.641	3.942	3.991	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	803	773	910	899	
Service Time	2.491	2.663	1.963	2.01	
HCM Lane V/C Ratio	0.134	0.163	0.125	0.115	
HCM Control Delay, s/veh	8.2	8.6	7.5	7.5	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.5	0.6	0.4	0.4	

Intersection						
Int Delay, s/veh	12.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	EBK	NDL	4∱	3B1 ♣	אומט
	2		242			49
Traffic Vol, veh/h	3	233	213	558	570	
Future Vol, veh/h	3	233	213	558	570	49
Conflicting Peds, #/hr		0	178	_ 0	_ 0	107
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-		-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storag	je,# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	3	259	237	620	633	54
in the contract of the contrac		200	201	020	000	0.
	Minor2		Major1	Λ	/lajor2	
Conflicting Flow All	1622	839	866	0	-	0
Stage 1	839	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Critical Hdwy	6.675	6.275	4.175	_	_	-
Critical Hdwy Stg 1	5.475	-	-	-	-	_
Critical Hdwy Stg 2	5.875	_	_	_	_	_
	3.54753	3 34752	2475	_	_	_
Pot Cap-1 Maneuver	100	359	760	_	_	_
Stage 1	417	-	700	_	_	_
Stage 2	406	_			_	_
Platoon blocked, %	400	_	_	-	-	_
	r 36	291	617	-		-
Mov Cap-1 Maneuver			017	-	-	-
Mov Cap-2 Maneuver		-		-	-	-
Stage 1	181	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Approach	EB		NB		SB	
••			6.73		0	
HCM Control Delay, s			0.73		U	
HCM LOS	F					
Minor Lane/Major Mvi	mt	NBL	NBTE	EBLn1	SBT	SBR
IVIII IOI Lane/IVIajoi IVIV.		510	-		_	_
						_
Capacity (veh/h)			_	በ ጸጸጸ	_	
Capacity (veh/h) HCM Lane V/C Ratio		0.384		0.888	-	
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s		0.384 14.4	3.8	66.9	-	-
Capacity (veh/h) HCM Lane V/C Ratio	s/veh)	0.384				

0.3					
EBL	EBR	NBL	NBT	SBT	SBR
	7		<b>^</b>	<u> </u>	
0		0			2
					2
					86
					Free
					None
_				_	-
ie # 0				0	_
					_
-				-	90
					5
					2
U	21	U	001	302	2
Minor2	Λ	/lajor1	Λ	/lajor2	
-	989	-	0	-	0
-	-	-	-	-	-
-	-	-	-	-	-
-	6.275	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
-3	3.3475	-	-	-	-
0	293	0	-	-	-
0	-	0	-	-	-
0	-	0	-	-	-
			-	-	_
r -	267	_	_	_	_
		_	_	_	_
_	_	_	_	_	_
_	_	_	_	_	_
s/v 20		0		0	
С					
mt	NDTE	ERI n1	CDT	CDD	
III			ומט	אמט	
			-	-	
i/ven)					
h)	-	0.3		-	
		11 3	_	-	
	Ge, # 0 90 5 0 Minor2 - - - - - - - - - - - - -	0 24 0 0 0 Stop Stop - None - 0 0 ge, # 0 - 90 90 5 5 0 27  Minor2 N - 989 6.275 3.3475 0 293 0 - 0 - r - 267 r EB s/v 20 C	0 24 0 Stop Stop Free - None 0 - ge, # 0 90 90 90 5 5 5 0 27 0  Minor2 Major1 - 989 6.275 3.3475 - 0 293 0 0 - 0 0 - 0 0 - 0  T - 267 - T	0 24 0 780 0 24 0 780 0 24 0 780 0 0 0 0 0 Stop Stop Free Free - None - None - None - O O 9e, # O O 90 90 90 90 5 5 5 5 5 0 27 0 867  Minor2 Major1 N - 989 - O 6.275 3.3475 3.3475 O 0 293 0 - O - O - O - O - O - O - O - O - O - O	0         24         0         780         812           0         24         0         780         812           0         0         0         0         0           Stop         Stop         Free         Free         Free           -         None         -         -         -           -         0         -         -         0         0           9e, # 0         -         -         0         0         0         90

3.3					
EBL	EBR	NBL	NBT	SBT	SBR
63	59	56	257	495	97
	59	56	257		97
0	0	0	0	0	0
	Stop	Free	Free	Free	Free
-	None	-	None	-	None
0	-	-	-	-	-
e, # 0	-	-	0	0	-
0	_	-	0	0	_
90	90	90	90	90	90
0	0	0	0	0	0
70	66	62	286	550	108
. 0	33	7_		330	. 33
4:					
			0	-	0
	-	-	-	-	-
	-	-	-	-	-
6.4	6.2	4.1	-	-	-
5.4	-	-	-	-	-
5.4	-	-	-	-	-
3.5	3.3	2.2	-	-	-
267	502	940	-	-	-
550	-	-	-	-	-
674	-	-	-	-	-
			-	-	-
246	502	940	-	-	-
246	-	-	-	-	-
506	-	-	-	-	-
674	-	-	-	-	_
,. ,					
		A I P		0.5	
		1.63		0	
С					
				SBT	SBR
nt	NBI	NBTF	-BLn1	OLL	
nt	NBL 322	NBT E			
nt	322	-	326	-	-
	322 0.066	-	326 0.415	-	-
veh)	322 0.066 9.1	- - 0	326 0.415 23.7	- - -	- - -
	322 0.066	-	326 0.415	-	-
	63 63 0 Stop 0 90 0 70  1014 604 410 6.4 5.4 5.4 3.5 267 550 674  246 246 506	EBL EBR  63 59 63 59 0 0 0 Stop Stop - None 0 90 90 0 0 90 90 0 0 70 66  610014 604 604 410 6.4 6.2 5.4 5.4 3.5 3.3 267 502 550 674  246 502 246 506 674  EB  23.65	EBL EBR NBL  63 59 56 63 59 56 0 0 0 0 Stop Stop Free - None - 0 9, # 0 90 90 90 0 0 0 70 66 62  Minor2 Major1  1014 604 658 604 410 6.4 6.2 4.1 5.4 5.4 5.4 5.4 3.5 3.3 2.2 267 502 940 550 674  246 502 940 246 506 674  EB NB  23.65 1.63	EBL EBR NBL NBT  63 59 56 257  63 59 56 257  0 0 0 0 0  Stop Stop Free Free  - None  0 0  90 90 90 90  0 0 0 0  70 66 62 286  Minor2 Major1 N  1014 604 658 0  604  410  5.4  5.	EBL         EBR         NBL         NBT         SBT           63         59         56         257         495           0         0         0         0         0           0         0         0         0         0           Stop         Stop         Free         Free         Free         Free           - None         -         -         -         -           0         -         -         0         0           90         90         90         90         90           90         90         90         90         90           70         66         62         286         550           Minor2         Major1         Major2           1014         604         658         0         -           604         -         -         -         -           410         -         -         -         -           5.4         -         -         -         -           5.4         -         -         -         -           5.4         -         -         -         -           550

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
	VVDL			INDK	SDL	
Lane Configurations	_	74	<b>↑</b> }	7	4	<b>^</b>
Traffic Vol, veh/h	5	74	542	7	1	597
Future Vol, veh/h	5	74	542	7	1	597
Conflicting Peds, #/hr	0	0	_ 0	100	_ 0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-		-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	15	6	0	0	5
Mvmt Flow	6	82	602	8	1	663
Major/Minor N	/linor1	N	/lajor1	, A	/lajor2	
						^
Conflicting Flow All	1040	405	0	0	710	0
Stage 1	706	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	6.8	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	229	560	-	-	899	-
Stage 1	456	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %			-	-		_
Mov Cap-1 Maneuver	205	501	_	_	803	_
Mov Cap-2 Maneuver	205	-	_	_	-	_
Stage 1	408	_	_	_	_	_
•	702	-	-	-	_	_
Stage 2	102	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s/	13.59		0		0.02	
HCM LOS	В					
		NE	NES	VD1 4	0.51	05-
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	501	803	-
HCM Lane V/C Ratio		-	-	0.164		-
HCM Control Delay (s/	veh)	-	-	13.6	9.5	-
HCM Lane LOS		-	-	В	Α	-
HCM 95th %tile Q(veh	)	-	-	0.6	0	-

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		- 4	- 1≽		- M	
Traffic Vol, veh/h	94	58	24	129	65	39
Future Vol, veh/h	94	58	24	129	65	39
Conflicting Peds, #/hr	0	0	0	0	0	0
•	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# -	0	0	-	0	-
Grade, %	-	0	0	-	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	104	64	27	143	72	43
WINTER TOWN	104	07	LI	170	12	70
Major/Minor Ma	ajor1	١	//ajor2	١	/linor2	
Conflicting Flow All	170	0	-	0	372	98
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	273	-
	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	_	_	-	_	5.42	_
Critical Hdwy Stg 2	_	_	_	_	5.42	_
	2.218	_	_	_	3.518	3 318
Pot Cap-1 Maneuver		_	_	_	629	958
Stage 1	- 107	_	_	_	926	-
Stage 2			_	_	773	_
Platoon blocked, %	_	_	_	_	113	_
	1407				E01	958
Mov Cap-1 Maneuver		-	-	-	581	
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	854	-
Stage 2	-	-	-	-	773	-
Approach	EB		WB		SB	
HCM Control Delay, s/v			0		11.36	
HCM LOS	4.0		U		11.30 B	
HOWI LOS					D	
Minor Lane/Major Mvmt	t	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1113	_	_	_	681
HCM Lane V/C Ratio		0.074	_	_	_	0.17
HCM Control Delay (s/v	ιeh)	7.8	0	_		11.4
HCM Lane LOS	511)	Α.	A	_	-	В
HCM 95th %tile Q(veh)		0.2	-	_		0.6
HOW JOHN JOHNE Q(VEII)		0.2	_	_	_	0.0

## 2028 Scenario

Saturday Peak Hour

1: Bank & Fifth 07/31/2024

1: Bank & Filth	_							
	•	-	•	+	1	1	-	¥
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations		4	ሻ	<b>₽</b>		<b>€1</b> }		41∌
Traffic Volume (vph)	45	40	72	44	21	466	20	515
Future Volume (vph)	45	40	72	44	21	466	20	515
Lane Group Flow (vph)	0	141	80	105	0	578	0	624
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		4		8		2		6
Permitted Phases	4		8		2		6	
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5
Lead/Lag								
Lead-Lag Optimize?								
Act Effct Green (s)		20.5	20.5	20.5		43.5		43.5
Actuated g/C Ratio		0.27	0.27	0.27		0.58		0.58
v/c Ratio		0.39	0.28	0.25		0.36		0.38
Control Delay (s/veh)		20.6	24.7	13.2		12.9		9.2
Queue Delay		0.0	0.0	0.0		0.0		0.0
Total Delay (s/veh)		20.6	24.7	13.2		12.9		9.2
LOS		С	С	В		В		Α
Approach Delay (s/veh)		20.6		18.2		12.9		9.2
Approach LOS		С		В		В		Α
Queue Length 50th (m)		12.1	8.9	5.2		19.9		22.2
Queue Length 95th (m)		27.0	19.9	16.5		51.0		32.2
Internal Link Dist (m)		49.7		112.4		195.6		190.0
Turn Bay Length (m)			45.0					
Base Capacity (vph)		363	287	414		1589		1624
Starvation Cap Reductn		0	0	0		0		0
Spillback Cap Reductn		0	0	0		0		0
Storage Cap Reductn		0	0	0		0		0
Reduced v/c Ratio		0.39	0.28	0.25		0.36		0.38
Intersection Summary								
Cycle Length: 75								
Actuated Cycle Length: 75								
Offset: 47 (63%), Reference	ed to phas	se 2:NBT	L and 6:5	SBTL, Sta	art of Gre	en		
Natural Cycle: 75								
Control Type: Pretimed								
Maximum v/c Ratio: 0.39								
Intersection Signal Delay (						on LOS: E		
Intersection Capacity Utiliz	ation 56.9	%		I	CU Level	of Service	e B	
Analysis Period (min) 15								
Splits and Phases: 1: Ba	ank & Fifth							
	מווג מ רוונוו						-	•

 Spills and Phases:
 1: Bank & Filth

 ✓ Ø2 (R)
 ✓ Ø4

 49 s
 26 s

 ✓ Ø8
 ✓ Ø8

 49 s
 26 s

2: Bank & Holmwood 07/31/2024

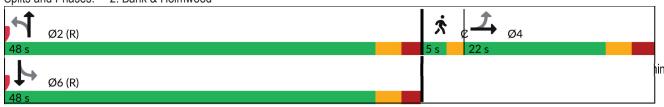
	<b>→</b>	•	†	<b>\</b>	<del> </del>	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		414		414	
Traffic Volume (vph)	9	28	483	30	533	
Future Volume (vph)	9	28	483	30	533	
Lane Group Flow (vph)	110	0	617	0	651	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		2	. 0	6	3
Permitted Phases	•	2	_	6		Ū
Detector Phase	4	2	2	6	6	
Switch Phase	•	_	_	•		
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	2.2	0.0	2.2	0.0	0.0
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag		0.2		0.2	Lead
Lead-Lag Optimize?	Lug					Load
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	11.6	O Max	56.1	O Max	56.1	1 10110
Actuated g/C Ratio	0.15		0.75		0.75	
v/c Ratio	0.15		0.73		0.73	
Control Delay (s/veh)	38.8		2.3		3.9	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.8		2.3		3.9	
LOS	D		2.5 A		3.9 A	
Approach Delay (s/veh)	38.8		2.3		3.9	
Approach LOS	D		2.5 A		3.9 A	
Queue Length 50th (m)	14.6		3.8		6.9	
Queue Length 95th (m)	27.2		9.0		22.0	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	00.0		01.0		133.0	
Base Capacity (vph)	284		1968		2031	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.39		0.31		0.32	
	5.00		0.01		0.02	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 74 (99%), Reference	ed to phas	se 2:NBT	L and 6:8	SBTL, Sta	art of Gree	en
Natural Cycle: 75						
Control Type: Actuated-Cod	ordinated					

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 6.0 Intersection LOS: A Intersection Capacity Utilization 63.9% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Bank & Holmwood



ling, 2028 Back

O. Darik & Exhibition	<b>*</b>	4	†	<b>\</b>	<b>+</b>			
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7	
Lane Configurations	ሻ	7	<b>ተ</b> ኈ	ሻ	<b>^</b>			
Traffic Volume (vph)	75	59	444	104	474			
Future Volume (vph)	75	59	444	104	474			
Lane Group Flow (vph)	83	66	603	116	527			
Turn Type	Prot	Perm	NA	Perm	NA			
Protected Phases	8		2		6	1	7	
Permitted Phases		8		6				
Detector Phase	8	8	2	6	6			
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0	
Minimum Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0	
Total Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0	
Total Split (%)	34.7%	34.7%	52.0%	58.7%	58.7%	7%	7%	
Yellow Time (s)	3.3	3.3	3.0	3.0	3.0	2.0	3.5	
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9			
_ead/Lag	Lag	Lag	Lag	0.0	0.0	Lead	Lead	
_ead-Lag Optimize?	Lag	Lag	Yes			Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	C-Max	None	None	
Act Effct Green (s)	10.8	10.8	55.6	55.6	55.6	110110	110110	
Actuated g/C Ratio	0.14	0.14	0.74	0.74	0.74			
/c Ratio	0.37	0.31	0.29	0.25	0.23			
Control Delay (s/veh)	33.9	12.0	4.6	4.1	2.7			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Fotal Delay (s/veh)	33.9	12.0	4.6	4.1	2.7			
OS	C	В	Α.	A	Α			
Approach Delay (s/veh)	24.2		4.6		3.0			
Approach LOS	C C		Α.		Α			
Queue Length 50th (m)	10.9	0.0	13.3	2.7	6.2			
Queue Length 95th (m)	22.2	9.7	23.3	5.5	9.5			
Internal Link Dist (m)	30.6	5.1	33.7	0.0	44.8			
Turn Bay Length (m)	50.0		00.1	40.0	тт.0			
Base Capacity (vph)	405	338	2092	456	2330			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.20	0.20	0.29	0.25	0.23			
	0.20	0.20	0.23	0.23	0.23			
Intersection Summary Cycle Length: 75								
Actuated Cycle Length: 75								
Offset: 0 (0%), Referenced t	n nhasa	2·NRT ar	nd 6.SRT	Start	f Green			
Natural Cycle: 75	o priase	ב.ואטו מו	IU 0.0D11	L, Glait U	Olecii			
Control Type: Astroted Con								

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.37

Intersection LOS: A Intersection Signal Delay (s/veh): 5.9 Intersection Capacity Utilization 58.5% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition



hing, 2028 Bacl

## 6: Bank & Aylmer

	۶	•	<b>†</b>	Ţ		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	W		414	<b>∱</b> %		
Traffic Volume (vph)	38	18	667	705		
Future Volume (vph)	38	18	667	705		
Lane Group Flow (vph)	54	0	761	850		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2		6		
Detector Phase	4	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag		0.2	0.2	Lead	
Lead-Lag Optimize?	Lug				Loud	
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.0	O-IVIAX	60.3	60.3	IVICA	
Actuated g/C Ratio	0.16		0.67	0.67		
v/c Ratio	0.10		0.39	0.42		
Control Delay (s/veh)	30.2		5.8	7.4		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	30.2		5.8	7.4		
LOS	C		A	A		
Approach Delay (s/veh)	30.2		5.8	7.4		
Approach LOS	C		A	Α		
Queue Length 50th (m)	6.4		14.8	30.3		
Queue Length 95th (m)	16.7		28.2	41.0		
Internal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)						
Base Capacity (vph)	276		1934	2003		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.20		0.39	0.42		
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 87 (97%), Reference	ed to phas	se 2·NRT	l and 6.9	SBT Start	of Green	
Natural Cycle: 90	ou to pride	2 E.HUT	_ and o.c	Jo I, Olaii	0.0001	
Control Type: Actuated-Coo	ordinated					
Maximum v/c Ratio: 0.42	orumateu					
Intersection Signal Delay (s	s/veh)· 7.4			lr	ntersection LOS: A	
Intersection Capacity Utiliza					CU Level of Service	Δ
Analysis Period (min) 15	ฉแบบ ออ. <i>โ</i>	/0		10	DO LEVEL OF SELVICE	· ^
Analysis i Gilou (IIIIII) 15						

Splits and Phases: 6: Bank & Aylmer



ing, 2028 Bacl

	*	<b>→</b>	•	•		<b>†</b>	-	<b>↓</b>			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		4		- 4		4T»		€ि			
Traffic Volume (vph)	41	37	20	57	29	481	82	537			
Future Volume (vph)	41	37	20	57	29	481	82	537			
Lane Group Flow (vph)	0	135	0	195	0	602	0	749			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes			Yes	
Act Effct Green (s)		19.4		19.4		37.0		54.0			
Actuated g/C Ratio		0.22		0.22		0.41		0.60			
v/c Ratio		0.59		0.63		0.55		0.53			
Control Delay (s/veh)		43.8		31.3		22.1		4.6			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		43.8		31.3		22.1		4.6			
LOS		D		С		С		Α			
Approach Delay (s/veh)		43.8		31.3		22.1		4.6			
Approach LOS		D		С		С		Α			
Queue Length 50th (m)		21.1		20.0		39.8		7.7			
Queue Length 95th (m)		#40.4		42.9		55.8		9.7			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		228		308		1103		1425			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		0.59		0.63		0.55		0.53			

#### Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

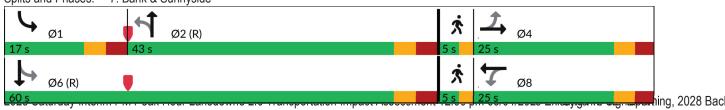
Natural Cycle: 90 Control Type: Pretimed Maximum v/c Ratio: 0.63

Intersection Signal Delay (s/veh): 17.1 Intersection LOS: B
Intersection Capacity Utilization 71.0% ICU Level of Service C

Analysis Period (min) 15

Queue shown is maximum after two cycles.

Splits and Phases: 7: Bank & Sunnyside



Page 5

<sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.

	۶	•	<u></u>	Ţ					
Lane Group	EBL	NBL	NBT	SBT	Ø4				
Lane Configurations	¥,#		4	1>					
Traffic Volume (vph)	54	52	248	358					
Future Volume (vph)	54	52	248	358					
Lane Group Flow (vph)	113	0	334	456					
Turn Type	Prot	Perm	NA	NA					
Protected Phases	10	I GIIII	2	6	4				
Permitted Phases	10	2	2	U	7				
Minimum Split (s)	21.0	48.0	48.0	48.0	11.0				
Total Split (s)	21.0	48.0	48.0	48.0	11.0				
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%				
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0				
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7				
Lost Time Adjust (s)	0.0	5.0	0.0	0.0	2.1				
Total Lost Time (s)	5.7		6.8	6.8					
Lead/Lag	5.7		0.0	0.0					
Lead-Lag Optimize?	15.3		41.2	41.2					
Act Effct Green (s)	0.19		0.52	0.52					
Actuated g/C Ratio v/c Ratio									
	0.38		0.45	0.53					
Control Delay (s/veh)	0.0		14.6	15.9 0.0					
Queue Delay	32.7		0.0	15.9					
Total Delay (s/veh) LOS	32.7 C		14.6	15.9 B					
			14.G						
Approach Delay (s/veh)	32.7		14.6	15.9 B					
Approach LOS	C		В						
Queue Length 50th (m)	15.1		30.0	43.6					
Queue Length 95th (m)	29.7		49.9	69.1					
Internal Link Dist (m)	57.2		0.1	5.9					
Turn Bay Length (m)	294		748	853					
Base Capacity (vph)				000					
Starvation Cap Reductn	0		0						
Spillback Cap Reductn	0		0	0					
Storage Cap Reductn	0		0 45	0.53					
Reduced v/c Ratio	0.38		0.45	0.53					
Intersection Summary									
Cycle Length: 80									
Actuated Cycle Length: 80									
Offset: 0 (0%), Referenced		6:SBT, S	tart of Gr	een					
Natural Cycle: 80	•	,							
Control Type: Pretimed									
Maximum v/c Ratio: 0.53									
Intersection Signal Delay (	s/veh): 17.	5		In	tersection LOS	S: B			
Intersection Capacity Utiliz					U Level of Sei				
Analysis Period (min) 15									
	ueen Eliza	beth Driv	e & Fifth						
4						1 .		I +	
Ø2						<b>ਨ</b> Ø2	1	Ø <sub>10</sub>	
40.5						115		215	
Ø6 (R)									
48 s								I	

Intersection												
Intersection Delay, s/veh	8											
Intersection LOS	Α											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	40	48	0	0	0	93	58	39	36	0	0	104
Future Vol, veh/h	40	48	0	0	0	93	58	39	36	0	0	104
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	53	0	0	0	103	64	43	40	0	0	116
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.4	7.6	8.4	7.5
HCM LOS	Α	A	Α	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	44%	45%	0%	0%	
Vol Thru, %	29%	55%	0%	0%	
Vol Right, %	27%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	133	88	93	104	
LT Vol	58	40	0	0	
Through Vol	39	48	0	0	
RT Vol	36	0	93	104	
Lane Flow Rate	148	98	103	116	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.182	0.128	0.115	0.127	
Departure Headway (Hd)	4.425	4.704	4.022	3.949	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	811	763	891	908	
Service Time	2.446	2.729	2.047	1.97	
HCM Lane V/C Ratio	0.182	0.128	0.116	0.128	
HCM Control Delay, s/veh	8.4	8.4	7.6	7.5	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.7	0.4	0.4	0.4	

1.1

0.7

0

letere etier						
Intersection	0.4					
Intersection Delay, s/veh	8.4					
Intersection LOS	Α					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	f)		W	
Traffic Vol, veh/h	5	205	137	5	5	5
Future Vol, veh/h	5	205	137	5	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	228	152	6	6	6
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay, s/veh	8.6		8.1		7.6	
HCM LOS	Α		Α		Α	
Lane		EBLn1	WBLn1	SBLn1		
Vol Left, %		2%	0%	50%		
Vol Thru, %		98%	96%	0%		
Vol Right, %		0%	4%	50%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		210	142	10		
LT Vol		5	0	5		
Through Vol		205	137	0		
RT Vol		0	5	5		
Lane Flow Rate		233	158	11		
Geometry Grp		1	1	1		
Degree of Util (X)		0.264	0.18	0.014		
Departure Headway (Hd)		4.076	4.106	4.568		
		Yes	Yes	Yes		
Convergence, Y/N		103				
Convergence, Y/N Cap		877		788		
Cap Service Time			868 2.162	788 2.568		
Сар		877	868			
Cap Service Time		877 2.117	868 2.162	2.568		

Intersection						
Intersection Delay, s/veh	7.3					
Intersection LOS	Α					
M	EDT	EDD	WDI	WDT	NDI	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĵ»	_	_	र्स	W	
Traffic Vol, veh/h	15	5	5	72	5	5
Future Vol, veh/h	15	5	5	72	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	6	6	80	6	6
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7		7.4		7	
HCM LOS	A		Α.Τ		A	
HOM EOO	- / \					
Long		NDI 1	EDL-4	M/DL1		
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		50%	0%	6%		
Vol Thru, %		0%	75%	94%		
Vol Right, %		50%	25%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		10	20	77		
LT Vol		5	0	5		
Through Vol		0	15	72		
RT Vol		5	5	0		
Lane Flow Rate		11	22	86		
Geometry Grp		1	1	1		
Degree of Util (X)		0.012	0.024	0.095		
Departure Headway (Hd)		3.92	3.867	3.983		
Convergence, Y/N		Yes	Yes	Yes		
		. 00				
Cap		908		903		
Cap Service Time			926	903 1.991		
Service Time		908 1.965	926 1.887	1.991		
		908	926			

0.1

1.5

0.1

Intersection						
Intersection Delay, s/veh	9					
Intersection LOS	A					
into location 200	71					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	₽			ની	W	
Traffic Vol, veh/h	15	5	86	5	155	106
Future Vol, veh/h	15	5	86	5	155	106
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	6	96	6	172	118
Number of Lanes	1	0	0	1	1	0
Annragah	ED		MD		ND	
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.7		8.6		9.2	
HCM LOS	Α		Α		Α	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		59%	0%	95%		
Vol Thru, %		0%	75%	5%		
Vol Right, %		41%	25%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		261	20	91		
LT Vol		155	0	86		
		155	15	5		
Through Vol RT Vol			5	0		
		106				
Lane Flow Rate		290	22	101		
Geometry Grp		1	1	1		
Degree of Util (X)		0.332	0.028	0.135		
Departure Headway (Hd)		4.125	4.549	4.79		
Convergence, Y/N		Yes	Yes	Yes		
Cap		876	788	750		
Service Time		2.125	2.569	2.807		
HCM Lane V/C Ratio		0.331	0.028	0.135		
HCM Control Delay, s/veh		9.2	7.7	8.6		
HCM Lane LOS		Α	Α	Α		

Int Delay, s/veh  Movement  Lane Configurations  Traffic Vol, veh/h  Future Vol, veh/h  Conflicting Peds, #/r  Sign Control  RT Channelized		EBR	NBL			
Movement Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control			NRI			
Lane Configurations Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control				NBT	SBT	SBR
Traffic Vol, veh/h Future Vol, veh/h Conflicting Peds, #/h Sign Control		7	INDL	44	<u>361</u>	ODIN
Future Vol, veh/h Conflicting Peds, #/h Sign Control	•	177	116	<b>4 T</b> 557	513	55
Conflicting Peds, #/h Sign Control	3		116		513	55
Sign Control		177		557		
		0	178	0	0	107
RT Channelized	Stop	Stop	Free	Free	Free	Free
	-		-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Stora	ge, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	3	197	129	619	570	61
				-		
Major/Minor	Minor2		Major1		/lajor2	
Conflicting Flow All	1346	779	809	0	-	0
Stage 1	779	-	-	-	-	-
Stage 2	567	-	-	-	-	-
Critical Hdwy	6.675	6.275	4.175	-	-	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
Follow-up Hdwy	3.54753	3.34752	.2475	-	-	-
Pot Cap-1 Maneuve		389	798	_	_	_
Stage 1	445	-	-	_	_	_
Stage 2	525	_		_	_	_
Platoon blocked, %	020			_	_	
Mov Cap-1 Maneuve	er 76	316	648			
			040	-		-
Mov Cap-2 Maneuve		-	_	-	-	-
Stage 1	274	-	-	-	-	-
Stage 2	426	-		-	-	-
Approach	EB		NB		SB	
HCM Control Delay,			3.73		0	
HCM LOS			3.73		U	
HCIVI LOS	D					
Minor Lane/Major M	vmt	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		537	-		-	-
HCM Lane V/C Ratio	0	0.199		0.623	_	_
HCM Control Delay		11.9	2		_	_
HCM Lane LOS	(G/ VOII)	В	A	D	_	_
HCM 95th %tile Q(v	eh)	0.7	-	3.9	_	
HI W USID VAID / W	511)	0.7		5.5		_

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
	LDL		INDL			אופט
Lane Configurations	1		0	<b>^</b>	602	0
Traffic Vol, veh/h	1	32	0	662	682	0
Future Vol, veh/h	1	32	0	662	682	0
Conflicting Peds, #/hr		0	0	0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storag	je, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	36	0	736	758	0
INIVIIIL LIOM		30	U	130	100	U
Major/Minor	Minor2	N	Major1	N	Major2	
Conflicting Flow All	1126	758		0	-	0
Stage 1	758	-	_	-	_	-
Stage 2	368	-	-	-		_
	6.675			_		
Critical Hdwy			-	-	-	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
	3.54753		-	-	-	-
Pot Cap-1 Maneuver	208	400	0	-	-	0
Stage 1	455	-	0	-	-	0
Stage 2	664	_	0	_	_	0
Platoon blocked, %				_	-	
Mov Cap-1 Maneuver	r 208	400	_	_	_	_
Mov Cap-2 Maneuver		-	_	_	_	_
•	455		-	_		_
Stage 1		-	-	-	-	-
Stage 2	664	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s			0		0	
•			U		U	
HCM LOS	В					
Minor Lane/Major Mvi	mt	NRTF	EBLn1	SBT		
		-	400			
Capacity (veh/h)				-		
HCM Lane V/C Ratio			0.089	-		
HCM Control Delay (s	s/veh)	-	14.9	-		
HCM Lane LOS		-	В	-		
LICM OF THE OVER THE OVER			0 0			
HCM 95th %tile Q(vel	h)	-	0.3	-		

3.8					
FRI	FRR	NRI	NRT	SRT	SBR
	בטול	HUL			OBIN
	61	65			155
					155
					0
					Free
					None
				-	
-				0	-
					-
-					-
					90
	-				0
94	68	72	233	280	172
linor2	N	/lajor1	N	/lajor2	
744	366	452	0	-	0
366	-	-	-	-	-
378	-	-	-	-	-
	6.2	4.1	_	_	_
	-	-	-	_	_
		-	_	_	_
			_	_	_
				_	_
					_
	_	_			
031	-	-			
256	604	1110			-
	684	1119		-	-
	-	-	-	-	-
	-	-	-	-	-
697	-	-	-	-	-
FB		NB		SB	
		1.33		U	
$\sim$					
С					
С					
C	NBL	NBTE	EBLn1	SBT	SBR
		NBTE		SBT -	SBR -
	425	-	446		
ıt	425 0.065	-	446 0.364	-	-
	425 0.065 8.4	- - 0	446 0.364 17.6	- - -	- - -
ıt	425 0.065	-	446 0.364	-	-
	85 85 0 Stop 0 90 0 94 Stip 0 90 0 94 Stop 0 94 Stop 0 95 64 5.4 3.5 3.5 3.5 706 697 356 654 697 EB	BBL BR  85 61 85 61 0 0 Stop Stop - None 0 - 90 90 0 0 - 94 68  Stinor2 N  744 366 366 - 378 - 6.4 6.2 5.4 - 5.4 - 3.5 3.3 385 684 706 - 697 - 356 684 356 - 697 -  EB	BBL BBR NBL  85 61 65 85 61 65 0 0 0 0 Stop Stop Free - None - 0 90 90 90 0 0 90 90 90 0 0 0 94 68 72  Stop Major1  744 366 452 366 378 6.4 6.2 4.1 5.4 5.4 5.4 3.5 3.3 2.2 385 684 1119 706 697 356 684 1119 356 697  EB NB  17.63 1.99	BBL BBR NBL NBT  85 61 65 210  85 61 65 210  0 0 0 0 0  Stop Stop Free Free  - None - None  0 0  90 90 90 90 90  0 0 0 0 0  94 68 72 233   Sinor2 Major1 N  744 366 452 0  366 378  5.4  5.4  5.4  5.4  5.4  3.5 3.3 2.2 -  385 684 1119 -  706  697  356 684 1119 -  356  356 684 1119 -  356  356 684 1119 -  356  697  356 684 1119 -  356  697  356 684 1119 -  356  356 684 1119 -  356  357  358 684 1119 -  359  350 684 1119 -  350  351 33 3 2.2 -  351 333 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	EBL EBR NBL NBT SBT  85 61 65 210 252  85 61 65 210 252  0 0 0 0 0 0 0  Stop Stop Free Free Free - None - None - 0 0 0 0 0 0 0  90 90 90 90 90 90 0 0 0 0 0 0  94 68 72 233 280  Sinor2 Major1 Major2  744 366 452 0 - 366 378 5.4

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	,,,,,,	7	<b>↑</b> ⊅	TISIT	UDL	<b>†</b>
Traffic Vol, veh/h	6	71	494	19	2	577
Future Vol, veh/h	6	71	494	19	2	577
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None		None		None
	-		-		-	None
Storage Length		0	-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	15	6	0	0	5
Mvmt Flow	7	79	549	21	2	641
Major/Minor N	/linor1	N	/lajor1	٨	/lajor2	
Conflicting Flow All	984	385	0	0	670	0
Stage 1	659	300	-	-	-	-
Stage 2	325	-	-	-	_	-
	6.8	7.2	-	-	4.1	-
Critical Hdwy						
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	249	578	-	-	930	-
Stage 1	482	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	222	517	-	-	831	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Ŭ						
A I	MD		ND		0.0	
Approach	WB		NB		SB	
HCM Control Delay, s/	<b>1</b> 3.22		0		0.03	
HCM LOS	В					
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		ופוו	אוטוי	517	831	-
HCM Lane V/C Ratio		-	-	0.153		
HCM Control Delay (s/	/vob	-				-
		-	-	13.2	9.3	-
	(VCII)			D	٨	
HCM Lane LOS HCM 95th %tile Q(veh		-	-	B 0.5	A 0	-

Intersection						
Int Delay, s/veh	6.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	7+	11511	<b>W</b>	UDIN
Traffic Vol, veh/h	91	31	74	146	123	72
Future Vol, veh/h	91	31	74	146	123	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized		None		None		None
	_	NONE -	-	None -	0	None
Storage Length			0		0	
Veh in Median Storage	9,# -	0		-		
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	101	34	82	162	137	80
Major/Minor N	1ajor1	N	Major2	N	/linor2	
Conflicting Flow All	244	0		0	400	163
Stage 1		_	-	-	163	-
Stage 2	_	_	_	_	237	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1	-	_	_	_	5.42	-
Critical Hdwy Stg 2	_	_	_	_	5.42	_
	2.218	_	_	_	3.518	
Pot Cap-1 Maneuver	1322			_	606	881
Stage 1	1022	_	_	_	866	001
Stage 2					803	
Platoon blocked, %	_	_	_		003	-
	1222	-	-	-	559	881
Mov Cap-1 Maneuver		-	-	-	559	
Mov Cap-2 Maneuver	-	-	-	-		-
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	803	-
Approach	EB		WB		SB	
HCM Control Delay, s/	v 5.93		0		13.36	
HCM LOS					В	
Minor Lane/Major Mvm	<u>it</u>	EBL	EBT	WBT	WBR	
Capacity (veh/h)		1296	-	-	-	646
HCM Lane V/C Ratio		0.076	-	-		0.335
HCM Control Delay (s/	veh)	7.9	0	-	-	13.4
HCM Lane LOS		Α	Α	-	-	В
HCM 95th %tile Q(veh)	)	0.2	-	-	-	1.5
HCM 95th %tile Q(veh)	)	0.2				1.5

# 2028 Scenario

Sunday Peak Hour

1: Bank & Fifth 07/31/2024

Lane Group  Lane Configurations  Traffic Volume (vph)  Future Volume (vph)  Lane Group Flow (vph)  Turn Type  Protected Phases  Permitted Phases  Minimum Split (s)  Total Split (%)  Yellow Time (s)  Lost Time (s)  Lost Time Adjust (s)  Total Lost Time (s)  Lead/Lag  Lead-Lag Optimize?  Act Effct Green (s)  Actuated g/C Ratio  v/c Ratio  Control Delay (s/veh)  LOS  Approach Delay (s/veh)	53 53 0 Perm 4 26.0 26.0 34.7% 3.0 2.5	EBT  37 37 129 NA 4 26.0 26.0 34.7%	127 127 141 Perm 8 26.0	WBT 65 65 114 NA 8	15 15 0 Perm	NBT 466 466 577 NA	22 22 20 0	SBT 481 481	
Traffic Volume (vph) Future Volume (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay (s/veh) Queue Delay Total Delay (s/veh) LOS	53 0 Perm 4 26.0 26.0 34.7% 3.0	37 37 129 NA 4 26.0 26.0 34.7%	127 127 141 Perm 8 26.0	65 65 114 NA	15 0	466 466 577	22	481 481	
Future Volume (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay (s/veh) Queue Delay Total Delay (s/veh) LOS	53 0 Perm 4 26.0 26.0 34.7% 3.0	37 37 129 NA 4 26.0 26.0 34.7%	127 141 Perm 8 26.0	65 65 114 NA	15 0	466 466 577	22	481 481	
Future Volume (vph) Lane Group Flow (vph) Turn Type Protected Phases Permitted Phases Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay (s/veh) Queue Delay Total Delay (s/veh) LOS	0 Perm 4 26.0 26.0 34.7% 3.0	129 NA 4 26.0 26.0 34.7%	141 Perm 8 26.0	114 NA	0	577			
Turn Type Protected Phases Permitted Phases Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay (s/veh) Queue Delay Total Delay (s/veh) LOS	Perm 4 26.0 26.0 34.7% 3.0	NA 4 26.0 26.0 34.7%	Perm 8 26.0	NA			0		
Turn Type Protected Phases Permitted Phases Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay (s/veh) Queue Delay Total Delay (s/veh) LOS	4 26.0 26.0 34.7% 3.0	26.0 26.0 34.7%	8 26.0		Perm	NΙΛ	U	604	
Permitted Phases Minimum Split (s) Fotal Split (s) Fotal Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Fotal Lost Time (s) Lead/Lag Lead-Lag Optimize? Act Effct Green (s) Actuated g/C Ratio V/C Ratio Control Delay (s/veh) Queue Delay Fotal Delay (s/veh) LOS	26.0 26.0 34.7% 3.0	26.0 26.0 34.7%	26.0	8		INA	Perm	NA	
Minimum Split (s) Total Split (s) Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Act Effct Green (s) Actuated g/C Ratio v/c Ratio Control Delay (s/veh) Queue Delay Total Delay (s/veh) LOS	26.0 26.0 34.7% 3.0	26.0 34.7%	26.0			2		6	
Total Split (s)  Total Split (%)  Yellow Time (s)  All-Red Time (s)  Lost Time Adjust (s)  Total Lost Time (s)  Lead/Lag  Lead-Lag Optimize?  Act Effct Green (s)  Actuated g/C Ratio  I/C Ratio  Control Delay (s/veh)  Queue Delay  Total Delay (s/veh)  LOS	26.0 34.7% 3.0	26.0 34.7%			2		6		
Fotal Split (s) Fotal Split (%) Fotal Split (%) Fotal Split (%) Fotal Split (%) Fotal Lost Time (s) Fotal Control Delay (s/veh) Fotal Delay (s/veh) Fotal Delay (s/veh) Fotal Delay (s/veh)	26.0 34.7% 3.0	26.0 34.7%		26.0	49.0	49.0	49.0	49.0	
Total Split (%) Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Act Effct Green (s) Actuated g/C Ratio I/C Ratio Control Delay (s/veh) Queue Delay Total Delay (s/veh) LOS	3.0		26.0	26.0	49.0	49.0	49.0	49.0	
Yellow Time (s) All-Red Time (s) Lost Time Adjust (s) Fotal Lost Time (s) Lead/Lag Lead-Lag Optimize? Act Effct Green (s) Actuated g/C Ratio V/C Ratio Control Delay (s/veh) Queue Delay Fotal Delay (s/veh) LOS	3.0		34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
All-Red Time (s) Lost Time Adjust (s) Fotal Lost Time (s) Lead/Lag Lead-Lag Optimize? Act Effct Green (s) Actuated g/C Ratio Location Control Delay (s/veh) Queue Delay Fotal Delay (s/veh) LOS		3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)  Total Lost Time (s)  Lead/Lag  Lead-Lag Optimize?  Act Effet Green (s)  Actuated g/C Ratio  Locotrol Delay (s/veh)  Queue Delay  Total Delay (s/veh)  LOS		2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Total Lost Time (s) Lead/Lag Lead-Lag Optimize? Lot Effct Green (s) Lotuated g/C Ratio Lot Ratio Control Delay (s/veh) Lotal Delay Lotal Delay (s/veh) Los		0.0	0.0	0.0		0.0		0.0	
Lead/Lag Lead-Lag Optimize? Act Effct Green (s) Actuated g/C Ratio I/C Ratio Control Delay (s/veh) Queue Delay Fotal Delay (s/veh) LOS		5.5	5.5	5.5		5.5		5.5	
Lead-Lag Optimize? Act Effct Green (s) Actuated g/C Ratio V/c Ratio Control Delay (s/veh) Queue Delay Fotal Delay (s/veh) LOS									
Act Effct Green (s) Actuated g/C Ratio V/c Ratio Control Delay (s/veh) Queue Delay Total Delay (s/veh) LOS									
Actuated g/C Ratio r/c Ratio Control Delay (s/veh) Queue Delay Total Delay (s/veh) OS		20.5	20.5	20.5		43.5		43.5	
v/c Ratio Control Delay (s/veh) Queue Delay Fotal Delay (s/veh) LOS		0.27	0.27	0.27		0.58		0.58	
Control Delay (s/veh) Queue Delay Fotal Delay (s/veh) OS		0.38	0.48	0.27		0.36		0.38	
Queue Delay Fotal Delay (s/veh) .OS		22.6	29.3	16.6		10.4		9.0	
Fotal Delay (s/veh)		0.0	0.0	0.0		0.0		0.0	
.OS		22.6	29.3	16.6		10.4		9.0	
		C	C	В		В		A	
Annroach Helay (S/Ven)		22.6	0	23.6		10.4		9.0	
pproach LOS		C		C		В		Α	
Queue Length 50th (m)		12.4	16.6	8.1		31.2		21.1	
Queue Length 95th (m)		26.8	33.0	20.2		48.2		30.9	
nternal Link Dist (m)		49.7	55.0	112.4		195.6		190.0	
Furn Bay Length (m)		43.1	45.0	112.7		133.0		130.0	
Base Capacity (vph)		341	294	424		1606		1594	
Starvation Cap Reductn		0	294	0		0		1594	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductin		0	0	0		0		0	
Reduced v/c Ratio		0.38	0.48	0.27		0.36		0.38	
		0.00	0.40	0.21		0.50		0.50	
ntersection Summary Cycle Length: 75									
, ,									
Actuated Cycle Length: 75	d to phoc	o O NDT	l and G.C	DTI C+	rt of Cro	on			
Offset: 42 (56%), Reference	d to phas	se Zinbi	L and bis	BIL, Sta	art of Gre	en			
Natural Cycle: 75									
Control Type: Pretimed									
Maximum v/c Ratio: 0.48	(vob), 40	٥		1.	otoro-sti-	n I OO. F	)		
ntersection Signal Delay (s/						on LOS: E			
Intersection Capacity Utiliza	นดก 58.2	70		10	ou Level	of Service	e B		
Analysis Period (min) 15									
Splits and Phases: 1: Ban	nk & Fifth								
Ø2 (R)									

Z. Bank & Honnie		+	•	†	<u> </u>	1		
Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	Ø3	
Lane Configurations	4	VVDI	INDL	47>	ODL	414		
Traffic Volume (vph)	17	0	32	504	22	522		
Future Volume (vph)	17	0	32	504	22	522		
	109	2	0	685	0	643		
Lane Group Flow (vph)	NA	Z	Perm	NA	Perm	NA		
Turn Type			Pellii	NA 2	Pellii		3	
Protected Phases Permitted Phases	4		2	2	C	6	S	
	4		2	0	6	0		
Detector Phase	4		2	2	6	6		
Switch Phase	4.4		40.0	40.0	4.0	4.0	4.0	
Minimum Initial (s)	4.4		10.0	10.0	4.0	4.0	1.0	
Minimum Split (s)	23.0		47.0	47.0	47.0	47.0	5.0	
Total Split (s)	23.0		47.0	47.0	47.0	47.0	5.0	
Total Split (%)	30.7%		62.7%	62.7%	62.7%	62.7%	7%	
Yellow Time (s)	3.0		3.0	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.6		2.2	2.2	2.2	2.2	0.0	
Lost Time Adjust (s)	0.0			0.0		0.0		
Total Lost Time (s)	5.6			5.2		5.2		
Lead/Lag	Lag						Lead	
Lead-Lag Optimize?								
Recall Mode	None		C-Max	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	11.5	0.0		56.1		56.1		
Actuated g/C Ratio	0.15	0.00		0.75		0.75		
v/c Ratio	0.55	0.01		0.36		0.31		
Control Delay (s/veh)	38.5	0.0		2.4		9.3		
Queue Delay	0.0	0.0		0.0		0.0		
Total Delay (s/veh)	38.5	0.0		2.4		9.3		
LOS	D	Α		Α		Α		
Approach Delay (s/veh)	38.5			2.4		9.3		
Approach LOS	D			Α		Α		
Queue Length 50th (m)	14.4	0.0		4.9		28.3		
Queue Length 95th (m)	26.9	0.0		11.1		44.5		
Internal Link Dist (m)	39.8	116.8		31.5		195.6		
Turn Bay Length (m)	00.0			•				
Base Capacity (vph)	304	143		1895		2052		
Starvation Cap Reductn	0	0		0		0		
Spillback Cap Reductn	0	0		0		0		
Storage Cap Reductn	0	0		0		0		
Reduced v/c Ratio	0.36	0.01		0.36		0.31		
	0.50	0.01		0.00		0.01		
Intersection Summary								
Cycle Length: 75								

Actuated Cycle Length: 75

Offset: 16 (21%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 8.2 Intersection Capacity Utilization Err% ICU Level of Service H

Analysis Period (min) 15

Splits and Phases: 2: Bank & Holmwood



	•	•	<b>†</b>	<b>\</b>	<b>↓</b>				
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø3	Ø6	Ø7	
Lane Configurations	7	7	<b>↑</b> ↑	7	<b>^</b>				
Traffic Volume (vph)	109	51	407	151	440				
Future Volume (vph)	109	51	407	151	440				
Lane Group Flow (vph)	121	57	559	168	489				
Turn Type	Perm	Perm		custom	NA				
Protected Phases			2	1	16	3	6	7	
Permitted Phases	8	8		6					
Detector Phase	8	8	2	1	16				
Switch Phase									
Minimum Initial (s)	4.0	4.0	10.0	4.0		1.0	5.1	3.0	
Minimum Split (s)	26.0	26.0	27.0	12.0		5.0	27.0	5.0	
Total Split (s)	26.0	26.0	27.0	12.0		5.0	27.0	5.0	
Total Split (%)	34.7%	34.7%	36.0%	16.0%		7%	36%	7%	
Yellow Time (s)	3.3	3.3	3.0	3.0		2.0	3.0	2.0	
All-Red Time (s)	3.0	3.0	3.9	3.9		0.0	3.9	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0					
Total Lost Time (s)	6.3	6.3	6.9	6.9					
Lead/Lag				Lead		Lag			
Lead-Lag Optimize?				Yes		Yes			
Recall Mode	None	None	C-Max	None		None	C-Max	None	
Act Effct Green (s)	11.7	11.7	40.7	45.8	54.1				
Actuated g/C Ratio	0.16	0.16	0.54	0.61	0.72				
v/c Ratio	0.55	0.27	0.36	0.38	0.22				
Control Delay (s/veh)	37.9	11.0	11.5	8.4	4.2				
Queue Delay	0.0	0.0	0.0	0.0	0.0				
Total Delay (s/veh)	37.9	11.0	11.5	8.4	4.2				
LOS	D	В	В	Α	Α				
Approach Delay (s/veh)	29.3		11.5		5.3				
Approach LOS	С		В		Α				
Queue Length 50th (m)	16.0	0.0	22.0	5.5	8.3				
Queue Length 95th (m)	28.9	8.5	38.1	11.1	12.3				
Internal Link Dist (m)	30.6		33.7		44.8				
Turn Bay Length (m)				40.0					
Base Capacity (vph)	371	317	1532	445	2266				
Starvation Cap Reductn	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0				
Reduced v/c Ratio	0.33	0.18	0.36	0.38	0.22				
Intersection Summary									

#### Intersection Summary

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 15 (20%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 10.8 Intersection LOS: B
Intersection Capacity Utilization 55.6% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition



## 6: Bank & Aylmer

	۶	4	†	Į.		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	W		414	<b>†</b>		
Traffic Volume (vph)	53	16	584	643		
Future Volume (vph)	53	16	584	643		
Lane Group Flow (vph)	81	0	667	776		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2	_	6	· ·	
Detector Phase	4	2	2	6		
Switch Phase	•	_	_			
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Fotal Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0	۷.۷	0.0	0.0	1.0	
Total Lost Time (s)	5.5		5.2	5.2		
` ,			5.2	5.2	Load	
Lead/Lag	Lag				Lead	
_ead-Lag Optimize?	NI	0.14	0.14	0.14	Maria	
Recall Mode	None	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	11.0		72.4	72.4		
Actuated g/C Ratio	0.12		0.80	0.80		
v/c Ratio	0.43		0.29	0.32		
Control Delay (s/veh)	36.0		2.6	3.6		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	36.0		2.6	3.6		
_OS	D		Α	Α		
Approach Delay (s/veh)	36.0		2.6	3.6		
Approach LOS	D		Α	Α		
Queue Length 50th (m)	10.3		11.2	16.5		
Queue Length 95th (m)	23.1		15.0	28.4		
nternal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)						
Base Capacity (vph)	276		2334	2401		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.29		0.29	0.32		
ntersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Actuated Cycle Length: 90 Offset: 87 (97%), Reference	ad to phas	o 2.NDT	l and G.C	ODT Ctort	of Groon	
	eu to prias	e Z.NBT	L allu bis	ו מסו, Start	or Green	
Natural Cycle: 90	- u-di t - 1					
Control Type: Actuated-Coo	ordinated					
Maximum v/c Ratio: 0.43	/ 12 4.0				1	
ntersection Signal Delay (s	•				ntersection LOS: A	
Intersection Capacity Utiliza Analysis Period (min) 15	ation 49.7	%		IC	CU Level of Service	Α

Splits and Phases: 6: Bank & Aylmer



	•	<b>→</b>	<	+	4	†	<b>/</b>	<b>+</b>				
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø6	Ø7	
Lane Configurations		4		4		47>		€ि				
Traffic Volume (vph)	42	33	15	50	18	460	115	497				
Future Volume (vph)	42	33	15	50	18	460	115	497				
Lane Group Flow (vph)	0	117	0	190	0	543	0	771				
Turn Type	Perm	NA	Perm	NA	Perm	NA	custom	NA				
Protected Phases		4		8		2	1	16	3	6	7	
Permitted Phases	4		8		2		6					
Detector Phase	4	4	8	8	2	2	1	16				
Switch Phase												
Minimum Initial (s)	6.4	6.4	5.3	5.3	17.0	17.0	5.0		1.0	17.0	1.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0		5.0	43.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0		5.0	43.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%		6%	48%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		2.0	3.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9		0.0	3.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0						
Total Lost Time (s)		5.6		5.6		6.0						
Lead/Lag	Lag	Lag	Lag	Lag					Lead		Lead	
Lead-Lag Optimize?			Yes	Yes							Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None		None	C-Max	None	
Act Effct Green (s)		15.2		15.2		44.0		57.4				
Actuated g/C Ratio		0.17		0.17		0.49		0.64				
v/c Ratio		0.77		0.71		0.39		0.51				
Control Delay (s/veh)		65.0		34.0		17.0		5.2				
Queue Delay		0.0		0.0		0.0		0.0				
Total Delay (s/veh)		65.0		34.0		17.0		5.2				
LOS		Е		С		В		Α				
Approach Delay (s/veh)		65.0		34.0		17.0		5.2				
Approach LOS		Е		С		В		Α				
Queue Length 50th (m)		19.5		17.5		30.4		9.1				
Queue Length 95th (m)		34.8		36.5		48.7		11.8				
Internal Link Dist (m)		75.1		136.0		63.1		79.0				
Turn Bay Length (m)												
Base Capacity (vph)		201		325		1399		1520				
Starvation Cap Reductn		0		0		0		0				
Spillback Cap Reductn		0		0		0		0				
Storage Cap Reductn		0		0		0		0				
Reduced v/c Ratio		0.58		0.58		0.39		0.51				
Intersection Summary												
Cycle Length: 90												
Actuated Cyala Langth: 00												

Actuated Cycle Length: 90

Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

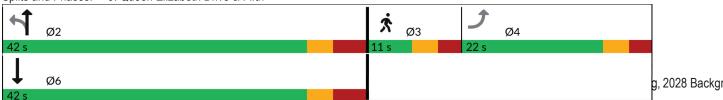
Intersection Signal Delay (s/veh): 16.8 Intersection LOS: B
Intersection Capacity Utilization 73.3% ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 7: Bank & Sunnyside



Splits and Phases: 9: Queen Elizabeth Drive & Fifth



1.4

0.8

0

Intersection						
Intersection Delay, s/veh	8.8					
Intersection LOS	A					
Marramant	EDI	CDT	MOT	WDD	CDI	ODD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4	<b>₽</b>	_	¥	_
Traffic Vol, veh/h	5	250	164	5	5	5
Future Vol, veh/h	5	250	164	5	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	278	182	6	6	6
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right	1		SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay, s/veh	9.1		8.4		7.8	
HCM LOS	9.1 A		Α		7.0 A	
HOW LOO	- 71					
Lane		EBLn1	WBLn1	SBLn1		
Vol Left, %		2%	0%	50%		
Vol Thru, %		98%	97%	0%		
Vol Right, %		0%	3%	50%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		255	169	10		
LT Vol		5	0	5		
Through Vol		250	164	0		
RT Vol		0	5	5		
Lane Flow Rate		283	188	11		
Geometry Grp		1	1	1		
Degree of Util (X)		0.322	0.216	0.015		
Departure Headway (Hd)		4.097	4.147	4.736		
Convergence, Y/N		Yes	Yes	Yes		
Cap		873	856	760		
Service Time		2.149	2.216	2.736		
HCM Lane V/C Ratio		0.324	0.22	0.014		
HCM Control Delay, s/veh		9.1	8.4	7.8		
HCM Lane LOS		А	Α	А		
HOW LANG LOS				$\overline{}$		

La Caraca Caraca						
Intersection	7.0					
Intersection Delay, s/veh	7.9					
Intersection LOS	Α					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĵ»			4	W	
Traffic Vol, veh/h	14	5	5	163	5	5
Future Vol, veh/h	14	5	5	163	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	6	6	181	6	6
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.1		8		7.2	
HCM LOS	Α		Α		Α	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		50%	0%	3%		
Vol Thru, %		0%	74%	97%		
Vol Right, %		50%	26%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		10	19	168		
LT Vol		5	0	5		
Through Vol		0	14	163		
RT Vol		5	5	0		
Lane Flow Rate		11	21	187		
Geometry Grp		1	1	1		
Degree of Util (X)		0.013	0.023	0.206		
Departure Headway (Hd)		4.093	3.934	3.976		
Convergence, Y/N		Yes	Yes	Yes		
Сар		862	906	905		
Service Time		2.177	1.974	1.985		
HCM Lane V/C Ratio		0.013	0.023	0.207		
HCM Control Delay, s/veh		7.2	7.1	8		
HCM Lane LOS		Α	Α	Α		

0.1

1.9

0.1

Intersection						
Intersection Delay, s/veh	9.3					
Intersection LOS	A					
Mayamant	EDT	EDD	WDI	WDT	NDI	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĵ.	-	50	र्न	100	400
Traffic Vol, veh/h	14	5	56	3	188	130
Future Vol, veh/h	14	5	56	3	188	130
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	6	62	3	209	144
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	•		NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.8		8.4		9.6	
HCM LOS	Α.		Α		Α	
					- 71	
Lano		NBLn1	EBLn1	WBLn1		
Lane						
Vol Left, %		59%	0%	95%		
Vol Thru, %		0%	74%	5%		
Vol Right, %		41%	26%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		318	19	59		
LT Vol		188	0	56		
Through Vol		0	14	3		
RT Vol		130	5	0		
Lane Flow Rate		353	21	66		
Geometry Grp		1	1	1		
Degree of Util (X)		0.388	0.027	0.09		
Departure Headway (Hd)		3.956	4.627	4.917		
Convergence, Y/N		Yes	Yes	Yes		
Cap		897	778	733		
Service Time		2.034	2.63	2.918		
HCM Lane V/C Ratio		0.394	0.027	0.09		
HCM Control Delay, s/veh		9.6	7.8	8.4		
HCM Lane LOS		Α	Α	Α		

Intersection												
Intersection Delay, s/veh	9.9											
Intersection LOS	Α											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	68	81	0	0	0	227	99	66	61	0	0	103
Future Vol, veh/h	68	81	0	0	0	227	99	66	61	0	0	103
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	90	0	0	0	252	110	73	68	0	0	114
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	10					9.6	10.7					8.6
HCM LOS	Α					Α	В					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	44%	46%	0%	0%	
Vol Thru, %	29%	54%	0%	0%	
Vol Right, %	27%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	226	149	227	103	
LT Vol	99	68	0	0	
Through Vol	66	81	0	0	
RT Vol	61	0	227	103	
Lane Flow Rate	251	166	252	114	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.346	0.24	0.311	0.151	
Departure Headway (Hd)	4.967	5.209	4.442	4.751	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	716	680	800	760	
Service Time	3.06	3.307	2.53	2.751	
HCM Lane V/C Ratio	0.351	0.244	0.315	0.15	
HCM Control Delay, s/veh	10.7	10	9.6	8.6	
HCM Lane LOS	В	Α	Α	Α	
HCM 95th-tile Q	1.5	0.9	1.3	0.5	

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	TOIX	HUL	41	- 1 <u>00</u> 1	אופט
Traffic Vol, veh/h	5	152	107	540	491	60
Future Vol, veh/h	5	152	107	540	491	60
Conflicting Peds, #/h		0	178	0	0	107
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized		None				None
	-		-		-	None
Storage Length	- 4 0	0	-	-	-	-
Veh in Median Stora		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	6	169	119	600	546	67
Major/Minor	Minor2	ı	Major1	N	lajor2	
Conflicting Flow All	1295	757	790	0	_	0
Stage 1	757	-	-	-	_	-
Stage 2	538	_	_	_	_	_
Critical Hdwy		6.275		_	_	_
Critical Hdwy Stg 1	5.475	0.270	T.175	_	_	_
Critical Hdwy Stg 2	5.875	_		_	_	_
Follow-up Hdwy	3.54753		2 2475	-	_	_
		400	812	-		
Pot Cap-1 Maneuver		400	012	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %	0.4	005	050	-	-	-
Mov Cap-1 Maneuve		325	659	-	-	-
Mov Cap-2 Maneuve		-	-	-	-	-
Stage 1	290	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay,			3.44		0	
HCM LOS	5/12/1.40 D		3.44		U	
TICIVI LOS	D					
Minor Lane/Major Mv	/mt	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		549	-	325	-	_
HCM Lane V/C Ratio	)	0.18	-		-	-
HCM Control Delay (		11.7	1.8	27.5	-	-
HCM Lane LOS	,	В	Α	D	-	_
HCM 95th %tile Q(ve	h)	0.7	_	2.8	-	-
TIOIVI JOHI JUHIC QIVE						

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
	LDL		NDL			אמט
Lane Configurations	0	7	0	<b>^</b>	<b>^</b>	4
Traffic Vol, veh/h	2	69	0	621	647	1
Future Vol, veh/h	2	69	0	621	647	1
Conflicting Peds, #/hr		0	_ 0	0	_ 0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storag	e,# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	2	77	0	690	719	1
IVIVIII( I IOW		- 11	U	030	113	
Major/Minor	Minor2	N	//ajor1	I.	Major2	
Conflicting Flow All	1150	805		0		0
Stage 1	805	_	_	_	-	_
Stage 2	345	_	_	-	_	_
Critical Hdwy	6.675			_	_	
Critical Hdwy Stg 1	5.475	0.275			_	
	5.875			-		_
Critical Hdwy Stg 2			-	-	-	-
	3.54753		-		-	
Pot Cap-1 Maneuver	201	375	0	-	-	-
Stage 1	432	-	0	-	-	-
Stage 2	682	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	341	-	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	393	_	_	_	_	-
Stage 2	620	_	_	_	_	_
Olago 2	020					
Approach	EB		NB		SB	
HCM Control Delay, s	/18.59		0		0	
HCM LOS	С					
Minor Lane/Major Mvi	mt	NBTE	EBLn1	SBT	SBR	
Capacity (veh/h)		-	341	-	-	
HCM Lane V/C Ratio		-	0.225	-	_	
HCM Control Delay (s		_	18.6	_	_	
LICHVI COLLINOL DEIGVIS	, , , , , ,			_	_	
		_	ι.			
HCM Lane LOS HCM 95th %tile Q(vel	2)	-	C 0.8		_	

Intersection						
Int Delay, s/veh	6.4					
	EBL	EDD	NDI	NBT	SBT	SBR
Movement		EBR	NBL			SBK
Lane Configurations	100	111	00	400	<b>₽</b>	00
Traffic Vol, veh/h	106	141	82	128	66	92
Future Vol, veh/h	106	141	82	128	66	92
Conflicting Peds, #/hr	0	0	0	_ 0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	118	157	91	142	73	102
NA . ' . /NA'	4:		4.1.4		4.1.0	
	linor2		Major1		//ajor2	
Conflicting Flow All	449	124	176	0	-	0
Stage 1	124	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	571	932	1413	-	-	-
Stage 1	906	-	_	-	-	_
Stage 2	737	_	_	-	_	_
Platoon blocked, %	. 01			_	_	_
Mov Cap-1 Maneuver	531	932	1413	_	_	_
Mov Cap-1 Maneuver	531	932	1713	-	_	_
	843		-			
Stage 1		-	-	-	-	-
Stage 2	737	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/			3.02		0	
HCM LOS	и 3.34 В		0.02		U	
I IOIVI LOO	D					
Minor Lane/Major Mvm	nt	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		703	-	704	-	-
HCM Lane V/C Ratio		0.064	-	0.39	-	-
v / O i \uli	veh)	7.7	0	13.3	_	_
		1.1	J			
HCM Control Delay (s/	von	Δ	Δ	R	_	_
	,	A 0.2	A	1.9	-	-

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	<b>∱</b> }		022	<b>^</b>
Traffic Vol, veh/h	7	159	461	19	0	582
Future Vol, veh/h	7	159	461	19	0	582
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	_	None	_		-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage	e,# 0	-	0	_	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	15	6	0	0	5
Mvmt Flow	8	177	512	21	0	647
			012			011
	Minor1		/lajor1		/lajor2	
Conflicting Flow All	946	367	0	0	-	-
Stage 1	623	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Critical Hdwy	6.8	7.2	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.45	-	-	-	-
Pot Cap-1 Maneuver	263	594	-	-	0	-
Stage 1	503	-	-	-	0	-
Stage 2	712	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	236	531	-	-	-	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	450	-	_	-	_	_
Stage 2	712	_	_	_	_	_
010.90 =						
Approach	WB		NB		SB	
HCM Control Delay, s	/15.11		0		0	
HCM LOS	С					
Minor Lane/Major Mvr	nt	NBT	NBRV	VRI n1	SBT	
	IIL		INDIN			
Capacity (veh/h)		-	-	531	-	
HCM Cantral Dalay (	/ l. \	-		0.332	-	
HCM Control Delay (s	/ven)	-	-		-	
HCM Lane LOS	.\	-	-	C	-	
HCM 95th %tile Q(veh	1)	-	-	1.4	-	

Intersection						
Int Delay, s/veh	8.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	<u>€</u>	₩D1	WDR	SDL W	אפט
Traffic Vol, veh/h	110	<b>€</b> 51	54	121	198	67
Future Vol, veh/h	110	51	54	121	198	67
Conflicting Peds, #/hr		0	0	0	190	0
	Free	Free	Free	Free	Stop	Stop
Sign Control RT Channelized			riee -			
	-	None -		None -	-	None -
Storage Length	- 4		-		0	
Veh in Median Storag		0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	122	57	60	134	220	74
Major/Minor I	Major1	١	/lajor2	I	Minor2	
Conflicting Flow All	194	0	-	0	428	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	301	-
Critical Hdwy	4.12	-	_	_	6.42	6.22
Critical Hdwy Stg 1	-	_	-	-	5.42	_
Critical Hdwy Stg 2	-	_	-	-	5.42	_
Follow-up Hdwy	2.218	-	_	_	3.518	3.318
Pot Cap-1 Maneuver	1379	_	_	_	583	923
Stage 1	-	_	_	_	899	-
Stage 2	_	-	_	_	751	_
Platoon blocked, %		_	_	_	701	
Mov Cap-1 Maneuver	1379	_	_	_	530	923
Mov Cap 1 Maneuver		_	_	_	530	-
Stage 1	_	_	_	_	816	_
Stage 2	_	_	_	_	751	_
Olago Z					701	
Approach	EB		WB		SB	
HCM Control Delay, s	/v 5.37		0		16.87	
HCM LOS					С	

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR SBLn1
Capacity (veh/h)	1230	-	-	- 594
HCM Lane V/C Ratio	0.089	-	-	- 0.496
HCM Control Delay (s/veh)	7.9	0	-	- 16.9
HCM Lane LOS	Α	Α	-	- C
HCM 95th %tile Q(veh)	0.3	-	-	- 2.7

# 2028 Scenario

Minor Event Ingress

1: Bank & Fifth 07/31/2024

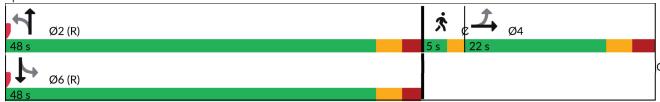
1: Bank & Fifth									
	۶	<b>→</b>	•	<b>←</b>	1	1	-	ļ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	ሻ	f)		4T÷		<b>€1</b> }	
Traffic Volume (vph)	52	58	74	46	16	479	26	548	
Future Volume (vph)	52	58	74	46	16	479	26	548	
Lane Group Flow (vph)	0	159	82	119	0	593	0	665	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag									
Lead-Lag Optimize?									
Act Effct Green (s)		20.5	20.5	20.5		43.5		43.5	
Actuated g/C Ratio		0.27	0.27	0.27		0.58		0.58	
v/c Ratio		0.45	0.30	0.28		0.37		0.41	
Control Delay (s/veh)		24.4	25.1	12.7		13.5		9.5	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		24.4	25.1	12.7		13.5		9.5	
LOS		С	С	В		В		Α	
Approach Delay (s/veh)		24.4		17.8		13.5		9.5	
Approach LOS		С		В		В		Α	
Queue Length 50th (m)		16.0	9.1	5.4		22.8		24.3	
Queue Length 95th (m)		32.8	20.5	17.4		53.4		35.1	
Internal Link Dist (m)		49.7		112.4		195.6		190.0	
Turn Bay Length (m)			45.0						
Base Capacity (vph)		356	277	418		1601		1606	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.45	0.30	0.28		0.37		0.41	
Intersection Summary									
Cycle Length: 75									
Actuated Cycle Length: 75									
Offset: 47 (63%), Reference	d to phas	se 2:NBT	L and 6:5	BTL. Sta	art of Gre	en			
Natural Cycle: 75	р			,					
Control Type: Pretimed									
Maximum v/c Ratio: 0.45									
Intersection Signal Delay (s/	veh): 13.	5		lı İ	ntersectio	n LOS: E	3		
Intersection Capacity Utiliza	,					of Service			
Analysis Period (min) 15							-		
,,									
) I'C I DI	1 0 E:01								



Z. Darik & Holliliw	55 <b>u</b>					
	<b>→</b>	4	<b>†</b>	-	ļ	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		475		414	
Traffic Volume (vph)	26	52	490	24	544	
Future Volume (vph)	26	52	490	24	544	
Lane Group Flow (vph)	117	0	686	0	669	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		2		6	3
Permitted Phases		2		6		
Detector Phase	4	2	2	6	6	
Switch Phase						
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	۷.۷	0.0	۷.۷	0.0	0.0
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag		J.Z		J.Z	Lead
Lead-Lag Optimize?	Lag					Loau
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	11.7	O-IVIAX	56.0	O-IVIAX	56.0	NOHE
Actuated g/C Ratio	0.16		0.75		0.75	
v/c Ratio	0.16		0.73		0.73	
Control Delay (s/veh)	38.5		3.0		3.6	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.5		3.0		3.6	
LOS	30.3 D		3.0 A		3.0 A	
	38.5		3.0		3.6	
Approach LOS	36.5 D					
Approach LOS			A		A 6.3	
Queue Length 50th (m)	15.5		6.0			
Queue Length 95th (m)	28.3		13.0		9.7	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	200		1707		2020	
Base Capacity (vph)	296		1787		2036	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.40		0.38		0.33	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75	5					
Offset: 74 (99%), Reference		se 2:NBT	L and 6:5	SBTL, Sta	art of Gree	en
Natural Cycle: 75				,		
Control Type: Actuated-Co	oordinated					
Maximum v/c Ratio: 0.56						
Intersection Signal Delay	(a/vah): 6.1			I.	ntoropotio	n I OC: A

Splits and Phases: 2: Bank & Holmwood

Intersection Signal Delay (s/veh): 6.1 Intersection Capacity Utilization 66.5% Analysis Period (min) 15



Intersection LOS: A

ICU Level of Service C

ckground Volu

3: Bank & Exhibition 07/31/2024

	<b>1</b>	4	†	<u> </u>	<del> </del>		
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7
Lane Configurations	75	7	<b>†</b> 1>	75	<b>^</b>		
Traffic Volume (vph)	104	72	425	145	423		
Future Volume (vph)	104	72	425	145	423		
Lane Group Flow (vph)	116	80	656	161	470		
Turn Type	Prot	Perm	NA	Perm	NA		
Protected Phases	8		2		6	1	7
Permitted Phases		8		6			
Detector Phase	8	8	2	6	6		
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0
Minimum Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0
Total Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0
Total Split (%)	34.7%	34.7%	52.0%	58.7%	58.7%	7%	7%
Yellow Time (s)	3.3	3.3	3.0	3.0	3.0	2.0	3.5
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9		
Lead/Lag	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?			Yes			Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	11.8	11.8	54.6	54.6	54.6		
Actuated g/C Ratio	0.16	0.16	0.73	0.73	0.73		
v/c Ratio	0.48	0.33	0.33	0.38	0.21		
Control Delay (s/veh)	35.1	10.9	5.0	6.5	3.0		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	35.1	10.9	5.0	6.5	3.0		
LOS	D	В	Α	Α	Α		
Approach Delay (s/veh)	25.2		5.0		3.9		
Approach LOS	С		Α		Α		
Queue Length 50th (m)	15.4	0.0	14.2	4.6	6.4		
Queue Length 95th (m)	28.2	10.3	27.1	8.1	8.7		
Internal Link Dist (m)	30.6		33.7		44.8		
Turn Bay Length (m)				40.0			
Base Capacity (vph)	405	348	1972	429	2287		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.29	0.23	0.33	0.38	0.21		
Intersection Summary							
Cycle Length: 75							
Actuated Cycle Length: 75							
Offset: 0 (0%), Referenced to	to phase	2:NBT ar	nd 6:SBT	L, Start o	f Green		
Natural Cycle: 75							
Control Type: Actuated Con	rdinated						

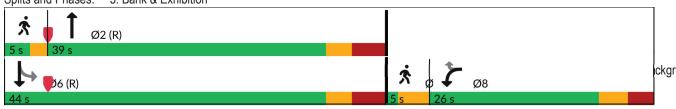
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay (s/veh): 7.2 Intersection LOS: A Intersection Capacity Utilization 61.1% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition

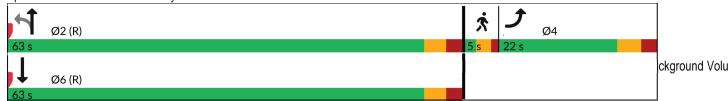


ckground Volu

### 6: Bank & Aylmer

	۶	1	1	<b>↓</b>		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	W		414	<b>†</b>		
Traffic Volume (vph)	72	19	687	511		
Future Volume (vph)	72	19	687	511		
Lane Group Flow (vph)	88	0	784	651		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2		6		
Detector Phase	4	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?						
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.1		60.2	60.2		
Actuated g/C Ratio	0.16		0.67	0.67		
v/c Ratio	0.36		0.40	0.34		
Control Delay (s/veh)	36.7		5.0	6.5		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	36.7		5.0	6.5		
LOS	D		Α	Α		
Approach Delay (s/veh)	36.7		5.0	6.5		
Approach LOS	D		Α	Α		
Queue Length 50th (m)	13.0		14.0	20.6		
Queue Length 95th (m)	26.6		20.7	29.5		
Internal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)						
Base Capacity (vph)	283		1947	1940		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.31		0.40	0.34		
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90	. 1 (	0.115=		NDT Ct		
Offset: 87 (97%), Reference	ed to phas	se 2:NBT	L and 6:S	BI, Start	or Green	
Natural Cycle: 90	р					
Control Type: Actuated-Coo	ordinated					
Maximum v/c Ratio: 0.40	/ . I \ <b>-</b> -					
Intersection Signal Delay (s	•				tersection LOS: A	
Intersection Capacity Utiliza	ation 55.1°	<b>%</b>		IC	U Level of Service B	
Analysis Period (min) 15						

Splits and Phases: 6: Bank & Aylmer



	*	<b>→</b>	•	<b>←</b>	4	<b>†</b>	-	Ţ			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		4		4		474		414			
Traffic Volume (vph)	57	52	18	59	20	473	106	540			
Future Volume (vph)	57	52	18	59	20	473	106	540			
Lane Group Flow (vph)	0	151	0	267	0	568	0	791			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes			Yes	
Act Effct Green (s)		19.4		19.4		37.0		54.0			
Actuated g/C Ratio		0.22		0.22		0.41		0.60			
v/c Ratio		0.78		0.81		0.49		0.59			
Control Delay (s/veh)		62.2		40.2		21.2		7.5			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		62.2		40.2		21.2		7.5			
LOS		Е		D		С		Α			
Approach Delay (s/veh)		62.2		40.2		21.2		7.5			
Approach LOS		Е		D		С		Α			
Queue Length 50th (m)		24.8		26.7		36.7		14.5			
Queue Length 95th (m)		#56.1		#67.2		51.4		18.1			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		193		331		1158		1337			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		0.78		0.81		0.49		0.59			

#### Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90 Control Type: Pretimed Maximum v/c Ratio: 0.81

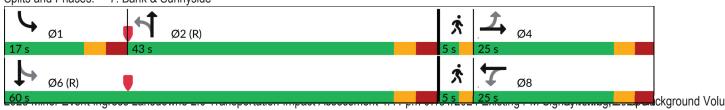
Intersection Signal Delay (s/veh): 21.4 Intersection LOS: C
Intersection Capacity Utilization 80.9% ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

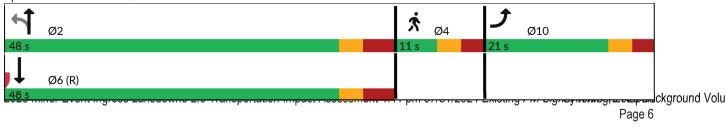
Splits and Phases: 7: Bank & Sunnyside



Page 5

	۶	4	1	<b>+</b>		
Lane Group	EBL	NBL	NBT	SBT	Ø4	
Lane Configurations	W		4	<b>-</b>		
Traffic Volume (vph)	51	66	227	537		
Future Volume (vph)	51	66	227	537		
Lane Group Flow (vph)	120	0	325	694		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	10		2	6	4	
Permitted Phases		2				
Minimum Split (s)	21.0	48.0	48.0	48.0	11.0	
Total Split (s)	21.0	48.0	48.0	48.0	11.0	
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.7		6.8	6.8		
Lead/Lag						
Lead-Lag Optimize?						
Act Effct Green (s)	15.3		41.2	41.2		
Actuated g/C Ratio	0.19		0.52	0.52		
v/c Ratio	0.41		0.67	0.82		
Control Delay (s/veh)	33.4		23.0	26.1		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	33.4		23.0	26.1		
LOS	С		С	С		
Approach Delay (s/veh)	33.4		23.0	26.1		
Approach LOS	С		С	С		
Queue Length 50th (m)	16.2		34.5	82.9		
Queue Length 95th (m)	31.3		65.8	#148.1		
Internal Link Dist (m)	57.2		0.1	5.9		
Turn Bay Length (m)						
Base Capacity (vph)	292		483	851		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.41		0.67	0.82		
Intersection Summary						
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 0 (0%), Referenced		6:SBT. S	tart of Gr	een		
Natural Cycle: 80	10	0.02., 0				
Control Type: Pretimed						
Maximum v/c Ratio: 0.82						
Intersection Signal Delay (	s/veh): 26	0		Ir	ntersection LOS: C	
Intersection Capacity Utiliz	,				CU Level of Service [	D
Analysis Period (min) 15		, ,		T.	20 20101 01 001 1100 1	
# 95th percentile volume	exceeds o	anacity	Ullelle m	av he lone	ner	
Queue shown is maxim				ay be lolly	yoı.	
Queue Shown is maxim	um aller lv	vo cycles	•			

Splits and Phases: 9: Queen Elizabeth Drive & Fifth



Intersection
Intersection Delay, s/veh 9.6
Intersection LOS A
M I EDI EDT WOT WOD ON COD
Movement EBL EBT WBT WBR SBL SBR
Lane Configurations 4 1
Traffic Vol, veh/h 5 323 185 5 5
Future Vol, veh/h 5 323 185 5 5
Peak Hour Factor 0.90 0.90 0.90 0.90 0.90 0.90
Heavy Vehicles, % 2 2 2 2 2 2
Mvmt Flow 6 359 206 6 6 6
Number of Lanes 0 1 1 0 1 0
Approach EB WB SB
Opposing Approach WB EB
Opposing Lanes 1 1 0
Conflicting Approach Left SB WB
Conflicting Lanes Left 1 0 1
Conflicting Approach Right SB EB
Conflicting Lanes Right 0 1 1
HCM Control Delay, s/veh 10.1 8.7 8
HCM LOS B A A
EDI 4 MDI 4 ODI 4
Lane EBLn1 WBLn1 SBLn1
Vol Left, % 2% 0% 50%
Vol Thru, % 98% 97% 0%
Vol Right, % 0% 3% 50%
Sign Control Stop Stop Stop
Traffic Vol by Lane 328 190 10
LT Vol 5 0 5
Through Vol 323 185 0
RT Vol 0 5 5
Lane Flow Rate 364 211 11
Geometry Grp 1 1 1
Degree of Util (X) 0.416 0.247 0.015
Departure Headway (Hd) 4.114 4.209 4.957
Convergence, Y/N Yes Yes Yes
Cap 867 840 726
0 1 7
Service Time 2.174 2.297 2.957
Service Time 2.174 2.297 2.957  HCM Lane V/C Ratio 0.42 0.251 0.015
HCM Lane V/C Ratio 0.42 0.251 0.015

Intersection						
Intersection Delay, s/veh	7.2					
Intersection LOS	Α					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>^</b>			4	W	
Traffic Vol, veh/h	16	5	5	49	5	5
Future Vol, veh/h	16	5	5	49	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	6	6	54	6	6
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	•		NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7		7.3		7	
HCM LOS	A		Α		A	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		50%	0%	9%		
Vol Thru, %		0%	76%	91%		
Vol Right, %		50%	24%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		10	21	54		
LT Vol		5	0	5		
Through Vol		0	16	49		
RT Vol		5	5	0		
Lane Flow Rate		11	23	60		
Geometry Grp		1	1	1		
Degree of Util (X)		0.012	0.025	0.067		
Departure Headway (Hd)		3.878	3.855	3.99		
Convergence, Y/N		Yes	Yes	Yes		
Cap		920	930	902		
Service Time		1.912	1.871	1.997		
HCM Lane V/C Ratio		0.012	0.025	0.067		
HCM Control Delay, s/veh		7	7	7.3		
HCM Lane LOS		Α	Α	Α		
LICM OF the tile O		0	0.4	0.0		

0.1

3.3

0.1

La Caraca Cara						
Intersection	447					
Intersection Delay, s/veh	11.7					
Intersection LOS	В					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	f)			4	W	
Traffic Vol, veh/h	16	5	121	45	282	110
Future Vol, veh/h	16	5	121	45	282	110
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	6	134	50	313	122
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	•		NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	8.3		10		12.6	
HCM LOS	А		Α		В	
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		72%	0%	73%		
Vol Thru, %		0%	76%	27%		
Vol Right, %		28%	24%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		392	21	166		
LT Vol		282	0	121		
Through Vol		0	16	45		
RT Vol		110	5	0		
Lane Flow Rate		436	23	184		
Geometry Grp		1	1	1		
Degree of Util (X)		0.539	0.033	0.263		
• ,				5.132		
Departure Headway (Hd)		4.451	5.07	J. 132		
Departure Headway (Hd) Convergence, Y/N		4.451 Yes	5.07 Yes			
Convergence, Y/N		Yes	Yes	Yes		
		Yes 810	Yes 702	Yes 697		
Convergence, Y/N Cap Service Time		Yes 810 2.482	Yes 702 3.132	Yes 697 3.18		
Convergence, Y/N Cap		Yes 810	Yes 702	Yes 697		

Intersection												
Intersection Delay, s/veh	8.3											
Intersection LOS	Α											
Movement	ERI	ERT	ERD	W/RI	WRT	\MRD	NRI	NRT	NRD	CRI	CRT	CRD

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	61	51	0	0	0	139	61	42	37	0	0	82
Future Vol, veh/h	61	51	0	0	0	139	61	42	37	0	0	82
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	57	0	0	0	154	68	47	41	0	0	91
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	8.7					7.9	8.7					7.7
HCM LOS	Α					Α	Α					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	44%	54%	0%	0%	
Vol Thru, %	30%	46%	0%	0%	
Vol Right, %	26%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	140	112	139	82	
LT Vol	61	61	0	0	
Through Vol	42	51	0	0	
RT Vol	37	0	139	82	
Lane Flow Rate	156	124	154	91	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.198	0.165	0.173	0.105	
Departure Headway (Hd)	4.579	4.762	4.043	4.137	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	782	753	887	865	
Service Time	2.611	2.794	2.072	2.172	
HCM Lane V/C Ratio	0.199	0.165	0.174	0.105	
HCM Control Delay, s/veh	8.7	8.7	7.9	7.7	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.7	0.6	0.6	0.4	

Intersection						
Int Delay, s/veh	12.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	7	HUL	44	<u>100</u>	OBIN
Traffic Vol, veh/h	5	268	143	649	477	55
Future Vol, veh/h	5	268	143	649	477	55
						107
Conflicting Peds, #/hr		0	178	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storag		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	6	298	159	721	530	61
Major/Minor	Minor	N	Major1	N	10ior0	
	Minor2		Major1		/lajor2	
Conflicting Flow All	1417	739	769	0	-	0
Stage 1	739	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy		6.275	4.175	-	-	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
Follow-up Hdwy	3.54753	3.34752	2.2475	-	-	-
Pot Cap-1 Maneuver	136	410	827	-	-	-
Stage 1	465	-	-	-	-	-
Stage 2	460	_	-	_	_	_
Platoon blocked, %				_	_	_
Mov Cap-1 Maneuver	63	333	671	_	_	_
Mov Cap-2 Maneuver		-	-	_	_	_
Stage 1	265	_	_	_	_	_
Stage 2	373	_	_	_		_
Stage 2	3/3	-		-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	/62.12		4.2		0	
HCM LOS	F					
110111200	•					
Minor Lane/Major Mvr	mt	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		537	-	333	-	-
HCM Lane V/C Ratio		0.237	-	0.894	-	-
HCM Control Delay (s	s/veh)	12	2.5		-	-
HCM Lane LOS		В	Α	F	-	-
HCM 95th %tile Q(veh	h)	0.9	-	8.6	_	-
	/					

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	T T	HDL	<b>†</b>	<u>0</u>	OBIN
Traffic Vol, veh/h	4	37	0	777	753	0
Future Vol, veh/h	4	37	0	777	753	0
Conflicting Peds, #/hr		0	0	0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- -			None		None
Storage Length	-	0	_	-	-	-
Veh in Median Storag		-	_	0	0	
Grade, %	0	_		0	0	_
Peak Hour Factor	90	90	90	90	90	90
	5	5	5	5	5	5
Heavy Vehicles, %	4	41		863	837	
Mvmt Flow	4	41	0	003	031	0
Major/Minor	Minor2	N	/lajor1	N	/lajor2	
Conflicting Flow All	1268	837	-	0	-	0
Stage 1	837	-	-	-	-	-
Stage 2	432	-	-	-	-	-
Critical Hdwy	6.675	6.275	-	-	_	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	_	_	_	_	_
	3.54753	3475	_	_	_	_
Pot Cap-1 Maneuver	169	360	0	_	_	0
Stage 1	417	-	0	_	_	0
Stage 2	616	_	0	_	_	0
Platoon blocked, %	010		U	_	_	U
Mov Cap-1 Maneuver	r 169	360	_		_	_
Mov Cap-1 Maneuver		-	_	_	-	_
Stage 1	417	_	-	-	-	
	616		-	_		-
Stage 2	010	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s			0		0	
HCM LOS	С					
Minor Lane/Major Mvi	mt	NBTE		SBT		
Capacity (veh/h)		-		-		
HCM Lane V/C Ratio		-	0.114	-		
HCM Control Delay (s	s/veh)	-	16.3	-		
HCM Lane LOS		-	С	-		
HCM 95th %tile Q(vel	h)	-	0.4	-		
•						

Intersection						
Int Delay, s/veh	4.8					
	EBL	EDD	NDI	NBT	SBT	SBR
Movement		EBR	NBL			SBK
Lane Configurations	70	<b>50</b>	400	<b>€</b>	<b>∱</b>	075
Traffic Vol, veh/h	79	59	120	217	326	275
Future Vol, veh/h	79	59	120	217	326	275
Conflicting Peds, #/hr	0	0	_ 0	_ 0	_ 0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-		-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	88	66	133	241	362	306
Major/Minor	line 2		lais=1		lais=0	
	linor2		/lajor1		/lajor2	
Conflicting Flow All	1023	515	668	0	-	0
Stage 1	515	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	263	564	932	-	-	-
Stage 1	604	-	-	-	-	-
Stage 2	608	-	-	-	-	_
Platoon blocked, %				_	_	_
Mov Cap-1 Maneuver	220	564	932	_	_	_
Mov Cap-1 Maneuver	220	-	332	_	_	_
	504					
Stage 1		-	-	-	-	-
Stage 2	608	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/			3.39		0	
HCM LOS	<b>2</b> 9.29		0.00		U	
I IOIVI LOO	U					
Minor Lane/Major Mvm	nt	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		641	-	298	_	_
HCM Lane V/C Ratio		0.143	-	0.515	-	-
HCM Control Delay (s/	veh)	9.5	0	29.3	-	_
HCM Lane LOS		Α	A	D	-	-
HCM 95th %tile Q(veh)	)	0.5	-	2.8	_	_
	,	3.0		0		

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TTDL	VVDIX	<b>↑</b> ⊅	אטוי	ODL	<b>1</b>
Traffic Vol, veh/h	0	53	508	19	2	559
Future Vol, veh/h	0	53	508	19	2	559
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -			None		None
	_	0	-		-	None
Storage Length		-	0	-	-	0
Veh in Median Storage	-			-		
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	15	6	0	0	5
Mvmt Flow	0	59	564	21	2	621
Major/Minor N	Minor1	N	/lajor1	١	/lajor2	
Conflicting Flow All		393	0	0	686	0
Stage 1	-	-	-	-	-	-
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	7.2	_	_	4.1	_
Critical Hdwy Stg 1	_	- 1.2	_	_	-	_
Critical Hdwy Stg 2		_			_	_
Follow-up Hdwy	_	3.45	-		2.2	_
Pot Cap-1 Maneuver	0	571		_	917	
	0	371	_	-	311	-
Stage 1	0	-	-	-	-	-
Stage 2	U	-	-	-	-	-
Platoon blocked, %		<b>540</b>	-	-	000	-
Mov Cap-1 Maneuver		510	-	-	820	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, sa			0		0.03	
HCM LOS	В		U		0.00	
TIOWI LOO	U					
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	510	820	-
HCM Lane V/C Ratio		-	-	0.115	0.003	-
HCM Control Delay (s.	/veh)	-	-	13	9.4	-
HCM Lane LOS		-	-	В	Α	-
HCM 95th %tile Q(veh	1)	-	-	0.4	0	-

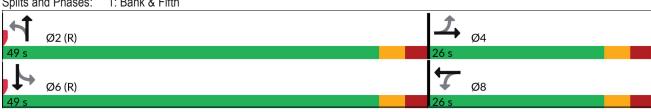
Intersection						
	4.8					
Int Delay, s/veh	4.0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		र्न	- î∌		W	
Traffic Vol, veh/h	99	28	161	245	113	33
Future Vol, veh/h	99	28	161	245	113	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-	None	-	None
Storage Length	-	-	_	-	0	-
Veh in Median Storage	- # -	0	0	_	0	_
Grade, %	σ, π -	0	0	_	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	31	179	272	126	37
Major/Minor N	//ajor1	N	/lajor2	N	/linor2	
Conflicting Flow All	451	0	-	0	566	315
Stage 1	-	-	_	-	315	-
Stage 2	_	_	_	_	251	_
		_				6.22
Critical Hdwy	4.12	-	-	-	6.42	
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
. ,	2.218	-	-	-	3.518	
Pot Cap-1 Maneuver	1109	-	-	-	485	725
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1109	_	_	_	436	725
Mov Cap-2 Maneuver	-	_	_	_	436	-
Stage 1	_	_	_	_	665	_
Stage 2		_		_	791	_
Slaye 2	_	_			191	_
Approach	EB		WB		SB	
HCM Control Delay, s/	/v671		0		16.29	
HCM LOS	V 0.7 1		U		C	
TIOW EGG						
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)		1090	-	-	-	480
		0.099	-	-	-	0.338
HCM Lane V/C Ratio			0	-	_	16.3
	/veh)	შ.ნ	U			
HCM Control Delay (sa	/veh)	8.6 A		_	-	С
		8.6 A 0.3	A -		-	C 1.5

# 2028 Scenario

Minor Event Egress

1: Bank & Fifth 07/31/2024

1: Bank & Fifth									
	•	<b>→</b>	•	<b>—</b>	4	<b>†</b>	-	<b>↓</b>	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	ሻ	ef.		ન î}		सी∌	
Traffic Volume (vph)	42	9	58	25	16	441	21	350	
Future Volume (vph)	42	9	58	25	16	441	21	350	
Lane Group Flow (vph)	0	86	64	64	0	520	0	436	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag									
Lead-Lag Optimize?									
Act Effct Green (s)		20.5	20.5	20.5		43.5		43.5	
Actuated g/C Ratio		0.27	0.27	0.27		0.58		0.58	
v/c Ratio		0.25	0.22	0.16		0.31		0.27	
Control Delay (s/veh)		17.5	23.6	12.7		11.4		8.2	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		17.5	23.6	12.7		11.4		8.2	
_OS		В	С	В		В		Α	
Approach Delay (s/veh)		17.5		18.1		11.4		8.2	
Approach LOS		В		В		В		Α	
Queue Length 50th (m)		6.1	7.0	2.9		19.1		14.1	
Queue Length 95th (m)		16.9	16.6	11.6		39.7		21.5	
Internal Link Dist (m)		49.7		112.4		195.6		190.0	
Turn Bay Length (m)			45.0						
Base Capacity (vph)		338	289	396		1658		1595	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.25	0.22	0.16		0.31		0.27	
ntersection Summary									
Cycle Length: 75									
Actuated Cycle Length: 75									
Offset: 47 (63%), Reference		se 2:NBT	L and 6:5	BTL. Sta	art of Gre	en			
Natural Cycle: 75	ou to pinon			,					
Control Type: Pretimed									
Maximum v/c Ratio: 0.31									
Intersection Signal Delay (	s/veh): 11.	4		li li	ntersectio	n LOS: F	3		
Intersection Capacity Utiliz					CU Level				
Analysis Period (min) 15		. •				J. 501 VIC			
, , ,									
Splits and Phases: 1: Ba	ank & Fifth						1=1		
<b>A</b>									



2: Bank & Holmwood 07/31/2024

	<b>→</b>	•	†	<b>\</b>	<del> </del>	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4	HUL	47>	JDL	4T <del>}</del>	20
Traffic Volume (vph)	7	54	439	22	321	
Future Volume (vph)	7	54	439	22	321	
Lane Group Flow (vph)	86	0	575	0	421	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4	1 01111	2	1 01111	6	3
Permitted Phases	•	2	_	6		Ū
Detector Phase	4	2	2	6	6	
Switch Phase	7			U	0	
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
\ /		۷.۷		۷.۷	0.0	0.0
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	5.6		5.2		5.2	ا مما
Lead/Lag	Lag					Lead
Lead-Lag Optimize?	N1	O M	O M	O M	O M	Menn
Recall Mode	None	C-Max		C-Max		None
Act Effct Green (s)	10.2		57.3		57.3	
Actuated g/C Ratio	0.14		0.76		0.76	
v/c Ratio	0.48		0.29		0.21	
Control Delay (s/veh)	38.1		3.8		2.6	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.1		3.8		2.6	
LOS	D		A		Α	
Approach Delay (s/veh)	38.1		3.8		2.6	
Approach LOS	D		Α		Α	
Queue Length 50th (m)	11.4		8.8		3.5	
Queue Length 95th (m)	22.9		22.0		7.0	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)						
Base Capacity (vph)	287		1963		2036	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.30		0.29		0.21	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 74 (99%), Reference		se 2·NRT	l and 6:9	SBTL Sta	art of Gree	en
Natural Cycle: 75	ou to priat	70 Z.NDT	L and 0.0	ום, טוני,	art or oret	211
Control Type: Actuated-Co	ordinated					
Control Type. Actuated-Co	orumateu					

Maximum v/c Ratio: 0.48

Intersection Signal Delay (s/veh): 6.1 Intersection LOS: A Intersection Capacity Utilization 57.3% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 2: Bank & Holmwood



	<b>√</b>	4	†	<b>\</b>	<del> </del>		
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7
Lane Configurations	ሻ	7	<b>†</b> ‡	7	<b>^</b>		
Traffic Volume (vph)	168	194	191	111	261		
Future Volume (vph)	168	194	191	111	261		
Lane Group Flow (vph)	187	216	301	123	290		
Turn Type	Prot	Perm	NA	Perm	NA		
Protected Phases	8		2		6	1	7
Permitted Phases		8		6			
Detector Phase	8	8	2	6	6		
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0
Minimum Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0
Total Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0
Total Split (%)	34.7%	34.7%	52.0%	58.7%	58.7%	7%	7%
Yellow Time (s)	3.3	3.3	3.0	3.0	3.0	2.0	3.5
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9		
Lead/Lag	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?			Yes			Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	14.5	14.5	47.3	47.3	47.3		
Actuated g/C Ratio	0.19	0.19	0.63	0.63	0.63		
v/c Ratio	0.63	0.56	0.18	0.26	0.15		
Control Delay (s/veh)	36.7	9.8	4.8	5.8	4.1		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	36.7	9.8	4.8	5.8	4.1		
LOS	D	Α	Α	Α	Α		
Approach Delay (s/veh)	22.3		4.8		4.6		
Approach LOS	С		Α		Α		
Queue Length 50th (m)	24.6	0.0	5.5	4.0	4.8		
Queue Length 95th (m)	40.2	15.5	12.5	8.7	7.7		
Internal Link Dist (m)	30.6		33.7		44.8		
Turn Bay Length (m)				40.0			
Base Capacity (vph)	405	448	1706	480	1980		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.46	0.48	0.18	0.26	0.15		
Intersection Summary							
Cycle Length: 75 Actuated Cycle Length: 75							
Offset: 0 (0%), Referenced	to phase	2·NIPT or	N 6.CDT	Start a	f Green		
Natural Cycle: 75	to priase	z.ind i ai	IU 0.3511	L, Start 0	Gleen		
	ordinated						
Control Type: Actuated-Coo	nainated						

Maximum v/c Ratio: 0.63

Intersection LOS: B Intersection Signal Delay (s/veh): 11.0 Intersection Capacity Utilization 57.6% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition



ckground Volui

### 6: Bank & Aylmer

	۶	1	<b>†</b>	<b>↓</b>		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	W		414	<b>↑</b> ↑		
Traffic Volume (vph)	4	1	156	192		
Future Volume (vph)	4	1	156	192		
Lane Group Flow (vph)	7	0	174	220		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2		6		
Detector Phase	4	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?						
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.0		60.3	60.3		
Actuated g/C Ratio	0.16		0.67	0.67		
v/c Ratio	0.03		0.09	0.11		
Control Delay (s/veh)	27.2		4.0	5.3		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	27.2		4.0	5.3		
LOS	С		Α	Α		
Approach Delay (s/veh)	27.2		4.0	5.3		
Approach LOS	С		Α	Α		
Queue Length 50th (m)	0.6		3.3	6.0		
Queue Length 95th (m)	4.4		5.0	9.7		
Internal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)						
Base Capacity (vph)	248		2006	2063		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.03		0.09	0.11		
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 87 (97%), Reference		e 2·NRT	l and 6.0	RT Start	of Green	
Natural Cycle: 90	ou to pride	70 Z.INDT	L and 0.c	ו פי, טומון, Utari	, or order	
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.11	o. amateu					
Intersection Signal Delay (s	s/veh): 5.1			In	itersection LOS: A	
Intersection Capacity Utilization	,	%			CU Level of Service A	1
Analysis Period (min) 15	GUO11 70.0	, ,		10	CO LOVOI OI OOI VIOC P	
ranaryolo i onou (iiiii) lo						

Splits and Phases: 6: Bank & Aylmer



### 7: Bank & Sunnyside

7. Darik & Surinysic	<u> </u>	<b>→</b>	•	-	1	†	<b>\</b>	ļ			011011/202-
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		4		4		414		414			
Traffic Volume (vph)	29	7	5	12	12	239	34	418			
Future Volume (vph)	29	7	5	12	12	239	34	418			
Lane Group Flow (vph)	0	62	0	56	0	285	0	550			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	<u>'</u> 1	6	3	7	
Permitted Phases	4		8		2		6				
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?	3	9	Yes	Yes	Yes	Yes	Yes			Yes	
Act Effct Green (s)		19.4		19.4		37.0		54.0			
Actuated g/C Ratio		0.22		0.22		0.41		0.60			
v/c Ratio		0.26		0.20		0.24		0.33			
Control Delay (s/veh)		32.8		16.3		17.8		7.1			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		32.8		16.3		17.8		7.1			
LOS		C		В		В		Α			
Approach Delay (s/veh)		32.8		16.3		17.8		7.1			
Approach LOS		С		В		В		Α			
Queue Length 50th (m)		9.0		2.7		16.3		14.3			
Queue Length 95th (m)		20.1		12.4		25.1		19.4			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		240		276		1189		1664			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		0.26		0.20		0.24		0.33			
Internation Comment											
Intersection Summary											
Cycle Length: 90											
Actuated Cycle Length: 90	al 4 a la a .	O.NDT	l l C.C	ODTI OL	-4 -4 O						
Offset: 23 (26%), Reference	ed to phas	se 2:NBT	L and 6:8	SBIL, Sta	art of Gree	en					
Natural Cycle: 90											
Control Type: Pretimed											
Maximum v/c Ratio: 0.33	/l.\ .40	Г			- <b>t</b> ('	- 100 5	,				
Intersection Signal Delay (s	,				ntersectio						
Intersection Capacity Utiliza	tion 60.8	%		10	CU Level	of Service	e B				
Analysis Period (min) 15											
Splits and Phases: 7: Bar	nk & Sunr	nyside									
\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	<b>f</b> ~	J (D)						<i>☆</i>   -	<b>1</b> Ø4		
Ø1 17 s 4	■ Ø2 3 s	2 (R)							<b>y</b>		
L.								京			
Ø6 (R)								7	<b>4</b> Ø8		

9. Queen Elizabeti	Dilve	Q I III	1						01/01/2024
	•	1	<b>†</b>	<b>↓</b>					
Lane Group	EBL	NBL	NBT	SBT	Ø4				
Lane Configurations	W		4	₽					
Traffic Volume (vph)	64	51	274	155					
Future Volume (vph)	64	51	274	155					
Lane Group Flow (vph)	103	0	361	210					
Turn Type	Prot	Perm	NA	NA					
Protected Phases	10		2	6	4				
Permitted Phases		2							
Minimum Split (s)	21.0	48.0	48.0	48.0	11.0				
Total Split (s)	21.0	48.0	48.0	48.0	11.0				
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%				
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0				
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7				
Lost Time Adjust (s)	0.0		0.0	0.0					
Total Lost Time (s)	5.7		6.8	6.8					
Lead/Lag									
Lead-Lag Optimize?									
Act Effct Green (s)	15.3		41.2	41.2					
Actuated g/C Ratio	0.19		0.52	0.52					
v/c Ratio	0.35		0.45	0.25					
Control Delay (s/veh)	31.8		14.6	11.8					
Queue Delay	0.0		0.0	0.0					
Total Delay (s/veh)	31.8		14.6	11.8					
LOS	С		В	В					
Approach Delay (s/veh)	31.8		14.6	11.8					
Approach LOS	C		В	В					
Queue Length 50th (m)	13.7		32.6	16.7					
Queue Length 95th (m)	27.5		53.2	28.9					
Internal Link Dist (m)	57.2		0.1	5.9					
Turn Bay Length (m)	200		700	0.47					
Base Capacity (vph)	298		798	847					
Starvation Cap Reductn	0		0	0					
Spillback Cap Reductn Storage Cap Reductn	0		0	0					
Reduced v/c Ratio	0.35		0.45	0.25					
Reduced V/C Rallo	0.55		0.43	0.25					
Intersection Summary									
Cycle Length: 80									
Actuated Cycle Length: 80									
Offset: 0 (0%), Referenced	to phase	6:SBT, S	tart of Gr	een					
Natural Cycle: 80									
Control Type: Pretimed									
Maximum v/c Ratio: 0.45									
Intersection Signal Delay (s					tersection L				
Intersection Capacity Utiliz	ation 53.4	%		IC	CU Level of S	Service A			
Analysis Period (min) 15									
Splits and Phases: 9: Qu	ueen Elizal	beth Driv	e & Fifth						
<b>←</b> Ø2						<b>i i</b> Ø		Ø10	
48 s						11 s	21 9		
						113	21 :		
Ø6 (R)									
48 s									

1.1

2.6

0

Intersection	40.0					
Intersection Delay, s/veh	10.2					
Intersection LOS	В					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		सी	- ↑		W	
Traffic Vol, veh/h	5	196	371	5	5	5
Future Vol, veh/h	5	196	371	5	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	218	412	6	6	6
Number of Lanes	0	1	1	0	1	0
Approach	EB		WB		SB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	SB				WB	
Conflicting Lanes Left	1		0		1	
Conflicting Approach Right			SB		EB	
Conflicting Lanes Right	0		1		1	
HCM Control Delay, s/veh	9		10.9		8.2	
HCM LOS	Α		В		Α	
Lane		EBLn1	WBLn1	SBLn1		
Vol Left, %		2%	0%	50%		
Vol Thru, %		98%	99%	0%		
Vol Right, %		0%	1%	50%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane						
		201	376	10		
LT Vol		201	376 0			
				10		
Through Vol RT Vol		5	0	10 5		
Through Vol		5 196	0 371	10 5 0		
Through Vol RT Vol		5 196 0	0 371 5	10 5 0 5		
Through Vol RT Vol Lane Flow Rate		5 196 0 223	0 371 5 418	10 5 0 5 11		
Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		5 196 0 223 1	0 371 5 418 1	10 5 0 5 11		
Through Vol RT Vol Lane Flow Rate Geometry Grp		5 196 0 223 1 0.271	0 371 5 418 1 0.477	10 5 0 5 11 1 0.016		
Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		5 196 0 223 1 0.271 4.371	0 371 5 418 1 0.477 4.112	10 5 0 5 11 1 0.016 5.095		
Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		5 196 0 223 1 0.271 4.371 Yes	0 371 5 418 1 0.477 4.112 Yes	10 5 0 5 11 1 0.016 5.095 Yes		
Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		5 196 0 223 1 0.271 4.371 Yes 826	0 371 5 418 1 0.477 4.112 Yes 865	10 5 0 5 11 1 0.016 5.095 Yes 705		
Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		5 196 0 223 1 0.271 4.371 Yes 826 2.371	0 371 5 418 1 0.477 4.112 Yes 865 2.185	10 5 0 5 11 1 0.016 5.095 Yes 705 3.105		

Intersection						
Intersection Delay, s/veh	7.8					
Intersection LOS	A					
Mayamant	FDT	EDD	WDI	WDT	NDL	NDD
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>^}</b>	-	-	<u>स</u>	Y	_
Traffic Vol, veh/h	25	5	5	148	5	5
Future Vol, veh/h	25	5	5	148	5	5
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	6	6	164	6	6
Number of Lanes	1	0	0	1	1	0
Approach	EB		WB		NB	
Opposing Approach	WB		EB			
Opposing Lanes	1		1		0	
Conflicting Approach Left	<del>-</del>		NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB				WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.2		7.9		7.2	
HCM LOS	A		Α.5		Α.Δ	
HOM EOO	- / (		- / (		7.	
Long		NDI1	EDL4	WDL -1		
Lane		NBLn1	EBLn1	WBLn1		
Vol Left, %		50%	0%	3%		
Vol Thru, %		0%	83%	97%		
Vol Right, %		50%	17%	0%		
Sign Control		Stop	Stop	Stop		
Traffic Vol by Lane		10	30	153		
LT Vol		5	0	5		
Through Vol		0	25	148		
RT Vol		5	5	0		
Lane Flow Rate		11	33	170		
Geometry Grp		1	1	1		
		0.013	0.037	0.188		
Degree of Util (X)		0.0.0				
Degree of Util (X)		4.084	3.98	3.985		
				3.985 Yes		
Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		4.084	3.98	Yes		
Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		4.084 Yes 864	3.98 Yes 897	Yes 903		
Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		4.084 Yes 864 2.168	3.98 Yes 897 2.017	Yes 903 1.997		
Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		4.084 Yes 864	3.98 Yes 897	Yes 903		

0.1

1.8

0.1

Intersection						
Intersection Delay, s/veh	9.4					
Intersection LOS	A					
			MD:	WDT	NBI	NDE
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	₽			सी	A	
Traffic Vol, veh/h	25	5	75	5	220	69
Future Vol, veh/h	25	5	75	5	220	69
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	6	83	6	244	77
Number of Lanes	1	0	0	1	1	0
Approach	EB		\\/D		ND	
Approach			WB		NB	
Opposing Approach	WB		EB		•	
Opposing Lanes	1		1		0	
Conflicting Approach Left			NB		EB	
Conflicting Lanes Left	0		1		1	
Conflicting Approach Right	NB		_		WB	
Conflicting Lanes Right	1		0		1	
HCM Control Delay, s/veh	7.9		8.6		9.8	
HCM LOS	Α		Α		Α	
Lane		NBLn1	EBLn1	WBLn1		
		INDEILL				
Vol Left, %		76%	0%	94%		
Vol Left, % Vol Thru, %		76%	0%	94%		
Vol Thru, %		76% 0%	0% 83%	94% 6%		
Vol Thru, % Vol Right, %		76% 0% 24%	0% 83% 17%	94% 6% 0%		
Vol Thru, % Vol Right, % Sign Control		76% 0% 24% Stop	0% 83% 17% Stop	94% 6% 0% Stop		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane		76% 0% 24% Stop 289	0% 83% 17% Stop 30	94% 6% 0% Stop 80		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol		76% 0% 24% Stop 289 220	0% 83% 17% Stop 30	94% 6% 0% Stop 80 75		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol		76% 0% 24% Stop 289 220	0% 83% 17% Stop 30 0 25	94% 6% 0% Stop 80 75		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol		76% 0% 24% Stop 289 220 0	0% 83% 17% Stop 30 0 25	94% 6% 0% Stop 80 75 5		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate		76% 0% 24% Stop 289 220 0 69 321	0% 83% 17% Stop 30 0 25 5	94% 6% 0% Stop 80 75 5 0		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp		76% 0% 24% Stop 289 220 0 69 321	0% 83% 17% Stop 30 0 25 5 33	94% 6% 0% Stop 80 75 5 0 89		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X)		76% 0% 24% Stop 289 220 0 69 321 1 0.38	0% 83% 17% Stop 30 0 25 5 33 1	94% 6% 0% Stop 80 75 5 0 89 1		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd)		76% 0% 24% Stop 289 220 0 69 321 1 0.38 4.26	0% 83% 17% Stop 30 0 25 5 33 1 0.043 4.68	94% 6% 0% Stop 80 75 5 0 89 1 0.121 4.896		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N		76% 0% 24% Stop 289 220 0 69 321 1 0.38 4.26 Yes	0% 83% 17% Stop 30 0 25 5 33 1 0.043 4.68 Yes	94% 6% 0% Stop 80 75 5 0 89 1 0.121 4.896 Yes		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap		76% 0% 24% Stop 289 220 0 69 321 1 0.38 4.26 Yes 851	0% 83% 17% Stop 30 0 25 5 33 1 0.043 4.68 Yes 766	94% 6% 0% Stop 80 75 5 0 89 1 0.121 4.896 Yes 734		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		76% 0% 24% Stop 289 220 0 69 321 1 0.38 4.26 Yes 851 2.26	0% 83% 17% Stop 30 0 25 5 33 1 0.043 4.68 Yes 766 2.703	94% 6% 0% Stop 80 75 5 0 89 1 0.121 4.896 Yes 734 2.915		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time HCM Lane V/C Ratio		76% 0% 24% Stop 289 220 0 69 321 1 0.38 4.26 Yes 851 2.26 0.377	0% 83% 17% Stop 30 0 25 5 33 1 0.043 4.68 Yes 766 2.703 0.043	94% 6% 0% Stop 80 75 5 0 89 1 0.121 4.896 Yes 734 2.915 0.121		
Vol Thru, % Vol Right, % Sign Control Traffic Vol by Lane LT Vol Through Vol RT Vol Lane Flow Rate Geometry Grp Degree of Util (X) Departure Headway (Hd) Convergence, Y/N Cap Service Time		76% 0% 24% Stop 289 220 0 69 321 1 0.38 4.26 Yes 851 2.26	0% 83% 17% Stop 30 0 25 5 33 1 0.043 4.68 Yes 766 2.703	94% 6% 0% Stop 80 75 5 0 89 1 0.121 4.896 Yes 734 2.915		

Intersection												
Intersection Delay, s/veh	7.3											
Intersection LOS	Α											
Mayramant	EDI	EDT	EDD	WDI	WDT	WDD	NDI	NDT	NDD	CDI	CDT	CDD

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	10	44	0	0	0	66	10	10	49	0	0	97
Future Vol, veh/h	10	44	0	0	0	66	10	10	49	0	0	97
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	49	0	0	0	73	11	11	54	0	0	108
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	7.7					7.1	7.3					7.1
HCM LOS	Α					Α	Α					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	19%	0%	0%
Vol Thru, %	14%	81%	0%	0%
Vol Right, %	71%	0%	100%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	54	66	97
LT Vol	10	10	0	0
Through Vol	10	44	0	0
RT Vol	49	0	66	97
Lane Flow Rate	77	60	73	108
Geometry Grp	1	1	1	1
Degree of Util (X)	0.082	0.072	0.075	0.108
Departure Headway (Hd)	3.85	4.347	3.697	3.622
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	920	818	957	978
Service Time	1.917	2.407	1.765	1.69
HCM Lane V/C Ratio	0.084	0.073	0.076	0.11
HCM Control Delay, s/veh	7.3	7.7	7.1	7.1
HCM Lane LOS	А	Α	Α	Α
HCM 95th-tile Q	0.3	0.2	0.2	0.4

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		T T	HUL	41	<u>100</u>	ODIN
Traffic Vol, veh/h	2	111	47	280	395	67
Future Vol, veh/h	2	111	47	280	395	67
Conflicting Peds, #/hr		0	178	0	0	107
		Stop	Free	Free	Free	Free
Sign Control	Stop					
RT Channelized	-	None	-	None	-	None
Storage Length	- 41 0	0	-	-	-	-
Veh in Median Storag		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	2	123	52	311	439	74
Major/Minor	Minor2	ı	Major1	N	/lajor2	
Conflicting Flow All	914	654	691	0	-	0
Stage 1	654	-	091	-	_	-
Stage 1	260	-	-	-	_	
		6 275	1 175	-	-	
Critical Hdwy		6.275	4.175	-		-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
	3.54753				-	-
Pot Cap-1 Maneuver		459	885	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver		373	718	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	611	-	-	-	-	-
Annragah	ΓD		ND		CD	
Approach	EB		NB		SB	
HCM Control Delay, s	_		2.03		0	
HCM LOS	C					
Minor Lane/Major Mv	mt	NBL	NBTF	EBLn1	SBT	SBR
Capacity (veh/h)		517	-			
HCM Lane V/C Ratio		0.073		0.331		
HCM Control Delay (s		10.4	0.6	19.4	-	_
	Si Vell)			19.4 C		-
HCM Lane LOS		R				
HCM Lane LOS HCM 95th %tile Q(ve	h)	0.2	A -	1.4	_	_

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7	1100	<b>†</b>	<u> </u>	USIN
Traffic Vol, veh/h	2	11	0	360	325	0
Future Vol, veh/h	2	11	0	360	325	0
Conflicting Peds, #/h		0	0	0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-			None		None
Storage Length	_	0	_	-	_	-
Veh in Median Stora	ae # 0	-	_	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	2	12	0	400	361	0
IVIVIII( I IOW	2	12	U	400	301	U
Major/Minor	Minor2	Λ	/lajor1	Λ	/lajor2	
Conflicting Flow All	561	361	-	0	-	0
Stage 1	361	-	-	-	-	-
Stage 2	200	-	-	-	-	-
Critical Hdwy	6.675	6.275	-	-	-	-
Critical Hdwy Stg 1	5.475	-	-	-	-	-
Critical Hdwy Stg 2	5.875	-	-	-	-	-
Follow-up Hdwy	3.54753	3.3475	-	-	-	-
Pot Cap-1 Maneuver	467	675	0	-	-	0
Stage 1	696	-	0	-	-	0
Stage 2	807	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuve	er 467	675	_	_	_	_
Mov Cap-2 Maneuve		-	-	-	-	_
Stage 1	696	_	_	_	_	_
Stage 2	807	_	_	_	_	_
Clago 2	001					
Approach	EB		NB		SB	
HCM Control Delay,	s/10.43		0		0	
HCM LOS	В					
Minor Lane/Major My	ımt	MRTE	EBLn1	SBT		
IVITION LANGUISION IVIV		INDI				
	/1111		C7.E			
Capacity (veh/h)		-		-		
Capacity (veh/h) HCM Lane V/C Ratio	)	-	0.018	-		
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (	)	-	0.018	-		
Capacity (veh/h) HCM Lane V/C Ratio	s/veh)	-	0.018	-		

Intersection						
Int Delay, s/veh	11.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥			4	₽	
Traffic Vol, veh/h	279	175	17	45	125	61
Future Vol, veh/h	279	175	17	45	125	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	310	194	19	50	139	68
Major/Minor N	1inor2	N	/lajor1	N	/lajor2	
Conflicting Flow All	261	173	207	0	- najoiz	0
Stage 1	173	-	201	-	_	-
Stage 2	88	_	_	_		_
Critical Hdwy	6.4	6.2	4.1			
Critical Hdwy Stg 1	5.4	0.2	4.1	_	_	_
Critical Hdwy Stg 2	5.4		_			
Follow-up Hdwy	3.5	3.3	2.2	-	-	_
Pot Cap-1 Maneuver	733	876	1377		-	-
Stage 1	862	- 070	1011	_	-	_
Stage 2	941	-	-		-	-
Platoon blocked, %	34 I	-	-	_	-	_
Mov Cap-1 Maneuver	722	876	1377	-	-	_
Mov Cap-1 Maneuver	722	0/0	13//	-	-	_
	850	_			-	
Stage 1	941	-	-	-	-	-
Stage 2	94 1	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/	17.89		2.1		0	
HCM LOS	С					
NA1 1 /NA 1 - P.4		NDI	NET	-DI 4	ODT	000
Minor Lane/Major Mvm	nt	NBL		EBLn1	SBT	SBR
Capacity (veh/h)		494	-		-	-
HCM Lane V/C Ratio		0.014		0.651	-	-
HCM Control Delay (s/	veh)	7.7	0	17.9	-	-
HCM Lane LOS		Α	Α	С	-	-
HCM 95th %tile Q(veh	)	0	-	4.9	-	-

Intersection						
Int Delay, s/veh	2.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	WDL	7	<b>↑</b> ⊅	NUN	ODL	<b>^</b>
Traffic Vol, veh/h	5	144	396	29	0	373
Future Vol, veh/h	5	144	396	29	0	373
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -			None		None
		0				None
Storage Length	- 4 0		-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	15	6	0	0	5
Mvmt Flow	6	160	440	32	0	414
Major/Minor N	Minor1	N	/lajor1	١	/lajor2	
Conflicting Flow All	763	336	0	0	-	_
Stage 1	556	-	_	-	_	_
Stage 2	207	_	_	_	_	_
Critical Hdwy	6.8	7.2	_	_	_	_
Critical Hdwy Stg 1	5.8	- 1.2	_	_	_	_
Critical Hdwy Stg 2	5.8	_	_	_	_	_
Follow-up Hdwy	3.5	3.45		_	_	_
Pot Cap-1 Maneuver	345	623	_		0	_
Stage 1	544	023	_	_	0	_
Stage 2	813	_			0	
Platoon blocked, %	013	-		-	U	_
	308	557	-			
Mov Cap-1 Maneuver		557	-	-	-	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, sa			0		0	
HCM LOS	В					
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)		-	-		-	
HCM Lane V/C Ratio		-	-	0.287	-	
HCM Control Delay (s.	/veh)	-	-		-	
HCM Lane LOS		-	-	В	-	
HCM 95th %tile Q(veh	1)	-	-	1.2	-	

### 17: Princess Patricia/Princess Patricia Way & Garage

Intersection						
Int Delay, s/veh	11.3					
		EDT	WDT	WDD	CDI	CDD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	0	<b>€</b>	<b>∱</b>	Г	205	42
Traffic Vol, veh/h	2	72	75 75	5	395	43
Future Vol, veh/h	2	72	75	5	395	43
Conflicting Peds, #/hr		0 Eroo	0 Eroo	0 Eroo	0 Stop	O Stop
Sign Control RT Channelized	Free	Free None	Free	Free None	Stop	Stop
Storage Length		None -	-		0	None -
Veh in Median Storage	- #	0	0	-	0	-
•		0	0		0	-
Grade, % Peak Hour Factor	90	90	90	90	90	90
	2	2	2	2	2	2
Heavy Vehicles, %	2	80	83	6		48
Mvmt Flow	2	δU	03	0	439	46
	Major1		Major2	1	Minor2	
Conflicting Flow All	89	0	-	0	171	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	84	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1507	-	-	-	820	973
Stage 1	-	-	-	-	937	-
Stage 2	-	-	-	-	939	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1507	-	-	-	818	973
Mov Cap-2 Maneuver		-	-	-	818	-
Stage 1	-	-	-	-	936	-
Stage 2	-	-	-	-	939	-
, and the second						
Annroach	EB		WB		SB	
Approach						
HCM Control Delay, s	/V U.2		0		15.26	
HCM LOS					С	
					==	
	nt	EBL	EBT	WBT	WBR	
Minor Lane/Major Mvn					_	831
Capacity (veh/h)		49	-	-		
Capacity (veh/h) HCM Lane V/C Ratio		0.001	-	-		0.585
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s.		0.001 7.4	0	-		0.585 15.3
Capacity (veh/h) HCM Lane V/C Ratio	/veh)	0.001			-	0.585

## 2033 Scenario

Weekday PM Peak Hour

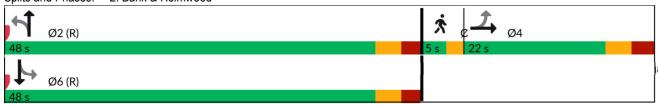
**Future Volumes** 

1: Bank & Fifth 07/31/2024

1: Bank & Fifth									07/31/2024
	۶	<b>→</b>	•	•	1	<b>†</b>	<b>/</b>	ļ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4		ĵ.		414		414	
Traffic Volume (vph)	48	55	61	39	17	476	30	626	
Future Volume (vph)	48	55	61	39	17	476	30	626	
Lane Group Flow (vph)	0	167	68	87	0	584	0	771	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag									
Lead-Lag Optimize?									
Act Effct Green (s)		20.5	20.5	20.5		43.5		43.5	
Actuated g/C Ratio		0.27	0.27	0.27		0.58		0.58	
v/c Ratio		0.45	0.25	0.21		0.37		0.48	
Control Delay (s/veh)		22.8	24.3	13.7		15.1		10.3	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		22.8	24.3	13.7		15.1		10.3	
LOS		С	С	В		В		В	
Approach Delay (s/veh)		22.8		18.3		15.1		10.3	
Approach LOS		С		В		В		В	
Queue Length 50th (m)		15.6	7.5	4.6		28.5		29.8	
Queue Length 95th (m)		32.7	17.5	14.7		53.9		42.4	
Internal Link Dist (m)		49.7		112.4		195.6		190.0	
Turn Bay Length (m)			45.0						
Base Capacity (vph)		371	272	409		1598		1592	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.45	0.25	0.21		0.37		0.48	
Intersection Summary									
Cycle Length: 75									
Actuated Cycle Length: 75									
Offset: 47 (63%), Reference	ed to phas	e 2·NRTI	and 6:5	SRTI Sta	art of Gre	en			
Natural Cycle: 75	ca to priac	00 2.110 11	L dild o.c	DIL, Old	11 01 010	OII			
Control Type: Pretimed									
Maximum v/c Ratio: 0.48									
Intersection Signal Delay (s	s/veh): 14 (	0		lr	ntersectio	n LOS: E	}		
Intersection Capacity Utiliza	,					of Service			
Analysis Period (min) 15	2.3011 00.T			'	2.5 20101	5. 50i vio			
	nk & Fifth								
4							I	<b>†</b>	
Ø2 (R)							-	<b>→</b> ø4	1
49 s							2/	5 s	
1							4		
Ø6 (R)							- 17	<b>7</b> øs	1
20 (11)								. ,50	

Z. Darik & Holliwo	Ju					
	-	4	<b>†</b>	<b>&gt;</b>	ţ	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		414		479	
Traffic Volume (vph)	18	26	524	34	596	
Future Volume (vph)	18	26	524	34	596	
Lane Group Flow (vph)	114	0	675	0	732	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		2		6	3
Permitted Phases		2		6		
Detector Phase	4	2	2	6	6	
Switch Phase						
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag		J. <u>_</u>			Lead
Lead-Lag Optimize?	_~g					_,_,
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	11.7	<b>u</b> /\	55.9		55.9	
Actuated g/C Ratio	0.16		0.75		0.75	
v/c Ratio	0.56		0.35		0.37	
Control Delay (s/veh)	38.8		2.1		3.4	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.8		2.1		3.4	
LOS	D		Α		A	
Approach Delay (s/veh)	38.8		2.1		3.4	
Approach LOS	D		Α		A	
Queue Length 50th (m)	15.1		4.6		6.4	
Queue Length 95th (m)	27.8		10.4		16.1	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	30.0		31.3			
Base Capacity (vph)	288		1950		2001	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.40		0.35		0.37	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 74 (99%), Reference	ed to phas	se 2:NBT	L and 6:5	SBTL, Sta	art of Gree	en
Natural Cycle: 75						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.56						
Intersection Signal Delay (s	s/veh): 5.5			li	ntersectio	n LOS: A
Intersection Capacity Utiliza	ation 68.19	%		I	CU Level	of Service C
Analysis Period (min) 15						

Splits and Phases: 2: Bank & Holmwood



al Timing, 202

O. Darik & Exhibition	<u>√</u>	•	†	<b>\</b>	<b>↓</b>			_
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7	
Lane Configurations	ሻ	7	<b>↑</b> ↑	*	<b>^</b>			
Traffic Volume (vph)	139	71	488	141	511			
Future Volume (vph)	139	71	488	141	511			
Lane Group Flow (vph)	154	79	714	157	568			
Turn Type	Prot	Perm	NA	Perm	NA			
Protected Phases	8		2		6	1	7	
Permitted Phases		8		6				
Detector Phase	8	8	2	6	6			
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0	
Minimum Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0	
Total Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0	
Total Split (%)	34.7%	34.7%	52.0%	58.7%	58.7%	7%	7%	
Yellow Time (s)	3.3	3.3	3.0	3.0	3.0	2.0	3.5	
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9			
Lead/Lag	Lag	Lag	Lag			Lead	Lead	
Lead-Lag Optimize?			Yes			Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	C-Max	None	None	
Act Effct Green (s)	13.2	13.2	48.6	48.6	48.6			
Actuated g/C Ratio	0.18	0.18	0.65	0.65	0.65			
v/c Ratio	0.57	0.31	0.40	0.43	0.28			
Control Delay (s/veh)	36.1	9.7	6.8	8.0	3.9			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	36.1	9.7	6.8	8.0	3.9			
LOS	D	Α	Α	Α	Α			
Approach Delay (s/veh)	27.1		6.8		4.8			
Approach LOS	С		Α		Α			
Queue Length 50th (m)	20.3	0.0	18.6	4.5	8.4			
Queue Length 95th (m)	34.7	9.7	34.8	9.5	11.4			
Internal Link Dist (m)	30.6		33.7		44.8			
Turn Bay Length (m)				40.0				
Base Capacity (vph)	405	347	1790	365	2035			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.38	0.23	0.40	0.43	0.28			
Intersection Summary								
Cycle Length: 75								
Actuated Cycle Length: 75								
Offset: 0 (0%), Referenced	I to phase	2:NBT ar	nd 6:SBT	L, Start o	f Green			
Natural Cycle: 75								
Control Type: Actuated-Co	ordinated							

Maximum v/c Ratio: 0.57

Intersection LOS: A Intersection Signal Delay (s/veh): 8.8 Intersection Capacity Utilization 62.1% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition



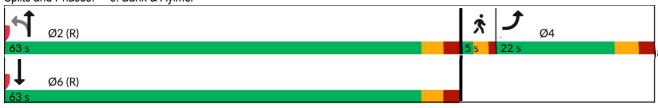
al Timing, 202

### 6: Bank & Aylmer

	•	1	<b>†</b>	ţ		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	¥	HUL	41	<b>↑</b> ⊅		
Traffic Volume (vph)	57	21	730	780		
Future Volume (vph)	57	21	730	780		
Lane Group Flow (vph)	90	0	834	975		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2	_	6	Ū	
Detector Phase	4	2	2	6		
Switch Phase	•	_	_			
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0	£.£	0.0	0.0	1.0	
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag		0.2	0.2	Lead	
Lead-Lag Optimize?	Lag				Loud	
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.1	Univida	60.2	60.2	IVIUA	
Actuated g/C Ratio	0.16		0.67	0.67		
v/c Ratio	0.10		0.07	0.50		
Control Delay (s/veh)	31.6		4.7	8.2		
Queue Delay	0.0		0.0	0.2		
	31.6		4.7	8.2		
Total Delay (s/veh) LOS	31.0 C		4.7 A	0.2 A		
	31.6		4.7	8.2		
Approach Delay (s/veh) Approach LOS	31.6 C		4.7 A	8.2 A		
Queue Length 50th (m)	10.7		13.8	37.1		
• • • • • • • • • • • • • • • • • • • •						
Queue Length 95th (m)	24.5 76.7		m17.4	51.0		
Internal Link Dist (m)	10.1		28.1	10.1		
Turn Bay Length (m)	075		1010	1050		
Base Capacity (vph)	275		1910	1959		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.33		0.44	0.50		
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 87 (97%), Reference	ed to phas	se 2:NBT	L and 6:8	SBT, Start	of Green	
Natural Cycle: 90						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.50						
Intersection Signal Delay (s	s/veh): 7.8			In	itersection LOS: A	١
Intersection Capacity Utiliz	ation 57.9	%		IC	CU Level of Servic	e B
Analysis Period (min) 15						

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

Splits and Phases: 6: Bank & Aylmer



al Timing, 202

	۶	-	•	•	•	<b>†</b>	<b>&gt;</b>	<b>↓</b>			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		4		4		474		4Te			
Traffic Volume (vph)	53	82	17	85	15	463	211	777			
Future Volume (vph)	53	82	17	85	15	463	211	777			
Lane Group Flow (vph)	0	184	0	395	0	554	0	1203			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes			Yes	
Act Effct Green (s)		19.4		19.4		37.0		54.0			
Actuated g/C Ratio		0.22		0.22		0.41		0.60			
v/c Ratio		1.23		1.14		0.48		0.95			
Control Delay (s/veh)		184.2		116.2		21.0		27.0			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		184.2		116.2		21.0		27.0			
LOS		F		F		С		С			
Approach Delay (s/veh)		184.2		116.2		21.0		27.0			
Approach LOS		F		F		С		С			
Queue Length 50th (m)		~39.6		~61.9		35.6		23.3			
Queue Length 95th (m)		#79.2		#116.6		50.2		#117.3			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		149		347		1143		1262			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		1.23		1.14		0.48		0.95			

#### Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 100 Control Type: Pretimed Maximum v/c Ratio: 1.23

Intersection Signal Delay (s/veh): 53.0 Intersection LOS: D
Intersection Capacity Utilization 96.8% ICU Level of Service F

Analysis Period (min) 15

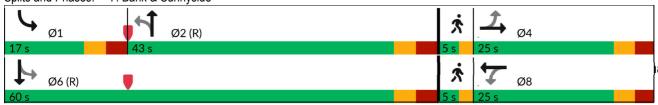
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

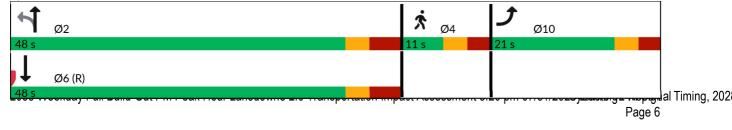
Splits and Phases: 7: Bank & Sunnyside



al Timing, 202

	۶	1	<b>†</b>	Ţ	
Lane Group	EBL	NBL	NBT	SBT	Ø4
Lane Configurations	W		4	4	
Traffic Volume (vph)	40	39	207	542	
Future Volume (vph)	40	39	207	542	
Lane Group Flow (vph)	83	0	273	676	
Turn Type	Prot	Perm	NA	NA	
Protected Phases	10		2	6	4
Permitted Phases		2			
Minimum Split (s)	21.0	48.0	48.0	48.0	11.0
Total Split (s)	21.0	48.0	48.0	48.0	11.0
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7
Lost Time Adjust (s)	0.0		0.0	0.0	
Total Lost Time (s)	5.7		6.8	6.8	
Lead/Lag					
Lead-Lag Optimize?					
Act Effct Green (s)	15.3		41.2	41.2	
Actuated g/C Ratio	0.19		0.52	0.52	
v/c Ratio	0.28		0.43	0.79	
Control Delay (s/veh)	30.7		14.7	24.5	
Queue Delay	0.0		0.0	0.0	
Total Delay (s/veh)	30.7		14.7	24.5	
LOS	С		В	С	
Approach Delay (s/veh)	30.7		14.7	24.5	
Approach LOS	С		В	С	
Queue Length 50th (m)	10.9		24.2	79.0	
Queue Length 95th (m)	23.1			#129.4	
Internal Link Dist (m)	57.2		0.1	5.9	
Turn Bay Length (m)					
Base Capacity (vph)	294		641	855	
Starvation Cap Reductn	0		0	0	
Spillback Cap Reductn	0		0	0	
Storage Cap Reductn	0		0	0	
Reduced v/c Ratio	0.28		0.43	0.79	
Intersection Summary					
Cycle Length: 80					
Actuated Cycle Length: 80					
Offset: 0 (0%), Referenced	to phase	6:SBT. S	tart of Gr	een	
Natural Cycle: 80	, p. 10.00	.,, 0			
Control Type: Pretimed					
Maximum v/c Ratio: 0.79					
Intersection Signal Delay (s	s/veh): 22	4		lr	ntersection LOS: C
Intersection Capacity Utiliza	•				CU Level of Service C
Analysis Period (min) 15		, ,			22 2010: 01 00:1100 0
# 95th percentile volume	exceeds o	apacity	dilelle m	av he lon	ner
Queue shown is maximu				ay bo long	yo
Queue showir is maximi	um aller lv	vo cycles			





Intersection		
Intersection Delay, s/veh	8	
Intersection LOS	Α	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	76	40	0	0	0	106	45	27	34	0	0	95
Future Vol, veh/h	76	40	0	0	0	106	45	27	34	0	0	95
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	84	44	0	0	0	118	50	30	38	0	0	106
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	8.6					7.6	8.3					7.6
HCM LOS	Α					Α	Α					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	42%	66%	0%	0%	
Vol Thru, %	25%	34%	0%	0%	
Vol Right, %	32%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	106	116	106	95	
LT Vol	45	76	0	0	
Through Vol	27	40	0	0	
RT Vol	34	0	106	95	
Lane Flow Rate	118	129	118	106	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.147	0.167	0.13	0.118	
Departure Headway (Hd)	4.487	4.675	3.976	4.02	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	800	768	902	892	
Service Time	2.509	2.699	1.999	2.042	
HCM Lane V/C Ratio	0.148	0.168	0.131	0.119	
HCM Control Delay, s/veh	8.3	8.6	7.6	7.6	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.5	0.6	0.4	0.4	

Int Delay, s/veh  Movement	15.1					
	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		41	- ↑	
Traffic Vol, veh/h	3	239	219	600	598	51
Future Vol, veh/h	3	239	219	600	598	51
Conflicting Peds, #/h		0	178	0	0	107
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-		-	None	-	None
Storage Length	_	0	_	-	_	-
Veh in Median Stora		-	_	0	0	_
Grade, %	19c, # 0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
	5	5	5	5	5	5
Heavy Vehicles, %	3					
Mvmt Flow	3	266	243	667	664	57
Major/Minor	Minor2	N	Major1	N	/lajor2	
Conflicting Flow All	1691	871	899	0		0
Stage 1	871	-	-	_	_	_
Stage 2	820	_	_	_	_	_
Critical Hdwy		6.275	<b>4</b> 175	_	_	_
Critical Hdwy Stg 1	5.475	-	-	_	_	_
Critical Hdwy Stg 2	5.875	_		_	_	_
Follow-up Hdwy	3.54753		2/75	_	_	-
Pot Cap-1 Maneuve		344	738	-	-	_
	402	344	130	-	_	_
Stage 1	388		-	-		
Stage 2	300	-	-	-	-	-
Platoon blocked, %		070	F00	-	-	-
Mov Cap-1 Maneuve		279	599	-	-	-
Mov Cap-2 Maneuve		-	-	-	-	-
Stage 1	164	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay,	_		7.21		0	
HCM LOS	F					
Minor Lane/Major M	vmt	NBL	NBTE	EBLn1	SBT	SBR
TYTELOT EUTIC/TYTATOL IVI		488		279		
		0.406	_	0.951	_	_
Capacity (veh/h)	Λ					
Capacity (veh/h) HCM Lane V/C Ratio			<b>43</b>	82.1		
Capacity (veh/h) HCM Lane V/C Ration HCM Control Delay		15.1	4.3 Δ		<u>-</u>	-
Capacity (veh/h) HCM Lane V/C Ratio	(s/veh)		4.3 A	82.1 F 9.2	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	ZDK	NDL	<u>↑</u>	<u>361</u>	ODIX
Traffic Vol, veh/h	0	24	0	827	846	2
Future Vol, veh/h	0	24	0	827	846	2
Conflicting Peds, #/hr	0	0	0	021	040	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- -	None	-		-	None
Storage Length	_	0		-		-
Veh in Median Storage		-	_	0	0	
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	0	27	0	919	940	2
IVIVIIIL I IOW	U	۷1	U	313	340	2
	/linor2		//ajor1	N	/lajor2	
Conflicting Flow All	-	1027	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.275	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-3	3.3475	-	-	-	-
Pot Cap-1 Maneuver	0	279	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	253	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	_	_	-	-	_	-
Stage 2	-	_	_	_	_	-
olago _						
Approach	EB		NB		SB	
HCM Control Delay, s/			0		0	
HCM LOS	С					
Minor Lane/Major Mvn	nt	NRTF	EBLn1	SBT	SBR	
Capacity (veh/h)		-	253	-	-	
HCM Lane V/C Ratio			0.105	<u> </u>		
HCM Control Delay (s/	(veh)	_	20.9	_	_	
HCM Lane LOS	voii)	_	20.9 C	<u> </u>		
LIGHT LUNG LOO						
HCM 95th %tile Q(veh	1	_	0.3	_	_	

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	ĵ.	
Traffic Vol, veh/h	62	65	59	263	507	82
Future Vol, veh/h	62	65	59	263	507	82
Conflicting Peds, #/hr	0	0	_ 0	_ 0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	69	72	66	292	563	91
Major/Minor N	/linor2	N	/lajor1	٨	/lajor2	
Conflicting Flow All	1032	609	654	0	-	0
Stage 1	609	-	-	-	_	-
Stage 2	423	_	_	_	_	_
Critical Hdwy	6.4	6.2	4.1	_	_	_
Critical Hdwy Stg 1	5.4	- 0.2	-	_	_	_
Critical Hdwy Stg 2	5.4	_	_	_	_	_
Follow-up Hdwy	3.5	3.3	2.2	_	_	_
Pot Cap-1 Maneuver	260	499	942	_	_	_
Stage 1	547	-	J7Z -	_	_	_
Stage 2	665			_	_	_
Platoon blocked, %	000			_	_	_
Mov Cap-1 Maneuver	238	499	942	_	-	
Mov Cap-1 Maneuver	238	499	342	_	_	_
Stage 1	501	<u>-</u>	-	-		
	665	-	-	-	-	-
Stage 2	000	-	_	-	_	-
Approach	EB		NB		SB	
HCM Control Delay, s/	24.27		1.67		0	
HCM LOS	С					
Minard and Maria 34	-1	NDI	NET	-DL 4	ODT	ODD
Minor Lane/Major Mvn	nt	NBL		EBLn1	SBT	SBR
Capacity (veh/h)		330	-		-	-
HCM Lane V/C Ratio	, , ,	0.07		0.434	-	-
HCM Control Delay (sa	/veh)	9.1	0		-	-
HCM Lane LOS	,	A	Α	С	-	-
HCM 95th %tile Q(veh	1)	0.2	-	2.1	-	-

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	<b>†</b>			<b>^</b>
Traffic Vol, veh/h	5	84	566	9	1	650
Future Vol, veh/h	5	84	566	9	1	650
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage		-	0	-	_	0
Grade, %	0	_	0	-	_	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	15	6	0	0	5
Mymt Flow	6	93	629	10	1	722
IVIVIIIL I IOVV	- 0	30	023	10		122
		_				
	/linor1		/lajor1		//ajor2	
Conflicting Flow All	1097	419	0	0	739	0
Stage 1	734	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Critical Hdwy	6.8	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	211	548	-	-	877	-
Stage 1	441	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	188	490	-	-	784	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	394	-	-	-	-	-
Stage 2	679	-	-	-	-	-
A	WD		ND		O.D.	
Approach	WB		NB		SB	
HCM Control Delay, s/			0		0.01	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		_	_		784	_
HCM Lane V/C Ratio		_	_	0.191		_
HCM Control Delay (s/	veh)	-	_		9.6	-
HCM Lane LOS	,	_	_	В	A	_
HCM 95th %tile Q(veh	)	-	_	0.7	0	_
1	,					

## 2033 Scenario

Saturday Peak Hour

**Background Volumes** 

1: Bank & Fifth 08/01/2024

	•	<b>→</b>	•	•	4	<b>†</b>	<b>\</b>	ļ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		₩	¥	-î		र्सी के		<b>€1</b> }	
Traffic Volume (vph)	46	41	69	45	21	489	20	547	
Future Volume (vph)	46	41	69	45	21	489	20	547	
Lane Group Flow (vph)	0	145	77	108	0	593	0	660	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)		12.2	12.2	12.2		51.8		51.8	
Actuated g/C Ratio		0.16	0.16	0.16		0.69		0.69	
v/c Ratio		0.65	0.48	0.40		0.31		0.34	
Control Delay (s/veh)		35.0	37.0	18.0		9.8		5.9	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		35.0	37.0	18.0		9.8		5.9	
LOS		С	D	В		Α		Α	
Approach Delay (s/veh)		35.0		25.9		9.8		5.9	
Approach LOS		С		С		Α		Α	
Queue Length 50th (m)		14.8	10.0	6.2		15.3		16.2	
Queue Length 95th (m)		29.3	20.2	17.3		51.5		31.8	
Internal Link Dist (m)		49.7		112.4		195.6		190.0	
Turn Bay Length (m)			45.0						
Base Capacity (vph)		354	269	415		1915		1939	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.41	0.29	0.26		0.31		0.34	
Intersection Summary									
Cycle Length: 75									
Astrophysical Cycle Langitte 75									

Actuated Cycle Length: 75

Offset: 47 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

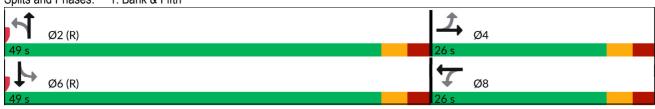
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 12.4 Intersection Capacity Utilization 57.9% Intersection LOS: B
ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Bank & Fifth



	<b>→</b>	1	<b>†</b>	<b>/</b>	ţ	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		414		414	
Traffic Volume (vph)	10	29	497	31	559	
Future Volume (vph)	10	29	497	31	559	
Lane Group Flow (vph)	113	0	634	0	681	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		2		6	3
Permitted Phases		2		6		-
Detector Phase	4	2	2	6	6	
Switch Phase		_	_	-	•	
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	0.0
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag		0.2		0.2	Lead
Lead-Lag Optimize?	Lug					Loud
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	11.7	5 Max	55.9	O IVIUX	55.9	140110
Actuated g/C Ratio	0.16		0.75		0.75	
v/c Ratio	0.56		0.32		0.34	
Control Delay (s/veh)	38.9		2.3		5.9	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.9		2.3		5.9	
LOS	D		2.5 A		A	
Approach Delay (s/veh)	38.9		2.3		5.9	
Approach LOS	50.9 D		2.5 A		3.9 A	
Queue Length 50th (m)	14.9		4.1		27.2	
Queue Length 95th (m)	27.7		9.7		46.1	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	00.0		01.0		100.0	
Base Capacity (vph)	285		1958		2023	
Starvation Cap Reductn	203		1930		0	
Spillback Cap Reductin	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.40		0.32		0.34	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 74 (99%), Referenc	ed to phas	e 2:NBT	L and 6:5	SBTL, Sta	art of Gree	en
Natural Cycle: 75						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.56						
Intersection Signal Delay (s	s/veh): 6.9				ntersectio	n LOS: A
Intersection Capacity Utiliza	•					of Service C
Analysis Period (min) 15				·		
, , , , , , , , , , , , , , , , , , , ,						

Splits and Phases: 2: Bank & Holmwood



	•	•	†	<b>/</b>	<del> </del>		
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7
Lane Configurations	ች	7	<b>ተ</b> ኈ	ሻ	<b>^</b>		
Traffic Volume (vph)	88	72	455	126	485		
Future Volume (vph)	88	72	455	126	485		
Lane Group Flow (vph)	98	80	639	140	539		
Turn Type	Prot	Perm	NA	Perm	NA		
Protected Phases	8		2		6	1	7
Permitted Phases		8		6			
Detector Phase	8	8	2	6	6		
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0
Minimum Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0
Total Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0
Total Split (%)	34.7%	34.7%	52.0%	58.7%	58.7%	7%	7%
Yellow Time (s)	3.3	3.3	3.0	3.0	3.0	2.0	3.5
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9		
Lead/Lag	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?			Yes			Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	11.2	11.2	55.2	55.2	55.2		
Actuated g/C Ratio	0.15	0.15	0.74	0.74	0.74		
v/c Ratio	0.43	0.34	0.31	0.32	0.23		
Control Delay (s/veh)	34.6	11.6	4.9	5.1	2.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	34.6	11.6	4.9	5.1	2.8		
LOS	С	В	Α	Α	Α		
Approach Delay (s/veh)	24.3		4.9		3.3		
Approach LOS	С		Α		Α		
Queue Length 50th (m)	13.0	0.0	14.1	3.8	6.4		
Queue Length 95th (m)	25.1	10.5	26.1	6.6	9.6		
Internal Link Dist (m)	30.6		33.7		44.8		
Turn Bay Length (m)				40.0			
Base Capacity (vph)	405	348	2055	440	2314		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.24	0.23	0.31	0.32	0.23		
Intersection Summary							
Cycle Length: 75							
Actuated Cycle Length: 75		0.115=	100=				
Offset: 0 (0%), Referenced	to phase	2:NBT ar	nd 6:SBT	L, Start o	t Green		
Natural Cycle: 75							
Control Type: Actuated-Co	ordinated						

#### Control Type. Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay (s/veh): 6.5 Intersection LOS: A Intersection Capacity Utilization 59.7% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition



## 6: Bank & Aylmer

	۶	1	<b>†</b>	Ţ		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	¥	HUL	41	<b>†</b>		
Traffic Volume (vph)	39	19	683	722		
Future Volume (vph)	39	19	683	722		
Lane Group Flow (vph)	56	0	780	870		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4	. 51111	2	6	3	
Permitted Phases	4	2	_	6	<u> </u>	
Detector Phase	4	2	2	6		
Switch Phase			_			
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0	۷.۷	0.0	0.0	1.0	
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag		٥.٢	0.2	Lead	
Lead-Lag Optimize?	Lug				Loud	
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.0	JIVIUA	60.3	60.3	WILL	
Actuated g/C Ratio	0.16		0.67	0.67		
v/c Ratio	0.10		0.40	0.43		
Control Delay (s/veh)	30.0		6.1	7.5		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	30.0		6.1	7.5		
LOS	30.0 C		Α	7.5 A		
Approach Delay (s/veh)	30.0		6.1	7.5		
Approach LOS	30.0 C		Α	7.5 A		
Queue Length 50th (m)	6.6		15.2	31.5		
Queue Length 95th (m)	17.3		30.8	42.3		
Internal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)	10.1		20.1	10.1		
Base Capacity (vph)	276		1930	2004		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.20		0.40	0.43		
	0.20		0.40	0.40		
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 87 (97%), Reference	ed to phas	e 2:NBT	L and 6:5	SBT, Start	of Green	
Natural Cycle: 90						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.43						
Intersection Signal Delay (s					tersection LOS: A	
Intersection Capacity Utiliza	ation 55.0°	%		IC	CU Level of Service A	
Analysis Period (min) 15						

Splits and Phases: 6: Bank & Aylmer



	ၨ	<b>→</b>	•	<b>←</b>	4	<b>†</b>	<b>&gt;</b>	ļ			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		4		4		414		414			
Traffic Volume (vph)	42	38	20	58	30	493	85	550			
Future Volume (vph)	42	38	20	58	30	493	85	550			
Lane Group Flow (vph)	0	138	0	198	0	618	0	767			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes			Yes	
Act Effct Green (s)		19.4		19.4		37.0		54.0			
Actuated g/C Ratio		0.22		0.22		0.41		0.60			
v/c Ratio		0.61		0.64		0.56		0.54			
Control Delay (s/veh)		44.9		32.0		22.4		4.7			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		44.9		32.0		22.4		4.7			
LOS		D		С		С		Α			
Approach Delay (s/veh)		44.9		32.0		22.4		4.7			
Approach LOS		D		С		С		Α			
Queue Length 50th (m)		21.7		20.6		41.3		8.0			
Queue Length 95th (m)		#43.8		#44.2		57.8		10.0			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		226		308		1100		1409			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		0.61		0.64		0.56		0.54			

### Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90 Control Type: Pretimed Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 17.4 Intersection Capacity Utilization 72.3% Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Bank & Sunnyside



Timing, 2031

Page 5

	•	•	<b>†</b>	<b>↓</b>		
Lane Group	EBL	NBL	NBT	SBT	Ø4	
Lane Configurations	¥		र्स	1>		
Traffic Volume (vph)	55	42	248	358		
Future Volume (vph)	55	42	248	358		
Lane Group Flow (vph)	95	0	323	457		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	10		2	6	4	
Permitted Phases		2		•		
Detector Phase	10	2	2	6		
Switch Phase		_	_	•		
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	48.0	48.0	48.0	11.0	
Total Split (s)	21.0	48.0	48.0	48.0	11.0	
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7	
Lost Time Adjust (s)	0.0	3.0	0.0	0.0		
Total Lost Time (s)	5.7		6.8	6.8		
Lead/Lag	0.1		0.0	0.0		
Lead-Lag Optimize?						
Recall Mode	Min	None	None	C-Max	None	
Act Effct Green (s)	11.3	TTOTIC	56.2	56.2	IVOITO	
Actuated g/C Ratio	0.14		0.70	0.70		
v/c Ratio	0.43		0.30	0.39		
Control Delay (s/veh)	37.5		5.7	6.3		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	37.5		5.7	6.3		
LOS	D		A	A		
Approach Delay (s/veh)	37.5		5.7	6.3		
Approach LOS	D		A	A		
Queue Length 50th (m)	13.6		14.5	22.3		
Queue Length 95th (m)	26.1		29.9	44.1		
Internal Link Dist (m)	57.2		0.1	5.9		
Turn Bay Length (m)	01.2		0.1	0.0		
Base Capacity (vph)	297		1060	1165		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.32		0.30	0.39		
Intersection Summary						
Cycle Length: 80						
Actuated Cycle Length: 80						
Offset: 0 (0%), Referenced		6:SBT. S	tart of Gr	een		
Natural Cycle: 80	p. 10.00	.,, 0	5. 5.			
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.43						
Intersection Signal Delay (	s/veh): 9.5			lr	ntersection L	LOS: A
Intersection Capacity Utiliz					CU Level of	
Analysis Period (min) 15		. •			2 2010101	

Splits and Phases: 9: Queen Elizabeth Drive & Fifth



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	41	49	0	0	0	95	60	40	37	0	0	107
Future Vol, veh/h	41	49	0	0	0	95	60	40	37	0	0	107
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	54	0	0	0	106	67	44	41	0	0	119
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	8.5					7.6	8.5					7.6
HCM LOS	Α					Α	Α					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	44%	46%	0%	0%	
Vol Thru, %	29%	54%	0%	0%	
Vol Right, %	27%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	137	90	95	107	
LT Vol	60	41	0	0	
Through Vol	40	49	0	0	
RT Vol	37	0	95	107	
Lane Flow Rate	152	100	106	119	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.188	0.131	0.119	0.131	
Departure Headway (Hd)	4.442	4.726	4.044	3.966	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	808	759	887	904	
Service Time	2.464	2.753	2.069	1.99	
HCM Lane V/C Ratio	0.188	0.132	0.12	0.132	
HCM Control Delay, s/veh	8.5	8.5	7.6	7.6	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.7	0.4	0.4	0.5	

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		41	<u>\$</u>	
Traffic Vol, veh/h	3	182	119	571	526	56
Future Vol, veh/h	3	182	119	571	526	56
Conflicting Peds, #/hi		0	178	0	0	107
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- -			None		None
Storage Length	_	0	_	-	_	-
Veh in Median Storag	ne # 0	-	_	0	0	_
Grade, %	0	_	-	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	3	202	132	634	584	62
INIVITIL FIOW	3	202	132	034	304	02
Major/Minor	Minor2	ļ	Major1	N	/lajor2	
Conflicting Flow All	1375	794	825	0	-	0
Stage 1	794	-	-	-	-	-
Stage 2	582	-	-	-	-	-
Critical Hdwy		6.275	4.175	-	-	-
Critical Hdwy Stg 1	5.475	-	-	_	-	-
Critical Hdwy Stg 2	5.875	-	-	-	_	_
	3.54753	3.34752	2.2475	_	-	_
Pot Cap-1 Maneuver		381	788	_	_	_
Stage 1	438	-	-	_	_	_
Stage 2	516	_	_	_	_	_
Platoon blocked, %	010			<u>_</u>	_	_
Mov Cap-1 Maneuve	r 71	309	639	_	_	_
Mov Cap-1 Maneuve		-	009	_	_	-
Stage 1	266		-	_	-	
			-	-	-	-
Stage 2	419	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay,	s/86.13		3.86		0	
HCM LOS	E		0.00			
	_					
Minor Lane/Major Mv	mt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		527	-		-	-
HCM Lane V/C Ratio		0.207	-	0.653	-	-
HCM Control Delay (	s/veh)	12.1	2.1		-	-
HCM Lane LOS		В	Α	Е	-	-
HCM 95th %tile Q(ve	h)	0.8	-	4.3	-	-

0.4					
EBL		NBL			SBR
		0			0
					0
r 0		0	0	0	86
Stop	Stop	Free	Free	Free	Free
-	None	-	None	-	None
-	0	-	-	-	-
ge,# 0	-	-	0	0	-
0	-	-	0	0	-
90	90	90	90	90	90
5	5	5	5	5	5
					0
	<b>.</b>				
		/lajor1		/lajor2	
	777	-	0	-	0
	-	-	-	-	-
377	-	-	-	-	-
6.675	6.275	-	-	-	-
5.475	-	-	-	-	-
5.875	-	-	-	-	-
3.54753	3.3475	-	-	-	-
		0	-	_	0
	-		_	-	0
	_		_	_	0
			_	_	
r 200	390	_	_		_
					_
					_
		_	_		_
057	-	-	-	-	_
EB		NB		SB	
		NB 0		SB 0	
s/15.19					
s/\$5.19 C	Marrie	0			
s/15.19	NBTE	0 EBLn1	SBT		
s/15.19 C /mt	-	0 EBLn1 390	SBT -		
s/15.19 C	-	0 EBLn1 390 0.094			
s/15.19 C /mt	-	0 EBLn1 390 0.094 15.2	-		
s/15.19 C	-	0 EBLn1 390 0.094	-		
r	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	EBL EBR  1 33 1 33 1 33 1 33 1 33 1 33 1 33 1	EBL EBR NBL  1 33 0 1 33 0 1 33 0 1 33 0 1 33 0 1 33 0 1 0 0 0 0 Stop Stop Free - None - 0 - 19e,# 0 - 90 90 90 5 5 5 5 1 37 0  Minor2 Major1  1154 777 - 777 - 777 - 377 - 6.675 6.275 - 5.475 - 5.475 - 5.875 - 5.875 - 1 354753.3475 - 1 200 390 0 446 - 0 657 - 0  er 200 390 - er 200 390 - er 200 - 446 -	EBL EBR NBL NBT  1 33 0 679 1 33 0 679 1 33 0 679 1 33 0 679 1 33 0 679 1 0 0 0 0 Stop Stop Free Free - None - None - 0 0 19e,# 0 0 90 90 90 90 5 5 5 5 1 37 0 754  Minor2 Major1 N 1154 777 - 0 777 377 6.675 6.275 5.475 5.875 5.875 3.54753.3475 1 200 390 0 1 200 390 1 200 390 1 200 390 1 200 390 1 200 390 1 200 390 1 200 390 1 200 390 1 300 390 390 1 300 390 390 390 390 390 390 390 390 390	EBL         EBR         NBL         NBT         SBT           I         33         0         679         699           1         33         0         679         699           nr         0         0         0         0         0           Stop         Stop         Free         Free         Free         Free           -         None         -         -         -         0         0           1         0         -         -         0

Intersection						
Int Delay, s/veh	3.2					
		EDD	NDI	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	74	<b>-</b> 7	<i></i> 7	<b>€</b>	250	104
Traffic Vol, veh/h	71	57	57	216	259	131
Future Vol, veh/h	71	57	57	216	259	131
Conflicting Peds, #/hr	0	0	_ 0	_ 0	_ 0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	79	63	63	240	288	146
Major/Minor	linar?		laior1	, A	/oior0	
	linor2		Major1		/lajor2	
Conflicting Flow All	727	361	433	0	-	0
Stage 1	361	-	-	-	-	-
Stage 2	367	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	394	689	1137	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	705	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	368	689	1137	-	-	-
Mov Cap-2 Maneuver	368	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	705	_	_	_	_	_
2.0.30 2	. 00					
Approach	EB		NB		SB	
HCM Control Delay, s/v	16.13		1.74		0	
HCM LOS	С					
Minor Lane/Major Mvm	ıt	NBL	NRTI	EBLn1	SBT	SBR
Capacity (veh/h)		376	-			ODIN
HCM Lane V/C Ratio		0.056		0.306	-	_
	vob)	8.4		16.1		
HCM Long LOS	veii)		0		-	-
HCM Lane LOS HCM 95th %tile Q(veh)	\	A	Α	C	-	-
HOW SOUL WILLE Q(Ven)	)	0.2	-	1.3	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	VVDL	VVDIX		NON	JDL	<b>1</b>
Traffic Vol, veh/h	6	73	<b>↑↑</b> 508	19	2	<b>TT</b> 605
The state of the s	6		508	19		
Future Vol, veh/h		73			2	605
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	15	6	0	0	5
Mvmt Flow	7	81	564	21	2	672
Major/Minor	linar1	,	loior1	N.	laier?	
	/linor1		//ajor1		Major2	^
Conflicting Flow All	1016	393	0	0	686	0
Stage 1	675	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Critical Hdwy	6.8	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	238	571	-	_	917	-
Stage 1	473	-	-	-	_	-
Stage 2	698	_	_	_	_	_
Platoon blocked, %	000		_	_		_
Mov Cap-1 Maneuver	212	510	_	_	820	_
	212	-		_		
Mov Cap-2 Maneuver			-	_	-	-
Stage 1	423	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s/			0		0.03	
HCM LOS	<b>В</b>		U		0.00	
I IOIVI LOO	U					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	510	820	-
HCM Lane V/C Ratio		-	_	0.159		-
HCM Control Delay (s/	veh)	-	_		9.4	-
		_	-	В	A	-
HCM Lane LOS HCM 95th %tile Q(veh	)	-	-	0.6	A 0	-

# 2033 Scenario

Saturday Peak Hour

**Future Volumes** 

1: Bank & Fifth 07/31/2024

1: Bank & Filin	<u> </u>			-	-	•		1	0//31/
			- €	_	-7		*	+	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	ች			<b>€1</b> }		<b>€</b> 1Ъ	
Traffic Volume (vph)	46	41	69	45	21	513	20	578	
Future Volume (vph)	46	41	69	45	21	513	20	578	
_ane Group Flow (vph)	0	145	77	114	0	620	0	694	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
otal Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
otal Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
'ellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
ost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
otal Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
.ead/Lag									
ead-Lag Optimize?									
Act Effct Green (s)		20.5	20.5	20.5		43.5		43.5	
Actuated g/C Ratio		0.27	0.27	0.27		0.58		0.58	
/c Ratio		0.40	0.27	0.27		0.39		0.43	
Control Delay (s/veh)		20.9	24.6	12.8		14.3		9.6	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		20.9	24.6	12.8		14.3		9.6	
OS		C	C	В		В		A	
Approach Delay (s/veh)		20.9		17.5		14.3		9.6	
Approach LOS		C		В		В		A	
Queue Length 50th (m)		12.6	8.5	5.3		26.6		25.7	
Queue Length 95th (m)		28.0	19.2	17.0		56.9		36.6	
nternal Link Dist (m)		49.7	10.2	112.4		195.6		190.0	
urn Bay Length (m)		70.7	45.0	112.7		100.0		100.0	
Base Capacity (vph)		362	285	416		1606		1631	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.40	0.27	0.27		0.39		0.43	
		0.40	0.27	0.27		0.39		0.43	
ntersection Summary									
Cycle Length: 75									
Actuated Cycle Length: 75		O.NDT	ll C.C	DTI OL					
Offset: 47 (63%), Reference	ed to phas	se 2:NBT	L and 6:8	BIL, Sta	art of Gre	en			
Natural Cycle: 75									
Control Type: Pretimed									
Maximum v/c Ratio: 0.43		_							
ntersection Signal Delay (					ntersection				
ntersection Capacity Utiliz	ation 58.8	%		I	CU Level	of Service	e B		
Analysis Period (min) 15									
Splits and Phases: 1: Ba	ank & Fifth								
4								Ĵ.	
Ø2 (R)								→ ø∠	1
49 s							2	6 s	

2: Bank & Holmwood 07/31/2024

	_	•	†	<u> </u>	1	
Lana Craun	ГОТ	NDI	NDT	CDI	CDT	αa
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4	00	<b>€</b> 1}•	07	414	
Traffic Volume (vph)	10	29	522	37	584	
Future Volume (vph)	10	29	522	37	584	
Lane Group Flow (vph)	113	0	670	0	716	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4	_	2		6	3
Permitted Phases		2		6		
Detector Phase	4	2	2	6	6	
Switch Phase		40.5	10.5			4.0
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag					Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	11.7		55.9		55.9	
Actuated g/C Ratio	0.16		0.75		0.75	
v/c Ratio	0.56		0.34		0.36	
Control Delay (s/veh)	38.9		2.3		3.9	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.9		2.3		3.9	
LOS	D		Α		Α	
Approach Delay (s/veh)	38.9		2.3		3.9	
Approach LOS	D		A		A	
Queue Length 50th (m)	14.9		4.8		6.8	
Queue Length 95th (m)	27.7		11.2		28.4	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	- 55.0		01.0		.00.0	
Base Capacity (vph)	285		1946		1991	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.40		0.34		0.36	
Nouvoed V/C Natio	0.40		0.54		0.50	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 74 (99%), Reference	ed to phas	se 2:NBT	L and 6:5	SBTL, Sta	art of Gree	en
Natural Cycle: 75	-					
Control Type: Actuated-Cod	ordinated					
Maximum v/c Ratio: 0.56						
Intersection Signal Delay (s	s/veh): 5.8			lı	ntersectio	n LOS: A
Intersection Capacity Utiliza	•					of Service (
Analysis Pariod (min) 15		, ,		.,	20 20101	2. 20/ VIOO (

Splits and Phases: 2: Bank & Holmwood

Analysis Period (min) 15



Background

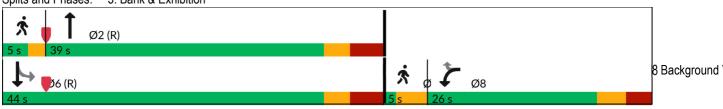
5. Darik & Exhibition	J11							
	•	•	Ť	-	¥			
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7	
Lane Configurations	ሻ	7	ħβ	ሻ	<b>^</b>			
Traffic Volume (vph)	112	84	463	150	485			
Future Volume (vph)	112	84	463	150	485			
Lane Group Flow (vph)	124	93	674	167	539			
Turn Type	Prot	Perm	NA	Perm	NA			
Protected Phases	8		2		6	1	7	
Permitted Phases		8		6				
Detector Phase	8	8	2	6	6			
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0	
Minimum Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0	
Total Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0	
Total Split (%)	34.7%	34.7%	52.0%	58.7%	58.7%	7%	7%	
Yellow Time (s)	3.3	3.3	3.0	3.0	3.0	2.0	3.5	
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	3.0	3.0	
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9			
Lead/Lag	Lag	Lag	Lag	0.0	0.0	Lead	Lead	
_ead-Lag Optimize?	Lug	Lug	Yes			Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	C-Max	None	None	
ct Effct Green (s)	12.1	12.1	54.3	54.3	54.3	140110	140110	
ctuated g/C Ratio	0.16	0.16	0.72	0.72	0.72			
/c Ratio	0.10	0.10	0.72	0.72	0.72			
Control Delay (s/veh)	35.3	10.6	5.4	7.0	3.1			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
•	35.3	10.6	5.4	7.0	3.1			
otal Delay (s/veh) OS	35.3 D	10.6 B	5.4 A	7.0 A	3.1 A			
	24.7	Б	5.4	А	4.0			
pproach Delay (s/veh) pproach LOS	24.7 C		5.4 A		4.0 A			
	16.4	0.0	16.0	4.8	8.0			
Queue Length 50th (m)	29.7		29.8		9.9			
Queue Length 95th (m)		11.0		9.9				
nternal Link Dist (m)	30.6		33.7	40.0	44.8			
Furn Bay Length (m)	405	250	1000	40.0	2075			
Base Capacity (vph)	405	358	1996	421	2275			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0 40	0			
Reduced v/c Ratio	0.31	0.26	0.34	0.40	0.24			
ntersection Summary								
Cycle Length: 75								
Actuated Cycle Length: 75								
Offset: 0 (0%), Referenced		2:NBT ar	nd 6:SBT	L, Start o	f Green			
Natural Cycle: 75								
Control Type: Actuated-Co	ordinated							
Maximum v/c Ratio: 0.50								
stancetion Cinnel Delevit	-/			1.		- LOC: A		

Splits and Phases: 3: Bank & Exhibition

Intersection Signal Delay (s/veh): 7.4

Intersection Capacity Utilization 61.4%

Analysis Period (min) 15



Intersection LOS: A

ICU Level of Service B

## 6: Bank & Aylmer

	۶	•	<b>†</b>	ţ		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	¥	1100	414	<b>†</b> ‡	~~	
Traffic Volume (vph)	39	19	715	747		
Future Volume (vph)	39	19	715	747		
Lane Group Flow (vph)	56	0	815	898		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4	. 51111	2	6	3	
Permitted Phases	4	2	_	6		
Detector Phase	4	2	2	6		
Switch Phase	•					
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?						
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.0		60.3	60.3		
Actuated g/C Ratio	0.16		0.67	0.67		
v/c Ratio	0.24		0.42	0.45		
Control Delay (s/veh)	30.0		6.6	7.7		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	30.0		6.6	7.7		
LOS	С		Α	Α		
Approach Delay (s/veh)	30.0		6.6	7.7		
Approach LOS	С		Α	Α		
Queue Length 50th (m)	6.6		16.0	32.9		
Queue Length 95th (m)	17.3		35.6	44.2		
Internal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)						
Base Capacity (vph)	276		1930	2008		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.20		0.42	0.45		
Intersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90	d to she	o O'NIDT	l and G.C	DT Ctart	of Croon	
Offset: 87 (97%), Reference	eu to prias	e Z.NBT	L and bis	od i , Start	oi Gleen	
Natural Cycle: 90	rdinatad					
Control Type: Actuated-Coo Maximum v/c Ratio: 0.45	numated					
	(vob): 7.0			ما	torgantian LOC: A	
Intersection Signal Delay (s					tersection LOS: A CU Level of Service B	
Intersection Capacity Utiliza	111011 55.9	70		IC	O revel of Selvice B	
Analysis Period (min) 15						

Splits and Phases: 6: Bank & Aylmer



8 Background

	ၨ	<b>→</b>	•	<b>←</b>	4	<b>†</b>	<b>&gt;</b>	ļ			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		4		4		414		414			
Traffic Volume (vph)	42	38	20	58	30	524	85	574			
Future Volume (vph)	42	38	20	58	30	524	85	574			
Lane Group Flow (vph)	0	138	0	198	0	652	0	794			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes			Yes	
Act Effct Green (s)		19.4		19.4		37.0		54.0			
Actuated g/C Ratio		0.22		0.22		0.41		0.60			
v/c Ratio		0.61		0.64		0.59		0.57			
Control Delay (s/veh)		45.0		32.0		23.1		4.9			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		45.0		32.0		23.1		4.9			
LOS		D		С		С		Α			
Approach Delay (s/veh)		45.0		32.0		23.1		4.9			
Approach LOS		D		С		С		Α			
Queue Length 50th (m)		21.7		20.6		44.4		8.3			
Queue Length 95th (m)		#43.8		#44.2		61.7		10.3			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		226		308		1103		1399			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		0.61		0.64		0.59		0.57			

### Intersection Summary

Cycle Length: 90 Actuated Cycle Length: 90

Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

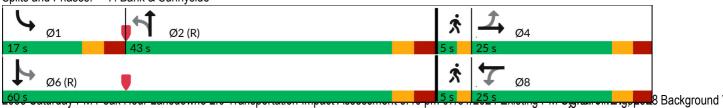
Natural Cycle: 90 Control Type: Pretimed Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 17.7 Intersection LOS: B Intersection Capacity Utilization 73.9% ICU Level of Service D

Analysis Period (min) 15

Queue shown is maximum after two cycles.

Splits and Phases: 7: Bank & Sunnyside



Page 5

<sup># 95</sup>th percentile volume exceeds capacity, queue may be longer.

### 9: Queen Elizabeth Drive & Fifth

	•	•	†	<b>+</b>						
Lane Group	EBL	NBL	NBT	SBT	Ø4					
Lane Configurations	¥		सी	<b>1</b> >						
Traffic Volume (vph)	62	42	259	371						
Future Volume (vph)	62	42	259	371						
Lane Group Flow (vph)	103	0	335	471						
Turn Type	Prot	Perm	NA	NA						
Protected Phases	10		2	6	4					
Permitted Phases		2	_		•					
Minimum Split (s)	21.0	48.0	48.0	48.0	11.0					
Total Split (s)	21.0	48.0	48.0	48.0	11.0					
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%					
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0					
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7					
Lost Time Adjust (s)	0.0		0.0	0.0						
Total Lost Time (s)	5.7		6.8	6.8						
Lead/Lag	• • • • • • • • • • • • • • • • • • • •									
Lead-Lag Optimize?										
Act Effct Green (s)	15.3		41.2	41.2						
Actuated g/C Ratio	0.19		0.52	0.52						
v/c Ratio	0.35		0.43	0.55						
Control Delay (s/veh)	31.9		14.4	16.3						
Queue Delay	0.0		0.0	0.0						
Total Delay (s/veh)	31.9		14.4	16.3						
LOS	С		В	В						
Approach Delay (s/veh)	31.9		14.4	16.3						
Approach LOS	С		В	В						
Queue Length 50th (m)	13.7		29.9	45.6						
Queue Length 95th (m)	27.5		49.4	72.1						
Internal Link Dist (m)	57.2		0.1	5.9						
Turn Bay Length (m)										
Base Capacity (vph)	298		771	853						
Starvation Cap Reductn	0		0	0						
Spillback Cap Reductn	0		0	0						
Storage Cap Reductn	0		0	0						
Reduced v/c Ratio	0.35		0.43	0.55						
Intersection Summary										
Cycle Length: 80										
Actuated Cycle Length: 80										
Offset: 0 (0%), Referenced	to phase	6·SBT_S	tart of Gr	een						
Natural Cycle: 80	to pridoo	0.021, 0	tart or or	0011						
Control Type: Pretimed										
Maximum v/c Ratio: 0.55										
Intersection Signal Delay (s	s/veh): 17	3		ln	tersection LOS	S· B				
Intersection Capacity Utiliza					U Level of Se					
Analysis Period (min) 15		70			201010101	11.00 0				
Splits and Phases: 9: Qu	ıeen Elizal	beth Driv	e & Fifth							
4						汶		<b>J</b>		
Ø2 48 s						11 s	Ø4	21 s	<b>Ø10</b>	
<b>↓</b> Ø6 (R)										
48 s								<u> </u>		

Intersection												
Intersection Delay, s/veh	8.1											
Intersection LOS	Α											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	41	49	0	0	0	95	66	40	43	0	0	107
Future Vol, veh/h	41	49	0	0	0	95	66	40	43	0	0	107
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	54	0	0	0	106	73	44	48	0	0	119
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Onnaging Approach	\\/D					ED	CD					NID

NB
1
WB
1
EB
1
7.6
Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	46%	0%	0%
Vol Thru, %	27%	54%	0%	0%
Vol Right, %	29%	0%	100%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	149	90	95	107
LT Vol	66	41	0	0
Through Vol	40	49	0	0
RT Vol	43	0	95	107
Lane Flow Rate	166	100	106	119
Geometry Grp	1	1	1	1
Degree of Util (X)	0.204	0.132	0.12	0.132
Departure Headway (Hd)	4.433	4.758	4.076	3.983
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	810	754	879	900
Service Time	2.459	2.787	2.103	2.009
HCM Lane V/C Ratio	0.205	0.133	0.121	0.132
HCM Control Delay, s/veh	8.6	8.5	7.7	7.6
HCM Lane LOS	Α	Α	Α	Α
HCM 95th-tile Q	0.8	0.5	0.4	0.5

Intersection						
Int Delay, s/veh 6	.7					
Movement EB	( I	EBR	NBL	NBT	SBT	SBR
			INDL			אמט
Lane Configurations	2	400	140	41	<b>₽</b>	F0
Traffic Vol, veh/h	3	182	119	602	550	56
Future Vol, veh/h	3	182	119	602	550	56
Conflicting Peds, #/hr	0	0	178	0	0	107
Sign Control Sto		Stop	Free	Free	Free	Free
RT Channelized	- N	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
•	0	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow		202	132	669	611	62
WWIIIL FIOW	J	202	132	009	011	02
Major/Minor Minor	2	N	Major1	٨	/lajor2	
Conflicting Flow All 141	9	820	851	0		0
Stage 1 82			_	_	_	_
Stage 2 59		_	_	_	_	_
			4.175	_	_	_
Critical Hdwy Stg 1 5.47		-	4.173	_	_	_
, ,			_	_	-	_
Critical Hdwy Stg 2 5.87		-	-	-	-	-
			2.2475	-	-	-
Pot Cap-1 Maneuver 13		368	769	-	-	-
Stage 1 42		-	-	-	-	-
Stage 2 50	16	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver 6	6	299	624	_	-	_
	6	-	_	_	-	_
Stage 1 25		_	_	_	_	_
Stage 2 41		_	_	_	_	_
Stage 2 41	U	_			_	
Approach E	В		NB		SB	
HCM Control Delay, s/89.0	)1		3.95		0	
HCM LOS	E		0.00			
110W 200	_					
Minor Lane/Major Mvmt	I	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		508	_	299	-	_
HCM Lane V/C Ratio		).212		0.677	_	_
HCM Control Delay (s/veh)		12.3	2.3	39	_	_
HCM Lane LOS		12.3 B	2.5 A	E	_	_
HCM 95th %tile Q(veh)		0.8	-	4.6		_
		0.0	-	4.0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		<b>^</b>	<u> </u>	
Traffic Vol, veh/h	1	33	0	710	723	0
Future Vol, veh/h	1	33	0	710	723	0
Conflicting Peds, #/hr		0	0	0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-		-	None	-	None
Storage Length	_	0	_	-	_	-
Veh in Median Storag	ne # 0	-	_	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	1	37	0	789	803	0
MINITIL FIOW	I	31	U	109	003	U
Major/Minor	Minor2	٨	/lajor1	N	/lajor2	
Conflicting Flow All	1198	803	-	0	-	0
Stage 1	803	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Critical Hdwy	6.675	6.275	-	-	-	-
Critical Hdwy Stg 1	5.475	_	-	_	-	-
Critical Hdwy Stg 2	5.875	-	_	-	_	-
	3.54753	3.3475	-	_	-	_
Pot Cap-1 Maneuver		376	0	_	_	0
Stage 1	433	-	0	_	_	0
Stage 2	643	_	0	_	_	0
Platoon blocked, %	010		· ·	_	_	•
Mov Cap-1 Maneuve	r 188	376	_	_	_	_
Mov Cap-1 Maneuve		-	_	<u>-</u>	_	_
Stage 1	433	_			_	_
_	643	_		_	_	_
Stage 2	043	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	s/15.59		0		0	
HCM LOS	С		_			
, <u>-</u>						
Minor Lane/Major Mv	mt	NBTE		SBT		
Capacity (veh/h)		-	376	-		
HCM Lane V/C Ratio		-	0.097	-		
HCM Control Delay (s	s/veh)	-	15.6	-		
HCM Lane LOS		-	С	-		
HCM 95th %tile Q(ve	h)	-	0.3	-		

Intersection						
Int Delay, s/veh	3.9					
		EDD	NDI	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	94	00	70	<b>€</b>	<b>∱</b>	111
Traffic Vol, veh/h	81	68	70	216	259	144
Future Vol, veh/h	81	68	70	216	259	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	90	76	78	240	288	160
Major/Minor N	linor2	A	/lajor1	A	/lajor2	
	763	368	448			0
Conflicting Flow All				0	-	
Stage 1	368	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	375	682	1123	-	-	-
Stage 1	705	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	345	682	1123	-	-	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	685	-	-	-	-	-
<del> </del>						
Δ			, LIE		0.5	
Approach	EB		NB		SB	
	17 78		2.07		0	
HCM Control Delay, s/v						
	C					
HCM Control Delay, s/v						
HCM Control Delay, s/v HCM LOS	С	NRI	NRTI	-RI n1	SRT	SRR
HCM Control Delay, s/v HCM LOS Minor Lane/Major Mvm	С	NBL 441		EBLn1	SBT	SBR
HCM Control Delay, s/v HCM LOS Minor Lane/Major Mvm Capacity (veh/h)	С	441	-	446	-	-
HCM Control Delay, s/v HCM LOS Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio	C t	441 0.069	- -	446 0.372	-	-
HCM Control Delay, s/v HCM LOS  Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s/v	C t	441 0.069 8.4	- - 0	446 0.372 17.8	- - -	-
HCM Control Delay, s/v HCM LOS Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio	C t veh)	441 0.069	- -	446 0.372	-	-

Intersection						
Int Delay, s/veh	1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
	VVDL	T T		INDIX	ODL	
Lane Configurations Traffic Vol, veh/h	6		<b>↑</b> ↑	20	2	<b>^</b>
•	6	85	527		2	629
Future Vol, veh/h	6	85	527	20	2	629
Conflicting Peds, #/hr		0	_ 0	100	_ 0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage	e,# 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	15	6	0	0	5
Mvmt Flow	7	94	586	22	2	699
WWW.CT IOW	•	O.	000		_	000
Major/Minor N	Minor1	N	Major1	N	Major2	
Conflicting Flow All	1051	404	0	0	708	0
Stage 1	697	-	_	-	-	-
Stage 2	354	_	_	_	-	_
Critical Hdwy	6.8	7.2	_	_	4.1	_
Critical Hdwy Stg 1	5.8	- 1.2	_	_	T. I	_
Critical Hdwy Stg 2	5.8	_	_	_	_	_
			_	-		_
Follow-up Hdwy	3.5	3.45	-	-	2.2	-
Pot Cap-1 Maneuver	226	561	-	-	900	-
Stage 1	461	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	201	502	_	-	805	-
Mov Cap-2 Maneuver		_	_	_	_	_
Stage 1	412	_	_	_	_	_
Stage 2	685	_	_	_	_	_
Olage 2	000					
Approach	WB		NB		SB	
HCM Control Delay, s	/13 83		0		0.03	
HCM LOS	В		J		0.00	
TIOW LOO						
Minor Lane/Major Mvr	nt	NBT	NBRW	VBLn1	SBL	SBT
Capacity (veh/h)		_	_	502	805	-
HCM Lane V/C Ratio		_	_	0.188		_
HCM Control Delay (s	/veh)	_	_	13.8	9.5	_
HCM Lane LOS	, 70.1)	_	_	В	Α.	_
				U	/\	
HCM 95th %tile Q(veh	١١			0.7	0	_

# 2033 Scenario

Sunday Peak Hour

**Background Volumes** 

1: Bank & Fifth 08/06/2024

	•	<b>→</b>	•	•	•	<b>†</b>	<b>\</b>	ļ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		- 4→	7	-î		413-		सीके	
Traffic Volume (vph)	54	38	123	67	16	491	23	516	
Future Volume (vph)	54	38	123	67	16	491	23	516	
Lane Group Flow (vph)	0	131	137	117	0	594	0	646	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)		14.5	14.5	14.5		49.5		49.5	
Actuated g/C Ratio		0.19	0.19	0.19		0.66		0.66	
v/c Ratio		0.55	0.67	0.38		0.32		0.36	
Control Delay (s/veh)		30.6	43.3	20.4		7.3		6.9	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		30.6	43.3	20.4		7.3		6.9	
LOS		С	D	С		Α		Α	
Approach Delay (s/veh)		30.6		32.7		7.3		6.9	
Approach LOS		С		С		Α		Α	
Queue Length 50th (m)		14.2	18.0	9.6		28.2		17.9	
Queue Length 95th (m)		27.4	32.3	20.9		50.0		33.6	
Internal Link Dist (m)		49.7		112.4		195.6		190.0	
Turn Bay Length (m)			45.0						
Base Capacity (vph)		332	288	423		1845		1810	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.39	0.48	0.28		0.32		0.36	
Intersection Summary									
Cycle Length: 75									
A. ( . ( . ( . ) . (									

Actuated Cycle Length: 75

Offset: 42 (56%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 13.0
Intersection Capacity Utilization 60.0%
Analysis Period (min) 15

Intersection LOS: B
ICU Level of Service B



iming, 2031 F

	<b>→</b>	4	<b>†</b>	<b>&gt;</b>	ļ	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		414		414	
Traffic Volume (vph)	18	32	519	23	551	
Future Volume (vph)	18	32	519	23	551	
Lane Group Flow (vph)	111	0	704	0	678	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		2		6	3
Permitted Phases		2		6		
Detector Phase	4	2	2	6	6	
Switch Phase						
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	23.0	47.0	47.0	47.0	47.0	5.0
Total Split (s)	23.0	47.0	47.0	47.0	47.0	5.0
Total Split (%)	30.7%	62.7%	62.7%	62.7%	62.7%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag					Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	11.6		56.1		56.1	
Actuated g/C Ratio	0.15		0.75		0.75	
v/c Ratio	0.55		0.37		0.33	
Control Delay (s/veh)	38.6		2.4		8.9	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.6		2.4		8.9	
LOS	D		Α		Α	
Approach Delay (s/veh)	38.6		2.4		8.9	
Approach LOS	D		Α		Α	
Queue Length 50th (m)	14.7		5.3		24.5	
Queue Length 95th (m)	27.3		12.1		48.9	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)						
Base Capacity (vph)	304		1890		2043	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.37		0.37		0.33	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 16 (21%), Reference	ed to phas	se 2:NBT	L and 6:S	SBTL, Sta	art of Gree	en
Natural Cycle: 75						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.55						
Intersection Signal Delay (s/veh): 8.1 Intersection						
Intersection Capacity Utilization	%		I	CU Level	of Service C	
Analysis Period (min) 15						

Splits and Phases: 2: Bank & Holmwood



iming, 2031 F

	•	*	<b>†</b>	-	ļ				
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø3	Ø6	Ø7	
Lane Configurations	7	7	<b>↑</b> ↑	7	<b>^</b>				
Traffic Volume (vph)	126	66	417	178	450				
Future Volume (vph)	126	66	417	178	450				
Lane Group Flow (vph)	140	73	597	198	500				
Turn Type	Perm	Perm	NA	custom	NA				
Protected Phases			2	1	16	3	6	7	
Permitted Phases	8	8		6					
Detector Phase	8	8	2	1	16				
Switch Phase									
Minimum Initial (s)	10.0	10.0	10.0	4.0		1.0	10.0	1.0	
Minimum Split (s)	26.0	26.0	27.0	10.9		5.0	27.0	5.0	
Total Split (s)	26.0	26.0	27.0	12.0		5.0	27.0	5.0	
Total Split (%)	34.7%	34.7%	36.0%	16.0%		7%	36%	7%	
Yellow Time (s)	3.3	3.3	3.0	3.0		2.0	3.0	2.0	
All-Red Time (s)	3.0	3.0	3.9	3.9		0.0	3.9	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0					
Total Lost Time (s)	6.3	6.3	6.9	6.9					
Lead/Lag				Lead		Lag			
Lead-Lag Optimize?				Yes		Yes			
Recall Mode	None	None	C-Max	None		None	C-Max	None	
Act Effct Green (s)	13.1	13.1	40.0	45.1	53.4				
Actuated g/C Ratio	0.17	0.17	0.53	0.60	0.71				
v/c Ratio	0.56	0.29	0.40	0.47	0.22				
Control Delay (s/veh)	36.6	9.8	12.2	11.4	4.7				
Queue Delay	0.0	0.0	0.0	0.0	0.0				
Total Delay (s/veh)	36.6	9.8	12.2	11.4	4.7				
LOS	D	Α	В	В	Α				
Approach Delay (s/veh)	27.4		12.2		6.6				
Approach LOS	С		В		Α				
Queue Length 50th (m)	18.5	0.0	24.3	8.7	11.5				
Queue Length 95th (m)	32.4	9.3	42.2	17.2	12.3				
Internal Link Dist (m)	30.6		33.7		44.8				
Turn Bay Length (m)				40.0					
Base Capacity (vph)	377	343	1486	424	2235				
Starvation Cap Reductn	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0				
Reduced v/c Ratio	0.37	0.21	0.40	0.47	0.22				
Intersection Summary									

Cycle Length: 75

Actuated Cycle Length: 75

Offset: 15 (20%), Referenced to phase 2:NBT and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay (s/veh): 11.8 Intersection LOS: B Intersection Capacity Utilization 60.8% ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition



Fiming, 2031 F

### 6: Bank & Aylmer

	۶	•	<b>†</b>	ļ		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	¥		44	<b>ተ</b> ኈ		
Traffic Volume (vph)	54	17	598	659		
Future Volume (vph)	54	17	598	659		
Lane Group Flow (vph)	83	0	683	795		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2	_	6	•	
Detector Phase	4	2	2	6		
Switch Phase	•	_	_	•		
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	0.0	
Lost Time Adjust (s)	0.0	۷.۷	0.0	0.0	0.0	
Total Lost Time (s)	5.5		5.2	5.2		
_ead/Lag	Lag		J. <u>Z</u>	J.Z	Lead	
Lead-Lag Optimize?	Lay				Leau	
Recall Mode	None	C-Max	C-Max	C-Max	None	
	11.1	C-IVIAX	72.4	72.4	none	
Act Effct Green (s)	0.12					
Actuated g/C Ratio			0.80	0.80		
//c Ratio	0.43		0.29	0.33		
Control Delay (s/veh)	35.9		2.7	3.7		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	35.9		2.7	3.7		
_OS	D		A	A		
Approach Delay (s/veh)	35.9		2.7	3.7		
Approach LOS	D		Α.5	A		
Queue Length 50th (m)	10.5		11.5	17.1		
Queue Length 95th (m)	23.2		16.9	29.5		
Internal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)	070		0000	0.400		
Base Capacity (vph)	276		2328	2400		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.30		0.29	0.33		
ntersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 87 (97%), Reference	ed to phas	se 2:NBT	L and 6:5	BT, Start	of Green	
Natural Cycle: 90						
Control Type: Actuated-Coo	ordinated					
Maximum v/c Ratio: 0.43						
	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\			In	ntersection LOS: A	
Intersection Signal Delay (s	7 VEII). 4.9				10100011011 = 0 0.7	
Intersection Signal Delay (s Intersection Capacity Utiliza					CU Level of Service	

Splits and Phases: 6: Bank & Aylmer

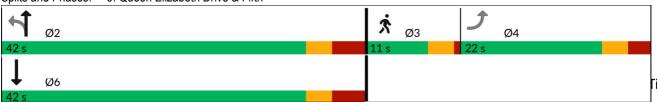


iming, 2031 F

	۶	<b>→</b>	•	•	•	<b>†</b>	<b>&gt;</b>	ļ				
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø6	Ø7	
Lane Configurations		4		4		<b>€</b> 1₽		ની'∌				
Traffic Volume (vph)	43	33	16	51	19	472	118	509				
Future Volume (vph)	43	33	16	51	19	472	118	509				
Lane Group Flow (vph)	0	118	0	195	0	558	0	790				
Turn Type	Perm	NA	Perm	NA	Perm		custom	NA				
Protected Phases		4		8		2	1	16	3	6	7	
Permitted Phases	4		8		2		6					
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0		5.0	43.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0		5.0	43.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%		6%	48%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		2.0	3.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9		0.0	3.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0						
Total Lost Time (s)		5.6		5.6		6.0						
Lead/Lag	Lag	Lag	Lag	Lag					Lead		Lead	
Lead-Lag Optimize?			Yes	Yes							Yes	
Act Effct Green (s)		19.4		19.4		37.0		48.2				
Actuated g/C Ratio		0.22		0.22		0.41		0.54				
v/c Ratio		0.53		0.61		0.48		0.65				
Control Delay (s/veh)		41.1		27.5		21.0		10.7				
Queue Delay		0.0		0.0		0.0		0.0				
Total Delay (s/veh)		41.1		27.5		21.0		10.7				
LOS		D		С		С		В				
Approach Delay (s/veh)		41.1		27.5		21.0		10.7				
Approach LOS		D		С		С		В				
Queue Length 50th (m)		18.2		17.2		36.0		35.6				
Queue Length 95th (m)		35.5		39.9		50.5		27.1				
Internal Link Dist (m)		75.1		136.0		63.1		79.0				
Turn Bay Length (m)												
Base Capacity (vph)		223		318		1170		1224				
Starvation Cap Reductn		0		0		0		0				
Spillback Cap Reductn		0		0		0		0				
Storage Cap Reductn		0		0		0		0				
Reduced v/c Ratio		0.53		0.61		0.48		0.65				
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90												
Offset: 23 (26%), Reference	ed to phas	se 2:NBT	L and 6:8	SBTL, Sta	art of Gree	en						
Natural Cycle: 90												
Control Type: Pretimed												
Maximum v/c Ratio: 0.65												
Intersection Signal Delay (s					ntersectio							
Intersection Capacity Utiliz	ation 73.8	%		I	CU Level	of Service	ce D					
Analysis Period (min) 15												
Splits and Phases: 7: Ba	ınk & Sunı	nyside										
Ø2 (R)					汶	<b></b>	2)4			<b>↓</b>	Ø1	
43 s					5 s	25 s				17 s	_	
Ø6 (R)					汶	4	<b></b>					
43 s					5 s	25 s						

	۶	4	<b>†</b>	<b>↓</b>			
Lane Group	EBL	NBL	NBT	SBT	Ø3		
Lane Configurations	¥		4	1			
Traffic Volume (vph)	13	207	13	12			
Future Volume (vph)	13	207	13	12			
Lane Group Flow (vph)	162	0	244	42			
Turn Type	Perm	Perm	NA	NA			
Protected Phases			2	6	3		
Permitted Phases	4	2					
Detector Phase	4	2	2	6			
Switch Phase							
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0		
Minimum Split (s)	22.0	42.0	42.0	42.0	8.0		
Total Split (s)	22.0	42.0	42.0	42.0	11.0		
Total Split (%)	29.3%	56.0%	56.0%	56.0%	15%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		
All-Red Time (s)	2.7	3.8	3.8	3.8	0.7		
Lost Time Adjust (s)	0.0		0.0	0.0			
Total Lost Time (s)	5.7		6.8	6.8			
Lead/Lag	Lag				Lead		
Lead-Lag Optimize?	Yes				Yes		
Recall Mode	Min	None	None	Max	None		
Act Effct Green (s)	12.3		35.2	35.2			
Actuated g/C Ratio	0.21		0.59	0.59			
v/c Ratio	0.54		0.35	0.05			
Control Delay (s/veh)	28.4		8.8	6.2			
Queue Delay	28.4		0.0	0.0 6.2			
Total Delay (s/veh) LOS	26.4 C		0.0 A	6.2 A			
Approach Delay (s/veh)	28.4		8.8	6.2			
Approach LOS	20.4 C		0.0 A	0.2 A			
Queue Length 50th (m)	16.0		11.8	1.7			
Queue Length 95th (m)	31.4		28.3	5.7			
Internal Link Dist (m)	57.2		0.1	5.9			
Turn Bay Length (m)	01.2		0.1	0.0			
Base Capacity (vph)	400		701	897			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.41		0.35	0.05			
Intersection Summary							
Cycle Length: 75							
Actuated Cycle Length: 60							
Natural Cycle: 75	!: 4 -						
Control Type: Actuated-Unc	oorainate	ea					
Maximum v/c Ratio: 0.54	/vob): 1E	6		1	toroostica	I OC: D	
Intersection Signal Delay (sa					ntersection		
Intersection Capacity Utiliza	uon 39.3°	70		IC	Level 01	f Service A	
Analysis Period (min) 15							

Splits and Phases: 9: Queen Elizabeth Drive & Fifth



Fiming, 2031 F

Intersection		
Intersection Delay, s/veh	10	
Intersection LOS	Α	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	70	83	0	0	0	233	101	67	62	0	0	106
Future Vol, veh/h	70	83	0	0	0	233	101	67	62	0	0	106
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	78	92	0	0	0	259	112	74	69	0	0	118
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	10.2					9.7	10.9					8.7
HCM LOS	В					Α	В					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	44%	46%	0%	0%	
Vol Thru, %	29%	54%	0%	0%	
Vol Right, %	27%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	230	153	233	106	
LT Vol	101	70	0	0	
Through Vol	67	83	0	0	
RT Vol	62	0	233	106	
Lane Flow Rate	256	170	259	118	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.355	0.253	0.322	0.157	
Departure Headway (Hd)	5.113	5.349	4.573	4.799	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	708	675	792	750	
Service Time	3.113	3.349	2.573	2.809	
HCM Lane V/C Ratio	0.362	0.252	0.327	0.157	
HCM Control Delay, s/veh	10.9	10.2	9.7	8.7	
HCM Lane LOS	В	В	Α	Α	
HCM 95th-tile Q	1.6	1	1.4	0.6	

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		44	<u>₽</u>	UDIT
Traffic Vol, veh/h	5	156	110	553	503	62
Future Vol, veh/h	5	156	110	553	503	62
Conflicting Peds, #/hr		0	178	0	0	107
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	_	0	_	-	_	-
Veh in Median Storag	ie # 0	-	_	0	0	_
Grade, %	0		_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
	5					
Heavy Vehicles, %		5 172	5	5	5	5
Mvmt Flow	6	173	122	614	559	69
Major/Minor	Minor2	N	Major1	N	/lajor2	
Conflicting Flow All	1323	771	806	0		0
Stage 1	771	_	-	-	_	-
Stage 2	552	_	_	_	_	_
Critical Hdwy		6.275	4 175	_	_	_
Critical Hdwy Stg 1	5.475	-	-	_	_	_
Critical Hdwy Stg 2	5.875	_	_	_	_	_
	3.54753			_	_	_
Pot Cap-1 Maneuver	156	393	801	-		
	448	727	001	_		_
Stage 1		-	-			
Stage 2	535	-	-	-	-	-
Platoon blocked, %		0.40	050	-	-	-
Mov Cap-1 Maneuve		319	650	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	281	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Approach	EB		NB		SB	
••						
HCM Control Delay, s			3.56		0	
HCM LOS	D					
Minor Lane/Major Mv	mt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		539	-	319		
HCM Lane V/C Ratio		0.188		0.544	_	_
HCM Control Delay (s	s/voh)	11.8	1.9	29		
HCM Lane LOS	o vell)				-	-
	h\	B	Α	D	-	-
HCM 95th %tile Q(ve	n)	0.7	-	3.1	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	T T	NUL	<b>1</b>	^	אופט
Traffic Vol, veh/h	2	71	0	637	663	1
		71	-			
Future Vol, veh/h	2		0	637	663	1
Conflicting Peds, #/hr	0	0	_ 0	_ 0	_ 0	_ 86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage	e, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	2	79	0	708	737	1
WWW.CT IOW	_	10	•	700	101	•
Major/Minor N	/linor2	١	/lajor1	١	/lajor2	
Conflicting Flow All	1177	823	-	0	-	0
Stage 1	823	_	-	-	_	-
Stage 2	354	-	-	-	_	-
	6.675	6.275	_	_	_	_
•	5.475	-	_	_	_	_
	5.875	_	_		_	
, ,	3.54753		_	_	_	_
			0	-		-
Pot Cap-1 Maneuver	193	366	0	-	-	-
Stage 1	424	-	0	-	-	-
Stage 2	675	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	160	333	-	-	-	-
Mov Cap-2 Maneuver	160	-	-	-	-	-
Stage 1	385	-	-	_	-	-
Stage 2	613	-	-	-	_	-
J <b>J</b> .						
Approach	EB		NB		SB	
HCM Control Delay, s/	19.13		0		0	
HCM LOS	С					
Minor Lane/Major Mvm	nt	NBTE	BLn1	SBT	SBR	
Capacity (veh/h)		-		-	-	
HCM Lane V/C Ratio		-	0.237	-	-	
HCM Control Delay (s/	/veh)	-	19.1	_	-	
HCM Lane LOS		_	С	_	-	
HCM 95th %tile Q(veh	)	_	0.9	_	_	
TOW COM 70 MIC Q(VOI)	)		0.0			

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥	LDIK	NDL	4	- T∌	אופט
Traffic Vol, veh/h	88	138	72	131	68	60
Future Vol, veh/h	88	138	72	131	68	60
	00	0	0	0	00	0
Conflicting Peds, #/hr						
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	98	153	80	146	76	67
Major/Minor N	/linor2	ı	/lajor1	, ,	/lajor2	
Conflicting Flow All	414	109	142	0	-	0
	109					
Stage 1		-	-	-	-	-
Stage 2	306	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	598	950	1453	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	562	950	1453	-	-	-
Mov Cap-2 Maneuver	562	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	752	-	-	-	-	-
<b>J</b>						
					-	
Approach	EB		NB		SB	
HCM Control Delay, s/	12.21		2.7		0	
HCM LOS	В					
Minor Lane/Major Mvn	nt .	NBL	NPT	EBLn1	SBT	SBR
	ıı					אמט
Capacity (veh/h)		638	-	749	-	-
HCM Lane V/C Ratio	/ . I \ -	0.055		0.335	-	-
HCM Control Delay (s/	ven)	7.6	0	12.2	-	-
HCM Lane LOS	,	Α	Α	В	-	-
HCM 95th %tile Q(veh	)	0.2	-	1.5	-	-

Intersection		_				
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	ħβ			<b>^</b>
Traffic Vol, veh/h	7	163	475	20	0	613
Future Vol, veh/h	7	163	475	20	0	613
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	_	-	-	-
Veh in Median Storage	e. # 0	_	0	_	-	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	15	6	0	0	5
Mymt Flow	8	181	528	22	0	681
IVIVIIIL I IOW	U	101	320	22	U	001
Major/Minor N	/linor1	N	//ajor1	N	/lajor2	
Conflicting Flow All	979	375	0	0	-	-
Stage 1	639	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Critical Hdwy	6.8	7.2	-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	_	-	-	-	_
Follow-up Hdwy	3.5	3.45	-	_	-	-
Pot Cap-1 Maneuver	251	587	-	-	0	-
Stage 1	493	_	_	_	0	-
Stage 2	698	-	-	_	0	-
Platoon blocked, %	000		_	_	•	_
Mov Cap-1 Maneuver	224	525	_	_	_	_
Mov Cap-2 Maneuver	224	-	_	_	_	_
Stage 1	441	_	_	_	_	_
Stage 2	698	_	_	_	_	_
Stage 2	030		_		-	
Approach	WB		NB		SB	
HCM Control Delay, s/	15.44		0		0	
HCM LOS	С					
NA: 1 /NA: NA		NDT	NDDA	VDI 4	ODT	
Minor Lane/Major Mvn	<u>nt</u>	NBT	NBKV	VBLn1	SBT	
Capacity (veh/h)		-	-	525	-	
HCM Lane V/C Ratio		-	-	0.345	-	
HCM Control Delay (s/	/veh)	-	-	15.4	-	
HCM Lane LOS		-	-	С	-	
HCM 95th %tile Q(veh	)	-	-	1.5	-	

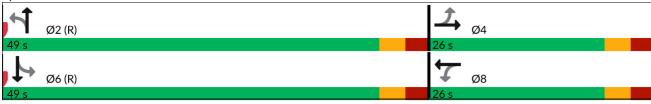
# 2033 Scenario

Sunday Peak Hour

**Future Volumes** 

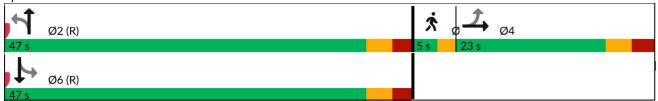
1: Bank & Fifth 08/06/2024

1: Bank & Fifth									
	•	<b>→</b>	•	<b>←</b>	1	<b>†</b>	<b>\</b>	Ţ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	ሻ	<b>f</b> a		47>		474	
Traffic Volume (vph)	54	38	123	67	16	516	23	548	
Future Volume (vph)	54	38	123	67	16	516	23	548	
Lane Group Flow (vph)	0	131	137	124	0	621	0	682	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4	. •	8		2	. •	6	
Permitted Phases	4	•	8	J	2	_	6	Ū	
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)	2.0	0.0	0.0	0.0	2.0	0.0	2.0	0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag		0.0	0.0	0.0		5.5		0.0	
Lead-Lag Optimize?									
		20 F	20 E	20 F		43.5		43.5	
Act Effct Green (s)		20.5	20.5	20.5					
Actuated g/C Ratio		0.27	0.27	0.27		0.58		0.58	
v/c Ratio		0.39	0.47	0.29		0.38		0.43	
Control Delay (s/veh)		22.9	29.0	16.4		10.0		9.6	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		22.9	29.0	16.4		10.0		9.6	
LOS		С	С	В		A		A	
Approach Delay (s/veh)		22.9		23.0		10.0		9.6	
Approach LOS		С		С		Α		Α	
Queue Length 50th (m)		12.7	16.1	8.6		34.3		24.8	
Queue Length 95th (m)		27.3	32.2	21.3		46.6		36.0	
Internal Link Dist (m)		49.7		112.4		195.6		190.0	
Turn Bay Length (m)			45.0						
Base Capacity (vph)		339	293	424		1625		1596	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.39	0.47	0.29		0.38		0.43	
Intersection Summary									
Cycle Length: 75									
Actuated Cycle Length: 75									
Offset: 42 (56%), Reference	ed to phas	se 2:NBT	L and 6:S	SBTL, Sta	art of Gre	en			
Natural Cycle: 75									
Control Type: Pretimed									
Maximum v/c Ratio: 0.47									
Intersection Signal Delay (	s/veh): 12.	8		lı lı	ntersectio	n LOS: E	3		
Intersection Capacity Utiliz					CU Level				
Analysis Period (min) 15									
Colita and Dhasas 4: Da	مماد ٥ ٦:44								
i _	ank & Fifth							_	
<b>⊢√T</b>								T.	



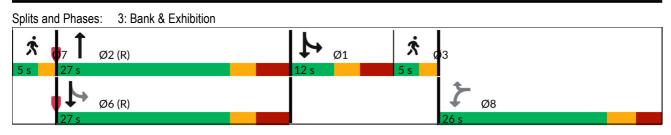
	<b>→</b>	1	<b>†</b>	<b>/</b>	<del> </del>	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4	.,,,,,,	47>	- 352	414	
Traffic Volume (vph)	18	32	543	30	576	
Future Volume (vph)	18	32	543	30	576	
Lane Group Flow (vph)	111	0	737	0	713	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4	. 51111	2	. 51111	6	3
Permitted Phases		2	_	6		
Detector Phase	4	2	2	6	6	
Switch Phase	•	_	=	J		
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	23.0	47.0	47.0	47.0	47.0	5.0
Total Split (s)	23.0	47.0	47.0	47.0	47.0	5.0
Total Split (%)	30.7%	62.7%	62.7%	62.7%	62.7%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	۷.۷	0.0	2.2	0.0	0.0
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag		0.2		J.Z	Lead
Lead-Lag Optimize?	Lay					Load
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	11.6	O-IVIAX	56.1	O-IVIAX	56.1	INOTIC
Actuated g/C Ratio	0.15		0.75		0.75	
v/c Ratio	0.15		0.73		0.75	
Control Delay (s/veh)	38.6		2.4		10.2	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.6		2.4		10.2	
LOS	30.0 D		2.4 A		10.2 B	
	38.6		2.4		10.2	
Approach Delay (s/veh) Approach LOS			2.4 A		10.2 B	
	D					
Queue Length 50th (m)	14.7		6.1		34.1	
Queue Length 95th (m)	27.3		13.4		53.0	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	20.4		4000		0040	
Base Capacity (vph)	304		1883		2010	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.37		0.39		0.35	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75		•				
Offset: 16 (21%), Reference	ed to phas	se 2:NBT	L and 6:S	SBTL, Sta	art of Gree	en
Natural Cycle: 75						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.55						
Intersection Signal Delay (s					ntersectio	
Intersection Capacity Utiliz	ation 69.5°	%		I	CU Level	of Service C
Analysis Period (min) 15						

Splits and Phases: 2: Bank & Holmwood



	•	•	<b>†</b>	<b>\</b>	<b>+</b>				
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø3	Ø6	Ø7	
Lane Configurations	*	#	<b>†</b> 1>	ች	<b>^</b>				
Traffic Volume (vph)	150	73	428	203	450				
Future Volume (vph)	150	73	428	203	450				
Lane Group Flow (vph)	167	81	635	226	500				
Turn Type	Perm	Perm		custom	NA				
Protected Phases			2	1	16	3	6	7	
Permitted Phases	8	8	_	6	. •			•	
Detector Phase	8	8	2	1	16				
Switch Phase			_	•	. •				
Minimum Initial (s)	4.0	4.0	10.0	4.0		1.0	5.1	3.0	
Minimum Split (s)	26.0	26.0	27.0	12.0		5.0	27.0	5.0	
Total Split (s)	26.0	26.0	27.0	12.0		5.0	27.0	5.0	
Total Split (%)	34.7%	34.7%	36.0%	16.0%		7%	36%	7%	
Yellow Time (s)	3.3	3.3	3.0	3.0		2.0	3.0	2.0	
All-Red Time (s)	3.0	3.0	3.9	3.9		0.0	3.9	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0	
Total Lost Time (s)	6.3	6.3	6.9	6.9					
Lead/Lag	0.0	0.0	0.0	Lead		Lag			
Lead-Lag Optimize?				Yes		Yes			
Recall Mode	None	None	C-Max	None		None	C-Max	None	
Act Effct Green (s)	14.0	14.0	35.8	40.9	47.8	140110	O Max	140110	
Actuated g/C Ratio	0.19	0.19	0.48	0.55	0.64				
v/c Ratio	0.63	0.13	0.48	0.61	0.25				
Control Delay (s/veh)	38.2	9.4	14.3	17.3	4.6				
Queue Delay	0.0	0.0	0.0	0.0	0.0				
Total Delay (s/veh)	38.2	9.4	14.3	17.3	4.6				
LOS	D	A	В	В	A				
Approach Delay (s/veh)	28.8	,,	14.3		8.6				
Approach LOS	C		В		A				
Queue Length 50th (m)	22.0	0.0	27.2	6.6	7.6				
Queue Length 95th (m)	36.7	9.6	47.5	#25.1	12.7				
Internal Link Dist (m)	30.6	0.0	33.7	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	44.8				
Turn Bay Length (m)	00.0		00.1	40.0	11.0				
Base Capacity (vph)	371	334	1325	372	2002				
Starvation Cap Reductn	0	0	0	0	0				
Spillback Cap Reductn	0	0	0	0	0				
Storage Cap Reductn	0	0	0	0	0				
Reduced v/c Ratio	0.45	0.24	0.48	0.61	0.25				
Intersection Summary									
Cycle Length: 75									
Actuated Cycle Length: 75		. O NDT	100	OTL OLI					
Offset: 15 (20%), Reference	ed to phas	se 2:NBT	and 6:SI	SIL, Start	of Green				
Natural Cycle: 75									
Control Type: Actuated-Coo	ordinated								
Maximum v/c Ratio: 0.63	1 .1. \ 4.4	^				100			
Intersection Signal Delay (s					tersection				
Intersection Capacity Utiliza	ation 61.1	%		IC	CU Level	ot Servic	e B		
Analysis Period (min) 15									
# 95th percentile volume			•	ay be long	ger.				
Queue shown is maximu	ım atter tv	vo cycles	5. The state of th						

3: Bank & Exhibition 08/06/2024



### 6: Bank & Aylmer

	۶	•	<b>†</b>	ļ		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	W		414	<b>†</b> 1>		
Traffic Volume (vph)	54	17	630	683		
Future Volume (vph)	54	17	630	683		
Lane Group Flow (vph)	83	0	719	822		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4	. •	2	6	3	
Permitted Phases	4	2	_	6	•	
Detector Phase	4	2	2	6		
Switch Phase	•	_	_			
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Fotal Split (s)	22.0	63.0	63.0	63.0	5.0	
Fotal Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0	۷.۷	0.0	0.0	1.0	
Total Lost Time (s)	5.5		5.2	5.2		
_ead/Lag	Lag		J.Z	J.Z	Lead	
_ead-Lag Optimize?	Lay				LGau	
Recall Mode	None	C-Max	C-Max	C-Max	None	
Act Effct Green (s)	11.1	C-IVIAX	72.4	72.4	None	
Actuated g/C Ratio	0.12		0.80	0.80		
//c Ratio	0.12		0.80	0.80		
	35.9		3.0	3.7		
Control Delay (s/veh)	0.0		0.0	0.0		
Queue Delay	35.9		3.0	3.7		
Total Delay (s/veh) _OS						
	D		A	A		
Approach Delay (s/veh)	35.9		3.0	3.7		
Approach LOS	D		A	A		
Queue Length 50th (m)	10.5		12.5	18.0		
Queue Length 95th (m)	23.2		20.4	30.8		
nternal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)	070		0000	0.400		
Base Capacity (vph)	276		2329	2406		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.30		0.31	0.34		
ntersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 87 (97%), Reference	ed to phas	se 2:NBT	L and 6:5	BT, Start	of Green	
Natural Cycle: 90						
Control Type: Actuated-Cod	ordinated					
Maximum v/c Ratio: 0.43	s/veh): 5.1			In	itersection LOS: A	
					itersection LOS: A CU Level of Service	A

Splits and Phases: 6: Bank & Aylmer



	•	<b>→</b>	•	•	4	<b>†</b>	-	ļ				
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø6	Ø7	
Lane Configurations		4		- 4→		414		€ि				
Traffic Volume (vph)	43	33	16	51	19	504	118	534				
Future Volume (vph)	43	33	16	51	19	504	118	534				
Lane Group Flow (vph)	0	118	0	195	0	594	0	817				
Turn Type	Perm	NA	Perm	NA	Perm	NA	custom	NA				
Protected Phases		4		8		2	1	16	3	6	7	
Permitted Phases	4		8		2		6					
Detector Phase	4	4	8	8	2	2	1	16				
Switch Phase												
Minimum Initial (s)	6.4	6.4	5.3	5.3	17.0	17.0	5.0		1.0	17.0	1.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0		5.0	43.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0		5.0	43.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%		6%	48%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0		2.0	3.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9		0.0	3.0	0.0	
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	,		0.0	0.0	0.0	
Total Lost Time (s)		5.6		5.6		6.0						
_ead/Lag	Lag	Lag	Lag	Lag		0.0			Lead		Lead	
_ead-Lag Optimize?	Lug	Lug	Yes	Yes					Loud		Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None		None	C-Max	None	
Act Effct Green (s)	140110	15.5	140110	15.5	O Max	43.5	TTOTIC	57.1	140110	OWIGA	110110	
Actuated g/C Ratio		0.17		0.17		0.48		0.63				
//c Ratio		0.77		0.72		0.43		0.55				
Control Delay (s/veh)		64.9		34.8		17.7		5.8				
Queue Delay		0.0		0.0		0.0		0.0				
Total Delay (s/veh)		64.9		34.8		17.7		5.8				
OS		04.3 E		04.0 C		В		J.0 A				
Approach Delay (s/veh)		64.9		34.8		17.7		5.8				
Approach LOS		04.9 E		34.0 C		17.7 B		5.6 A				
Queue Length 50th (m)		19.7		18.4		34.8		9.6				
• ,		34.8		37.5		54.1		12.4				
Queue Length 95th (m)		75.1		136.0		63.1		79.0				
, ,		70.1		130.0		03.1		13.0				
Turn Bay Length (m)		200		205		1201		1/01				
Base Capacity (vph)		200		325		1381		1491				
Starvation Cap Reductn		0		0		0		0				
Spillback Cap Reductn												
Storage Cap Reductn Reduced v/c Ratio		0.50		0.60		0 43		0.55				
		0.59		0.60		0.43		0.55				
Intersection Summary												
Cycle Length: 90												
Actuated Cycle Length: 90 Offset: 23 (26%), Referenc		- 0.NDT	l	NDTI C								

Offset: 23 (26%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 17.2 Intersection LOS: B
Intersection Capacity Utilization 74.5% ICU Level of Service D

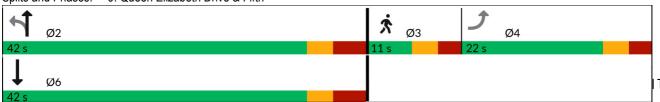
Analysis Period (min) 15

Splits and Phases: 7: Bank & Sunnyside



Lane Group         EBL         NBL         NBT         SBT         Ø3           Lane Configurations         ↑         ↑         ↑         ↑           Traffic Volume (vph)         19         207         26         25           Future Volume (vph)         19         207         26         25           Lane Group Flow (vph)         169         0         259         57           Turn Type         Perm         Perm         NA         NA           Protected Phases         2         6         3           Permitted Phases         4         2         2         6           Switch Phase         4         2         2         6
Lane Configurations         Traffic Volume (vph)         19         207         26         25           Future Volume (vph)         19         207         26         25           Lane Group Flow (vph)         169         0         259         57           Turn Type         Perm         Perm         NA         NA           Protected Phases         2         6         3           Permitted Phases         4         2         2         6           Switch Phase         4         2         2         6
Traffic Volume (vph)         19         207         26         25           Future Volume (vph)         19         207         26         25           Lane Group Flow (vph)         169         0         259         57           Turn Type         Perm         Perm         NA         NA           Protected Phases         2         6         3           Permitted Phases         4         2           Detector Phase         4         2         2           Switch Phase
Future Volume (vph)       19       207       26       25         Lane Group Flow (vph)       169       0       259       57         Turn Type       Perm       Perm       NA       NA         Protected Phases       2       6       3         Permitted Phases       4       2         Detector Phase       4       2       2         Switch Phase       4       2       2
Lane Group Flow (vph)         169         0         259         57           Turn Type         Perm         Perm         NA         NA           Protected Phases         2         6         3           Permitted Phases         4         2           Detector Phase         4         2         2         6           Switch Phase         4         2         2         6
Turn Type Perm Perm NA NA Protected Phases 2 6 3 Permitted Phases 4 2 Detector Phase 4 2 2 6 Switch Phase
Protected Phases 2 6 3 Permitted Phases 4 2 Detector Phase 4 2 2 6 Switch Phase
Detector Phase 4 2 2 6 Switch Phase
Switch Phase
Minimum Initial (s) 10.0 4.0 4.0 4.0 4.0
Minimum Split (s) 22.0 42.0 42.0 9.7
Total Split (s) 22.0 42.0 42.0 11.0
Total Split (%) 29.3% 56.0% 56.0% 56.0% 15%
Yellow Time (s) 3.0 3.0 3.0 3.0 3.0
All-Red Time (s) 2.7 3.8 3.8 2.7
Lost Time Adjust (s) 0.0 0.0 0.0
Total Lost Time (s) 5.7 6.8 6.8
Lead/Lag Lead
Lead-Lag Optimize? Yes Yes
Recall Mode Min Max Max None
Act Effct Green (s) 12.4 35.2 35.2
Actuated g/C Ratio 0.21 0.59 0.59
v/c Ratio 0.56 0.37 0.06
Control Delay (s/veh) 28.9 9.1 6.3
Queue Delay 0.0 0.0 0.0
Total Delay (s/veh) 28.9 9.1 6.3
LOS C A A
Approach Delay (s/veh) 28.9 9.1 6.3
Approach LOS C A A
Queue Length 50th (m) 16.8 12.9 2.3
Queue Length 95th (m) 32.6 30.3 7.1
Internal Link Dist (m) 57.2 0.1 5.9
Turn Bay Length (m)
Base Capacity (vph) 401 701 920
Starvation Cap Reductn 0 0 0
Spillback Cap Reductn 0 0
Storage Cap Reductn 0 0 0
Reduced v/c Ratio 0.42 0.37 0.06
Intersection Summary
Cycle Length: 75
Actuated Cycle Length: 60.1
Natural Cycle: 75
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.56
Intersection Signal Delay (s/veh): 15.7 Intersection LOS: B
Intersection Capacity Utilization 40.4% ICU Level of Service A
Analysis Period (min) 15





ntersection	
ntersection Delay, s/veh	10.3
ntersection LOS	В

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	70	83	0	0	0	233	108	67	69	0	0	106
Future Vol, veh/h	70	83	0	0	0	233	108	67	69	0	0	106
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	78	92	0	0	0	259	120	74	77	0	0	118
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	10.3					9.9	11.3					8.8
HCM LOS	В					Α	В					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	44%	46%	0%	0%	
Vol Thru, %	27%	54%	0%	0%	
Vol Right, %	28%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	244	153	233	106	
LT Vol	108	70	0	0	
Through Vol	67	83	0	0	
RT Vol	69	0	233	106	
Lane Flow Rate	271	170	259	118	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.385	0.255	0.332	0.158	
Departure Headway (Hd)	5.116	5.392	4.621	4.835	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Сар	705	666	779	741	
Service Time	3.129	3.424	2.637	2.868	
HCM Lane V/C Ratio	0.384	0.255	0.332	0.159	
HCM Control Delay, s/veh	11.3	10.3	9.9	8.8	
HCM Lane LOS	В	В	Α	Α	
HCM 95th-tile Q	1.8	1	1.5	0.6	

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		414	7	
Traffic Vol, veh/h	5	156	110	585	527	62
Future Vol, veh/h	5	156	110	585	527	62
Conflicting Peds, #/hr	0	0	178	0	0	107
	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	-	0	_	-	_	-
		-		0	0	-
Veh in Median Storage,				0		
Grade, %	0	-	-		0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mvmt Flow	6	173	122	650	586	69
Major/Minor Mi	nor2	N	Major1	N	/lajor2	
	1367	798	832	0	-,-	0
	798	-	-	-	_	-
	569	<u>-</u>	_	_	_	_
		6.275	1 175	_	_	_
	.475	0.275	4.175	-		_
, ,		_	_	<u>-</u>		
, ,	.875	-	-	-	-	-
		3.34752		-	-	-
Pot Cap-1 Maneuver	146	379	782	-	-	-
	435	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	74	308	635	-	-	-
Mov Cap-2 Maneuver	74	-	-	-	-	-
Stage 1	270	-	-	-	-	-
Stage 2	425	_	_	_	-	-
J. 1. J.						
Approach	EB		NB		SB	
HCM Control Delay, s/8	0.79		3.63		0	
HCM LOS	D					
Minor Lane/Major Mvmt		NBL	NDT	EBLn1	SBT	SBR
						SBR
Capacity (veh/h)		520	-		-	-
HCM Lane V/C Ratio		0.193		0.563	-	-
HCM Control Delay (s/ve	eh)	12	2.1	30.8	-	-
HCM Lane LOS		В	Α	D	-	-
HCM 95th %tile Q(veh)		0.7	-	3.2	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
	LDL		NDL			אמט
Lane Configurations	0	71	0	<b>^</b>	607	-1
Traffic Vol, veh/h	2	71	0	669	687	1
Future Vol, veh/h	2	71	0	669	687	1
Conflicting Peds, #/hr		0	0	0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage	e,# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	5	5	5	5	5	5
Mymt Flow	2	79	0	743	763	1
IVIVIIIL I IUW		13	U	145	103	
Major/Minor I	Minor2	N	/lajor1	N	/lajor2	
Conflicting Flow All	1222	850		0		0
Stage 1	850	-	-	_	_	-
Stage 2	372	_	_	_	_	_
Critical Hdwy	6.675		_	_	_	_
Critical Hdwy Stg 1	5.475	0.213	_	_	_	_
			-	-		
Critical Hdwy Stg 2	5.875	-	-	-	-	-
	3.54753		-	-	-	-
Pot Cap-1 Maneuver	181	354	0	-	-	-
Stage 1	411	-	0	-	-	-
Stage 2	661	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	150	321	-	-	_	-
Mov Cap-2 Maneuver		_	-	_	_	_
Stage 1	374	_	_	_	_	_
Stage 2	601	_	_	_		_
Staye 2	001	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s			0		0	
HCM LOS	C		U		J	
TIOWI LOO	U					
Minor Lane/Major Mvr	nt	NBTE	BLn1	SBT	SBR	
Capacity (veh/h)		-	321	-	_	
HCM Lane V/C Ratio		-	0.245	-	-	
HCM Control Delay (s	/veh)	_	19.8	_	_	
HCM Lane LOS	, , , , ,	_	C	_	_	
HCM 95th %tile Q(veh	۱)		0.9			
	IJ		0.5		-	

Intersection						
Int Delay, s/veh	6.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TOL.	LDK	NDL	IND I	<u>361</u>	אמט
Traffic Vol, veh/h	101	151	86	131	68	73
Future Vol, veh/h	101	151	86	131	68	73
	0	0	00	0	00	0
Conflicting Peds, #/hr						
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	112	168	96	146	76	81
Major/Minor N	/linor2	ı	/lajor1	ı	/lajor2	
Conflicting Flow All	453	116	157	0	-	0
	116					
Stage 1		-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	569	942	1436	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	527	942	1436	-	-	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	728	-	-	-	-	-
J <b>G</b> .						
Approach	EB		NB		SB	
HCM Control Delay, s/	13.22		3.05		0	
HCM LOS	В					
Minor Lane/Major Mvn	nt .	NBL	NIPT	EBLn1	SBT	SBR
	ıı					אמט
Capacity (veh/h)		713	-		-	-
HCM Lane V/C Ratio	, , , ,	0.067		0.391	-	-
HCM Control Delay (sa	ven)	7.7	0	13.2	-	-
HCM Lane LOS	,	Α	Α	В	-	-
HCM 95th %tile Q(veh	)	0.2	-	1.9	-	-

Int Delay, s/veh Movement						
Movement	2.3					
INIOAGILIGIII	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	<b>†</b>			<b>†</b> †
Traffic Vol, veh/h	7	181	489	23	0	638
Future Vol, veh/h	7	181	489	23	0	638
Conflicting Peds, #/hr		0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- Olop	None		None		None
Storage Length		0	_	-	_	-
Veh in Median Storag		-	0			0
Grade, %	je,# 0 0	-	0		-	0
-				-		
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	15	6	0	0	5
Mvmt Flow	8	201	543	26	0	709
Major/Minor	Minor1	N	//ajor1	N	/lajor2	
Conflicting Flow All	1011	384	0	0		_
Stage 1	656	-	_	_	_	_
Stage 2	354	_	_	_	_	_
Critical Hdwy	6.8	7.2	_	_	_	_
Critical Hdwy Stg 1	5.8	- '	_	_	_	_
Critical Hdwy Stg 2	5.8	_		_	_	_
Follow-up Hdwy	3.5	3.45	_	_	_	_
Pot Cap-1 Maneuver	239	578	_		0	_
	483	-	-	_	0	_
Stage 1	687		-	-	0	
Stage 2	007	-	-	-	U	-
Platoon blocked, %	044	- 4 -	-	-		-
Mov Cap-1 Maneuver		517	-	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s			0		0	
HCM LOS	С					
Minor Lane/Major Mv	mt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)		-	-		-	
		_		0.389	_	
HCM Lane V/C Ratio		_	_		_	
HCM Lane V/C Ratio	s/veh)					
HCM Control Delay (s	s/veh)				_	
	,	<u>-</u>	-	C 1.8	-	

## 2033 Scenario

Minor Event Ingress

1: Bank & Fifth 08/01/2024

	۶	<b>→</b>	•	•	4	<b>†</b>	<b>\</b>	ļ	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		- 4	ሻ	f)		414		414	
Traffic Volume (vph)	53	59	69	48	17	516	26	605	
Future Volume (vph)	53	59	69	48	17	516	26	605	
Lane Group Flow (vph)	0	163	77	125	0	625	0	728	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag		0.0	0.0	0.0		0.0		0.0	
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max	
Act Effct Green (s)		13.7	13.7	13.7	•	50.3	- 111001	50.3	
Actuated g/C Ratio		0.18	0.18	0.18		0.67		0.67	
v/c Ratio		0.67	0.44	0.40		0.33		0.38	
Control Delay (s/veh)		37.5	33.2	15.9		11.1		6.9	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		37.5	33.2	15.9		11.1		6.9	
LOS		D	C	В		В		Α	
Approach Delay (s/veh)		37.5		22.5		11.1		6.9	
Approach LOS		D		C		В		Α	
Queue Length 50th (m)		18.9	9.8	6.4		21.2		20.1	
Queue Length 95th (m)		33.9	19.6	18.1		56.1		38.3	
Internal Link Dist (m)		49.7	10.0	112.4		195.6		190.0	
Turn Bay Length (m)		70.1	45.0	112.7		100.0		100.0	
Base Capacity (vph)		355	265	427		1902		1900	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.46	0.29	0.29		0.33		0.38	
		0.40	0.23	0.23		0.00		0.00	
Intersection Summary									
Cycle Length: 75									
Actuated Cycle Length: 75									

Actuated Cycle Length: 75

Offset: 47 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

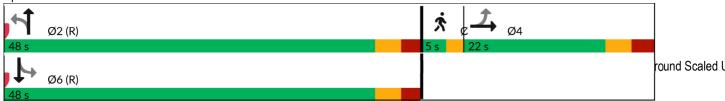
Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 13.1 Intersection Capacity Utilization 64.5% Analysis Period (min) 15 Intersection LOS: B ICU Level of Service C



	<b>→</b>	4	<b>†</b>	<b>\</b>	ļ	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		414		414	
Traffic Volume (vph)	26	53	522	30	586	
Future Volume (vph)	26	53	522	30	586	
Lane Group Flow (vph)	119	0	730	0	723	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4	. •	2		6	3
Permitted Phases	•	2	<del>-</del>	6		•
Detector Phase	4	2	2	6	6	
Switch Phase	•	_	_			
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0	۷.۲	0.0	2.2	0.0	0.0
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag		0.2		J.Z	Lead
Lead-Lag Optimize?	Lag					Load
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	11.6	Javiax	56.0	Uliviax	56.0	140116
Actuated g/C Ratio	0.15		0.75		0.75	
v/c Ratio	0.15		0.73		0.75	
Control Delay (s/veh)	38.2		3.0		4.9	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.2		3.0		4.9	
LOS	30.2 D		3.0 A		4.9 A	
Approach Delay (s/veh)	38.2		3.0		4.9	
Approach LOS	30.2 D		3.0 A		4.9 A	
Queue Length 50th (m)	15.8		7.1		25.0	
Queue Length 95th (m)	28.8		15.2		9.3	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	33.0		31.3		133.0	
Base Capacity (vph)	304		1830		2073	
Starvation Cap Reductn	0		1030		2073	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Storage Cap Reductin	0.39		0.40		0.35	
	0.39		0.40		0.33	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 74 (99%), Reference	ced to phas	se 2:NBT	L and 6:8	SBTL, Sta	art of Gree	en
Natural Cycle: 75						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.55						
Intersection Signal Delay (					ntersectio	
Intersection Capacity Utiliz	zation 69.3°	%		I	CU Level	of Service C
Analysis Period (min) 15						

Splits and Phases: 2: Bank & Holmwood



Lane Group         WBL         WBR         NBT         SBL         SBT         Ø1         Ø7           Lane Configurations         1
Lane Configurations       T
Traffic Volume (vph)       132       93       440       187       434         Future Volume (vph)       132       93       440       187       434         Lane Group Flow (vph)       147       103       719       208       482         Turn Type       Prot       Perm       NA       Perm       NA         Protected Phases       8       2       6       1       7
Future Volume (vph)       132       93       440       187       434         Lane Group Flow (vph)       147       103       719       208       482         Turn Type       Prot       Perm       NA       Perm       NA         Protected Phases       8       2       6       1       7
Lane Group Flow (vph)       147       103       719       208       482         Turn Type       Prot       Perm       NA       Perm       NA         Protected Phases       8       2       6       1       7
Turn Type Prot Perm NA Perm NA Protected Phases 8 2 6 1 7
Protected Phases 8 2 6 1 7
Permitted Phases 8 6
Detector Phase 8 8 2 6 6
Switch Phase
Minimum Initial (s) 10.0 10.0 10.0 10.0 10.0 1.0 1.0
Minimum Split (s) 26.0 26.0 39.0 44.0 44.0 5.0 5.0
Total Split (s) 26.0 26.0 39.0 44.0 44.0 5.0 5.0
Total Split (%) 34.7% 34.7% 52.0% 58.7% 58.7% 7% 7%
Yellow Time (s) 3.3 3.3 3.0 3.0 3.0 2.0 3.5
All-Red Time (s) 3.0 3.0 3.9 3.9 0.0 0.0
Lost Time Adjust (s) 0.0 0.0 0.0 0.0 0.0
Total Lost Time (s) 6.3 6.3 6.9 6.9 6.9
Lead/Lag Lag Lag Lead Lead
Lead-Lag Optimize? Yes Yes Yes
Recall Mode None None C-Max C-Max None None
Act Effct Green (s) 12.6 12.6 49.2 49.2 49.2
Actuated g/C Ratio 0.17 0.17 0.66 0.66 0.66
v/c Ratio 0.54 0.38 0.39 0.54 0.23
Control Delay (s/veh) 35.5 10.1 5.8 12.3 3.6
Queue Delay 0.0 0.0 0.0 0.0 0.0
Total Delay (s/veh) 35.5 10.1 5.8 12.3 3.6
LOS D B A B A
Approach Delay (s/veh) 25.0 5.8 6.2
Approach LOS C A A
Queue Length 50th (m) 19.4 0.0 16.0 6.0 7.2
Queue Length 95th (m) 33.6 11.3 30.4 19.0 9.4
Internal Link Dist (m) 30.6 33.7 44.8
Turn Bay Length (m) 40.0
Base Capacity (vph) 429 371 1855 387 2083
Starvation Cap Reductn 0 0 0 0
Spillback Cap Reductn 0 0 0 0
Storage Cap Reductn 0 0 0 0
Reduced v/c Ratio 0.34 0.28 0.39 0.54 0.23
Intersection Summary
Cycle Length: 75
Actuated Cycle Length: 75
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated  Maximum v/c Ratio: 0.54

Maximum v/c Ratio: 0.54

Intersection Signal Delay (s/veh): 8.9
Intersection Capacity Utilization 65.6%

Intersection LOS: A ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 3: Bank & Exhibition

\$\begin{align\*}
\displaystyle{\pi} & \dinftyle{\pi} & \displaystyle{\pi} & \displaystyle{\pi}

round Scaled U

#### 6: Bank & Aylmer

	•	•	<b>†</b>	Ţ	
Lane Group	EBL	NBL	NBT	SBT	Ø3
Lane Configurations	¥	.,,,,,,	41	<b>†</b>	
Traffic Volume (vph)	74	19	725	535	
Future Volume (vph)	74	19	725	535	
Lane Group Flow (vph)	90	0	827	680	
Turn Type	Prot	Perm	NA	NA	
Protected Phases	4		2	6	3
Permitted Phases	4	2	_	6	•
Detector Phase	4	2	2	6	
Switch Phase	•	_	_	-	
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0
Total Split (s)	22.0	63.0	63.0	63.0	5.0
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0
Lost Time Adjust (s)	0.0		0.0	0.0	
Total Lost Time (s)	5.5		5.2	5.2	
Lead/Lag	Lag				Lead
Lead-Lag Optimize?					
Recall Mode	Ped	C-Max	C-Max	C-Max	Max
Act Effct Green (s)	14.1		60.2	60.2	
Actuated g/C Ratio	0.16		0.67	0.67	
v/c Ratio	0.36		0.42	0.34	
Control Delay (s/veh)	36.7		5.5	6.6	
Queue Delay	0.0		0.0	0.0	
Total Delay (s/veh)	36.7		5.5	6.6	
LOS	D		Α	Α	
Approach Delay (s/veh)	36.7		5.5	6.6	
Approach LOS	D		Α	Α	
Queue Length 50th (m)	13.3		26.6	21.7	
Queue Length 95th (m)	27.1		26.2	31.0	
Internal Link Dist (m)	76.7		28.1	10.1	
Turn Bay Length (m)					
Base Capacity (vph)	289		1983	1978	
Starvation Cap Reductn	0		0	0	
Spillback Cap Reductn	0		0	0	
Storage Cap Reductn	0		0	0	
Reduced v/c Ratio	0.31		0.42	0.34	
Intersection Summary					
Cycle Length: 90					
Actuated Cycle Length: 90	a al 4 a la	O.NIDT	l ===100	NDT 04- 1	of Oscar
Offset: 87 (97%), Reference	ea to phas	se Z:NBT	L and 6:8	BI, Start	or Green
Natural Cycle: 90	a ualia - t l				
Control Type: Actuated-Co	ordinated				
Maximum v/c Ratio: 0.42	h/ob\. 7.0			1	torgastian LOC: A
Intersection Signal Delay (s					itersection LOS: A
Intersection Capacity Utiliza	สแบท 56.1 <b>'</b>	70		IC	CU Level of Service B
Analysis Period (min) 15					

Splits and Phases: 6: Bank & Aylmer



de
----

	۶	<b>→</b>	•	<b>←</b>	•	<b>†</b>	<b>\</b>	<del> </del>			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		4		4		<del>ፈ</del> ጉ		413			
Traffic Volume (vph)	58	53	18	60	20	505	109	565			
Future Volume (vph)	58	53	18	60	20	505	109	565			
Lane Group Flow (vph)	0	153	0	273	0	603	0	825			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Detector Phase	4	4	8	8	2	2	1	6			
Switch Phase											
Minimum Initial (s)	6.4	6.4	5.3	5.3	17.0	17.0	5.0	17.0	1.0	1.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)	,	0.0	5	0.0	3.3	0.0	,	0.0	J.J		
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?	3	9	Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	C-Max	C-Max	None	C-Max	None	None	
Act Effct Green (s)		21.5		21.5		56.9		56.9			
Actuated g/C Ratio		0.24		0.24		0.63		0.63			
v/c Ratio		0.71		0.76		0.34		0.59			
Control Delay (s/veh)		48.8		33.3		8.9		8.6			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		48.8		33.3		8.9		8.6			
LOS		D		С		A		A			
Approach Delay (s/veh)		48.8		33.3		8.9		8.6			
Approach LOS		D		С		A		A			
Queue Length 50th (m)		23.1		25.3		25.3		19.3			
Queue Length 95th (m)		#47.4		#59.8		35.2		24.3			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		228		369		1786		1392			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		0.67		0.74		0.34		0.59			
Intersection Summary											
Cycle Length: 90											
Actuated Cycle Length: 90											

Actuated Cycle Length: 90

Offset: 17 (19%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

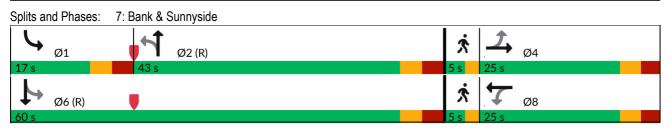
Intersection Signal Delay (s/veh): 15.6 Intersection LOS: B Intersection Capacity Utilization 82.4% ICU Level of Service E

Analysis Period (min) 15

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

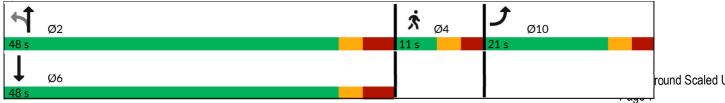
Queue shown is maximum after two cycles.

#### 7: Bank & Sunnyside



Lane Group		۶	4	<b>†</b>	<b>↓</b>			
Lane Configurations	Lane Group	EBL	NBL	NBT	SBT	Ø4		
Traffic Volume (vph)		W						
Future Volume (vph)			54					
Lane Group Flow (vph)	· · /							
Turn Type	· · ·							
Permitted Phases   10			Perm					
Detector Phase   10				2		4		
Switch Phase   Minimum Initial (s)	Permitted Phases		2					
Minimum Initial (s)	Detector Phase	10	2	2	6			
Minimum Split (s)	Switch Phase							
Total Split (s)	Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0		
Total Split (s)	Minimum Split (s)	21.0	48.0	48.0	48.0	11.0		
Total Split (%) 26.3% 60.0% 60.0% 60.0% 14% Yellow Time (s) 3.0 3.0 3.0 3.0 3.0 All-Red Time (s) 2.7 3.8 3.8 3.8 2.7 Lost Time Adjust (s) 0.0 0.0 Total Lost Time (s) 5.7 6.8 6.8 Lead/Lag Lead-Lag Optimize? Recall Mode Min None None Max None Act Effct Green (s) 10.9 41.2 41.2 Actuated g/C Ratio 0.17 0.64 0.64 v/c Ratio 0.40 0.37 0.67 Control Delay (s/veh) 29.0 7.2 11.7 Queue Delay 0.0 0.0 0.0 Total Delay (s/veh) 29.0 7.2 11.7 LOS C A B Approach LOS C A B Approach LOS C A B Approach LOS C A B Queue Length 50th (m) 11.2 14.5 43.0 Queue Length 95th (m) 23.7 31.3 88.0 Internal Link Dist (m) 57.2 0.1 5.9 Turn Bay Length (m) Base Capacity (vph) 366 868 1055 Starvation Cap Reductn 0 0 0 Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary Cycle Length: 80 Actuated Cycle Length: 64.6 Natural Cycle: 80 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67 Intersection Capacity Utilization 76.5% Intersection Capacity Utilization 76.5% ICU Level of Service D		21.0	48.0	48.0	48.0	11.0		
Yellow Time (s)         3.0         3.0         3.0         3.0         3.0           All-Red Time (s)         2.7         3.8         3.8         2.7           Lost Time Adjust (s)         0.0         0.0         0.0           Total Lost Time (s)         5.7         6.8         6.8           Lead/Lag         Lead/Lag         Berall Mode         Min         None         None           Act Effet Green (s)         10.9         41.2         41.2         41.2           Actuated g/C Ratio         0.17         0.64         0.64         0.64           v/c Ratio         0.40         0.37         0.67         0.67           Control Delay (s/veh)         29.0         7.2         11.7         0.0           Queue Delay         0.0         0.0         0.0         0.0           Total Delay (s/veh)         29.0         7.2         11.7         1.7           LOS         C         A         B         Approach LoS         C         A         B           Approach LOS         C         A         B         A         A         B           Queue Length 95th (m)         23.7         31.3         88.0         B								
All-Red Time (s) 2.7 3.8 3.8 3.8 2.7  Lost Time Adjust (s) 0.0 0.0 0.0  Total Lost Time (s) 5.7 6.8 6.8  Lead/Lag  Lead-Lag Optimize?  Recall Mode Min None None Max None  Act Effct Green (s) 10.9 41.2 41.2  Actuated g/C Ratio 0.17 0.64 0.64  v/c Ratio 0.40 0.37 0.67  Control Delay (s/veh) 29.0 7.2 11.7  Queue Delay 0.0 0.0 0.0  Total Delay (s/veh) 29.0 7.2 11.7  LOS C A B  Approach Delay (s/veh) 29.0 7.2 11.7  Approach LOS C A B  Queue Length 50th (m) 11.2 14.5 43.0  Queue Length 95th (m) 23.7 31.3 88.0  Internal Link Dist (m) 57.2 0.1 5.9  Turn Bay Length (m)  Base Capacity (vph) 366 868 1055  Starvation Cap Reductn 0 0 0  Storage Cap Reductn 0 0 0  Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary  Cycle Length: 80  Actuated Cycle: 80  Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67  Intersection Capacity Utilization 76.5%  Intersection Capacity Utilization 76.5%  Icu Level of Service D								
Lost Time Adjust (s)	` /		3.8	3.8				
Total Lost Time (s) 5.7 6.8 6.8  Lead/Lag Lead-Lag Optimize? Recall Mode Min None None Max None Act Effct Green (s) 10.9 41.2 41.2  Actuated g/C Ratio 0.17 0.64 0.64  v/c Ratio 0.40 0.37 0.67  Control Delay (s/veh) 29.0 7.2 11.7  Queue Delay 0.0 0.0 0.0  Total Delay (s/veh) 29.0 7.2 11.7  LOS C A B  Approach Delay (s/veh) 29.0 7.2 11.7  Approach LOS C A B  Queue Length 50th (m) 11.2 14.5 43.0  Queue Length 95th (m) 23.7 31.3 88.0  Internal Link Dist (m) 57.2 0.1 5.9  Turn Bay Length (m) Base Capacity (vph) 366 868 1055  Starvation Cap Reductn 0 0 0  Spillback Cap Reductn 0 0 0  Spillback Cap Reductn 0 0 0  Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary  Cycle Length: 80  Actuated Cycle: 80  Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67  Intersection Signal Delay (s/veh): 12.0 Intersection LOS: B Intersection Capacity Utilization 76.5%  Intersection Service D	. ,	0.0		0.0	0.0			
Lead/Lag		5.7		6.8	6.8			
Recall Mode								
Act Effct Green (s) 10.9 41.2 41.2  Actuated g/C Ratio 0.17 0.64 0.64  v/c Ratio 0.40 0.37 0.67  Control Delay (s/veh) 29.0 7.2 11.7  Queue Delay 0.0 0.0 0.0  Total Delay (s/veh) 29.0 7.2 11.7  LOS C A B  Approach Delay (s/veh) 29.0 7.2 11.7  Approach LOS C A B  Queue Length 50th (m) 11.2 14.5 43.0  Queue Length 95th (m) 23.7 31.3 88.0  Internal Link Dist (m) 57.2 0.1 5.9  Turn Bay Length (m)  Base Capacity (vph) 366 868 1055  Starvation Cap Reductn 0 0 0  Spillback Cap Reductn 0 0 0  Storage Cap Reductn 0 0 0  Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary  Cycle Length: 80  Actuated Cycle Length: 64.6  Natural Cycle: 80  Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67  Intersection Capacity Utilization 76.5%  ICU Level of Service D	Lead-Lag Optimize?							
Actuated g/C Ratio 0.17 0.64 0.64  v/c Ratio 0.40 0.37 0.67  Control Delay (s/veh) 29.0 7.2 11.7  Queue Delay 0.0 0.0 0.0  Total Delay (s/veh) 29.0 7.2 11.7  LOS C A B  Approach Delay (s/veh) 29.0 7.2 11.7  Approach LOS C A B  Queue Length 50th (m) 11.2 14.5 43.0  Queue Length 95th (m) 23.7 31.3 88.0  Internal Link Dist (m) 57.2 0.1 5.9  Turn Bay Length (m)  Base Capacity (vph) 366 868 1055  Starvation Cap Reductn 0 0 0  Spillback Cap Reductn 0 0 0  Storage Cap Reductn 0 0 0  Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary  Cycle Length: 80  Actuated Cycle Length: 64.6  Natural Cycle: 80  Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67  Intersection Capacity Utilization 76.5% ICU Level of Service D	Recall Mode	Min	None	None	Max	None		
V/c Ratio         0.40         0.37         0.67           Control Delay (s/veh)         29.0         7.2         11.7           Queue Delay         0.0         0.0         0.0           Total Delay (s/veh)         29.0         7.2         11.7           LOS         C         A         B           Approach Delay (s/veh)         29.0         7.2         11.7           Approach LOS         C         A         B           Queue Length 50th (m)         11.2         14.5         43.0           Queue Length 95th (m)         23.7         31.3         88.0           Internal Link Dist (m)         57.2         0.1         5.9           Turn Bay Length (m)         8ase Capacity (vph)         366         868         1055           Starvation Cap Reductn         0         0         0           Spillback Cap Reductn         0         0         0           Storage Cap Reductn         0         0         0           Reduced v/c Ratio         0.28         0.37         0.67           Intersection Summary         Cycle Length: 80         Actuated Cycle Length: 64.6         Natural Cycle: 80           Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67	Act Effct Green (s)	10.9		41.2	41.2			
Control Delay (s/veh)         29.0         7.2         11.7           Queue Delay         0.0         0.0         0.0           Total Delay (s/veh)         29.0         7.2         11.7           LOS         C         A         B           Approach Delay (s/veh)         29.0         7.2         11.7           Approach LOS         C         A         B           Queue Length 50th (m)         11.2         14.5         43.0           Queue Length 95th (m)         23.7         31.3         88.0           Internal Link Dist (m)         57.2         0.1         5.9           Turn Bay Length (m)         Base Capacity (vph)         366         868         1055           Starvation Cap Reductn         0         0         0           Spillback Cap Reductn         0         0         0           Storage Cap Reductn         0         0         0           Reduced v/c Ratio         0.28         0.37         0.67           Intersection Summary         Cycle Length: 80         0         0         0           Actuated Cycle Length: 64.6         0         0         0         0           Intersection Signal Delay (s/veh): 12.0         Inte	Actuated g/C Ratio	0.17		0.64	0.64			
Queue Delay         0.0         0.0         0.0           Total Delay (s/veh)         29.0         7.2         11.7           LOS         C         A         B           Approach Delay (s/veh)         29.0         7.2         11.7           Approach LOS         C         A         B           Queue Length 50th (m)         11.2         14.5         43.0           Queue Length 95th (m)         23.7         31.3         88.0           Internal Link Dist (m)         57.2         0.1         5.9           Turn Bay Length (m)         Base Capacity (vph)         366         868         1055           Starvation Cap Reductn         0         0         0           Spillback Cap Reductn         0         0         0           Storage Cap Reductn         0         0         0           Reduced v/c Ratio         0.28         0.37         0.67           Intersection Summary         Cycle Length: 80         0         0           Actuated Cycle: 80         0         0         0           Control Type: Actuated-Uncoordinated         0.67         0.67           Intersection Signal Delay (s/veh): 12.0         1         0         0		0.40		0.37	0.67			
Total Delay (s/veh)         29.0         7.2         11.7           LOS         C         A         B           Approach Delay (s/veh)         29.0         7.2         11.7           Approach LOS         C         A         B           Queue Length 50th (m)         11.2         14.5         43.0           Queue Length 95th (m)         23.7         31.3         88.0           Internal Link Dist (m)         57.2         0.1         5.9           Turn Bay Length (m)         Base Capacity (vph)         366         868         1055           Starvation Cap Reductn         0         0         0         0           Spillback Cap Reductn         0         0         0         0           Storage Cap Reductn         0         0         0         0           Reduced v/c Ratio         0.28         0.37         0.67           Intersection Summary         Cycle Length: 80         0         0         0           Actuated Cycle: 80         0         0         0         0           Control Type: Actuated-Uncoordinated         0         0         0         1           Intersection Signal Delay (s/veh): 12.0         Intersection LOS: B         Intu	Control Delay (s/veh)	29.0		7.2	11.7			
LOS	•							
Approach Delay (s/veh) 29.0 7.2 11.7  Approach LOS C A B  Queue Length 50th (m) 11.2 14.5 43.0  Queue Length 95th (m) 23.7 31.3 88.0  Internal Link Dist (m) 57.2 0.1 5.9  Turn Bay Length (m)  Base Capacity (vph) 366 868 1055  Starvation Cap Reductn 0 0 0  Spillback Cap Reductn 0 0 0  Storage Cap Reductn 0 0 0  Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary  Cycle Length: 80  Actuated Cycle Length: 64.6  Natural Cycle: 80  Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67  Intersection Signal Delay (s/veh): 12.0 Intersection LOS: B Intersection Capacity Utilization 76.5%  Intersection Capacity Utilization 76.5%  Intersection Description of the property of the								
Approach LOS								
Queue Length 50th (m)       11.2       14.5       43.0         Queue Length 95th (m)       23.7       31.3       88.0         Internal Link Dist (m)       57.2       0.1       5.9         Turn Bay Length (m)       366       868       1055         Starvation Cap Reductn       0       0       0         Spillback Cap Reductn       0       0       0         Storage Cap Reductn       0       0       0         Reduced v/c Ratio       0.28       0.37       0.67         Intersection Summary       Cycle Length: 80         Actuated Cycle Length: 64.6       Natural Cycle: 80         Control Type: Actuated-Uncoordinated         Maximum v/c Ratio: 0.67       Intersection Signal Delay (s/veh): 12.0       Intersection LOS: B         Intersection Capacity Utilization 76.5%       ICU Level of Service D								
Queue Length 95th (m) 23.7 31.3 88.0 Internal Link Dist (m) 57.2 0.1 5.9  Turn Bay Length (m) Base Capacity (vph) 366 868 1055 Starvation Cap Reductn 0 0 0 Spillback Cap Reductn 0 0 0 Storage Cap Reductn 0 0 0 Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary  Cycle Length: 80 Actuated Cycle Length: 64.6 Natural Cycle: 80 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67 Intersection Signal Delay (s/veh): 12.0 Intersection Capacity Utilization 76.5% ICU Level of Service D	• •							
Internal Link Dist (m) 57.2 0.1 5.9  Turn Bay Length (m)  Base Capacity (vph) 366 868 1055  Starvation Cap Reductn 0 0 0  Spillback Cap Reductn 0 0 0  Storage Cap Reductn 0 0 0  Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary  Cycle Length: 80  Actuated Cycle Length: 64.6  Natural Cycle: 80  Control Type: Actuated-Uncoordinated  Maximum v/c Ratio: 0.67  Intersection Signal Delay (s/veh): 12.0 Intersection LOS: B  Intersection Capacity Utilization 76.5%  ICU Level of Service D								
Turn Bay Length (m)  Base Capacity (vph) 366 868 1055  Starvation Cap Reductn 0 0 0  Spillback Cap Reductn 0 0 0  Storage Cap Reductn 0 0 0  Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary  Cycle Length: 80  Actuated Cycle Length: 64.6  Natural Cycle: 80  Control Type: Actuated-Uncoordinated  Maximum v/c Ratio: 0.67  Intersection Signal Delay (s/veh): 12.0 Intersection LOS: B  Intersection Capacity Utilization 76.5% ICU Level of Service D								
Base Capacity (vph) 366 868 1055 Starvation Cap Reductn 0 0 0 Spillback Cap Reductn 0 0 0 Storage Cap Reductn 0 0 0 Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary  Cycle Length: 80 Actuated Cycle Length: 64.6 Natural Cycle: 80 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67 Intersection Signal Delay (s/veh): 12.0 Intersection LOS: B Intersection Capacity Utilization 76.5% ICU Level of Service D	· ,	57.2		0.1	5.9			
Starvation Cap Reductn 0 0 0 0 Spillback Cap Reductn 0 0 0 0 Storage Cap Reductn 0 0 0 0 Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary  Cycle Length: 80 Actuated Cycle Length: 64.6 Natural Cycle: 80 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67 Intersection Signal Delay (s/veh): 12.0 Intersection Capacity Utilization 76.5% ICU Level of Service D								
Spillback Cap Reductn 0 0 0 Storage Cap Reductn 0 0 0 Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary  Cycle Length: 80 Actuated Cycle Length: 64.6 Natural Cycle: 80 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67 Intersection Signal Delay (s/veh): 12.0 Intersection LOS: B Intersection Capacity Utilization 76.5%								
Storage Cap Reductn 0 0 0 Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary  Cycle Length: 80 Actuated Cycle Length: 64.6 Natural Cycle: 80 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67 Intersection Signal Delay (s/veh): 12.0 Intersection LOS: B Intersection Capacity Utilization 76.5%  Intersection Capacity Utilization Telephone  O 0 0 O 0 O 0 O 0 O 0 O 0 O 0 O 0 O 0								
Reduced v/c Ratio 0.28 0.37 0.67  Intersection Summary  Cycle Length: 80  Actuated Cycle Length: 64.6  Natural Cycle: 80  Control Type: Actuated-Uncoordinated  Maximum v/c Ratio: 0.67  Intersection Signal Delay (s/veh): 12.0  Intersection Capacity Utilization 76.5%  ICU Level of Service D								
Intersection Summary  Cycle Length: 80  Actuated Cycle Length: 64.6  Natural Cycle: 80  Control Type: Actuated-Uncoordinated  Maximum v/c Ratio: 0.67  Intersection Signal Delay (s/veh): 12.0  Intersection Capacity Utilization 76.5%  ICU Level of Service D								
Cycle Length: 80 Actuated Cycle Length: 64.6 Natural Cycle: 80 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67 Intersection Signal Delay (s/veh): 12.0 Intersection Capacity Utilization 76.5% ICU Level of Service D	Reduced v/c Ratio	0.28		0.37	0.67			
Cycle Length: 80 Actuated Cycle Length: 64.6 Natural Cycle: 80 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67 Intersection Signal Delay (s/veh): 12.0 Intersection Capacity Utilization 76.5% ICU Level of Service D	Intersection Summary							
Actuated Cycle Length: 64.6  Natural Cycle: 80  Control Type: Actuated-Uncoordinated  Maximum v/c Ratio: 0.67  Intersection Signal Delay (s/veh): 12.0  Intersection Capacity Utilization 76.5%  ICU Level of Service D	•							
Natural Cycle: 80 Control Type: Actuated-Uncoordinated Maximum v/c Ratio: 0.67 Intersection Signal Delay (s/veh): 12.0 Intersection Capacity Utilization 76.5%  ICU Level of Service D		6						
Control Type: Actuated-Uncoordinated  Maximum v/c Ratio: 0.67  Intersection Signal Delay (s/veh): 12.0  Intersection Capacity Utilization 76.5%  ICU Level of Service D								
Maximum v/c Ratio: 0.67 Intersection Signal Delay (s/veh): 12.0 Intersection Capacity Utilization 76.5% ICU Level of Service D		coordinate	ed					
Intersection Signal Delay (s/veh): 12.0 Intersection LOS: B Intersection Capacity Utilization 76.5% ICU Level of Service D		o o o o o o o o o o o o o o o o o o o	.~					
Intersection Capacity Utilization 76.5% ICU Level of Service D		s/veh)· 12	0		Ir	ntersection	LOS: B	
AHAIYSIS FEHUU (IIIII) 13	Analysis Period (min) 15					2 20.0.01		

Splits and Phases: 9: Queen Elizabeth Drive & Fifth



tersection	
	8.4
tersection Delay, s/veh	8.4
tersection LOS	Α

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स				7		4				7
Traffic Vol, veh/h	62	53	0	0	0	143	65	43	41	0	0	85
Future Vol, veh/h	62	53	0	0	0	143	65	43	41	0	0	85
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	59	0	0	0	159	72	48	46	0	0	94
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	8.8					8	8.9					7.7
HCM LOS	Α					Α	Α					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	44%	54%	0%	0%	
Vol Thru, %	29%	46%	0%	0%	
Vol Right, %	28%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	149	115	143	85	
LT Vol	65	62	0	0	
Through Vol	43	53	0	0	
RT Vol	41	0	143	85	
Lane Flow Rate	166	128	159	94	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.211	0.17	0.18	0.109	
Departure Headway (Hd)	4.598	4.799	4.079	4.171	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	780	746	879	857	
Service Time	2.631	2.833	2.11	2.208	
HCM Lane V/C Ratio	0.213	0.172	0.181	0.11	
HCM Control Delay, s/veh	8.9	8.8	8	7.7	
HCM Lane LOS	Α	Α	Α	Α	
HCM 95th-tile Q	0.8	0.6	0.7	0.4	

Intersection						
Int Delay, s/veh	14.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		414	<b>1</b>	
Traffic Vol, veh/h	5	275	147	686	500	56
Future Vol, veh/h	5	275	147	686	500	56
Conflicting Peds, #/hr	0	0	178	0	0	107
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- -				-	None
Storage Length	_	0	_	-	_	-
Veh in Median Storage		-	_	0	0	_
Grade, %	0		_	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	6	306	163	762	556	62
Major/Minor N	Minor2	N	Major1	N	/lajor2	
Conflicting Flow All	1472	765	796	0		0
Stage 1	765	-	-	_	_	-
Stage 2	708	_	_	_	_	_
		6.245	4 145	_	_	_
	5.445	-	- 175	_	_	_
	5.845	_	_	_	_	_
	3.52853		2 2285	_	_	-
Pot Cap-1 Maneuver	127	400	818	_		_
	456	400	010	-	_	_
Stage 1	448		_			
Stage 2	440	-	-	-	-	-
Platoon blocked, %	<b>-</b> 0	205	004	_	-	-
Mov Cap-1 Maneuver		325	664	-	-	-
Mov Cap-2 Maneuver		-	-	-	-	-
Stage 1	255	-	-	-	-	-
Stage 2	364	-	-	-	-	-
Approach	EB		NB		SB	
			4.34		0	
HCM Control Delay, s/			4.54		U	
HCM LOS	<u> </u>					
Minor Lane/Major Mvn	nt	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		524	_	325	-	_
HCM Lane V/C Ratio		0.246	_	0.94	_	_
		12.2		72.4	_	_
DOM COMPOUNDED			2.1	1 2.7		
HCM Lane LOS	, ,	R	Δ	F	-	-
HCM Lane LOS HCM 95th %tile Q(veh		B 1	A -	9.6	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		<b>^</b>	<b>1</b>	
Traffic Vol, veh/h	4	38	0	817	783	0
Future Vol, veh/h	4	38	0	817	783	0
Conflicting Peds, #/hr	0	0	0	0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None		None	-	None
Storage Length	_	0	_	-	_	-
Veh in Median Storage	. # 0	_	_	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	4	42	0	908	870	0
IVIVIIILI IOW	4	42	U	300	070	U
Major/Minor M	/linor2	١	/lajor1	١	/lajor2	
Conflicting Flow All	1324	870	-	0	-	0
Stage 1	870	-	-	-	-	-
Stage 2	454	-	-	-	-	-
	6.645	6.245	-	-	-	-
	5.445	-	-	-	-	-
	5.845	_	-	-	_	-
	.52853	3.3285	_	_	-	-
Pot Cap-1 Maneuver	158	348	0	_	-	0
Stage 1	407	-	0	_	_	0
Stage 2	605	_	0	_	_	0
Platoon blocked, %	000		U	_	_	•
Mov Cap-1 Maneuver	158	348	_	_	_	_
Mov Cap-1 Maneuver	158	-	_	_	_	_
Stage 1	407	_	_	-		_
_	605	_	-	_	_	_
Stage 2	005	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/v	<b>1</b> 6.77		0		0	
HCM LOS	С					
		NET	-D. 4	00.7		
Minor Lane/Major Mvm	<u>nt</u>	NBIE	EBLn1	SBT		
Capacity (veh/h)		-	348	-		
HCM Lane V/C Ratio		-	0.121	-		
HCM Control Delay (s/	veh)	-	16.8	-		
HCM Lane LOS		-	С	-		
HCM 95th %tile Q(veh)	)	-	0.4	-		

Intersection						
Int Delay, s/veh	4.2					
•		EDD	NDL	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	<b>Y</b>	00	400	4	<b>₽</b>	057
Traffic Vol, veh/h	66	60	122	223	334	257
Future Vol, veh/h	66	60	122	223	334	257
Conflicting Peds, #/hr	0	0	_ 0	_ 0	_ 0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	•	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	73	67	136	248	371	286
NA ' (NA'						
	/linor2		/lajor1		1ajor2	
Conflicting Flow All	1033	514	657	0	-	0
Stage 1	514	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	260	565	940	_	-	-
Stage 1	605	-	_	-	-	-
Stage 2	601	-	-	-	_	-
Platoon blocked, %				_	_	_
Mov Cap-1 Maneuver	216	565	940	_		_
Mov Cap-1 Maneuver	216	-	J <del>1</del> U	_	_	_
Stage 1	504	_	_	_	_	_
		-	-	-	-	-
Stage 2	601	-	-	-	-	-
Approach	EB		NB		SB	
			3.35		0	
HCM Control Delay, s/ HCM LOS	<b>2</b> 0.20		0.00		U	
I IOWI LOS	U					
Minor Lane/Major Mvn	nt	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		637	_	306	_	_
HCM Lane V/C Ratio		0.144		0.457	_	_
HCM Control Delay (s	(veh)	9.5	0	26.3	_	_
HCM Lane LOS	.011)	Α	A	D	_	_
HCM 95th %tile Q(veh	1	0.5	-	2.3	_	
HOW SOUT MUTE W(VEI)	7	0.5	-	2.0	_	_

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	<b>↑</b> ⊅			<b>†</b> †
Traffic Vol, veh/h	0	61	533	20	2	604
Future Vol, veh/h	0	61	533	20	2	604
Conflicting Peds, #/hr		0	0	100	0	004
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	-	None	-	None
	_	0	_	NOHE -		NOHE
Storage Length					-	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	2	0	2	2
Mvmt Flow	0	68	592	22	2	671
Major/Minor N	Minor1	N	/lajor1	١	/lajor2	
Conflicting Flow All	-	407	0	0	714	0
Stage 1	_	-	-		- 1	-
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	6.9		_	4.14	_
		0.9	_	_	4.14	_
Critical Hdwy Stg 1	-					
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	0	599	-	-	882	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	536	-	-	788	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	_	-	_
Ü						
A	WD		ND		CD	
Approach	WB		NB		SB	
HCM Control Delay, s	/12.69		0		0.03	
HCM LOS	В					
	nt	NRT	NBRV	VRI n1	SBI	SBT
Minor Lane/Major Mvr	nt	NBT	NBRV	VBLn1	SBL 788	SBT
Minor Lane/Major Mvr Capacity (veh/h)	nt	-	-	536	788	-
Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio			-	536 0.127	788 0.003	-
Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s		- - -	- - -	536 0.127 12.7	788 0.003 9.6	- - -
Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	/veh)	-	-	536 0.127	788 0.003	-

## 2033 Scenario

Minor Event Egress

1: Bank & Fifth 08/01/2024

ane Configurations araffic Volume (vph)		•	<b>→</b>	•	•	4	<b>†</b>	<b>\</b>	ļ
raffic Volume (vph)	Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
raffic Volume (vph)	Lane Configurations		4	ሻ	£		सी के		4Tb
ane Group Flow (vph)  ann Type  Perm  NA  Perm NA  Perm  NA  Perm  NA  Perm  NA  Perm  NA  Perm  NA  Perm  NA  Perm NA  No  No  No  Polo  Polo  Polo  Polo  Polo  Polo  Polo  Po	Traffic Volume (vph)	43	10			17		21	
urn Type         Perm         NA         A         Q <td>Future Volume (vph)</td> <td>43</td> <td>10</td> <td>50</td> <td>25</td> <td>17</td> <td>471</td> <td>21</td> <td>371</td>	Future Volume (vph)	43	10	50	25	17	471	21	371
rotected Phases	Lane Group Flow (vph)	0	88	56	66	0	555	0	459
rotected Phases	Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
etector Phase witch Phase linimum Initial (s)	Protected Phases		4		8		2		6
witch Phase linimum Initial (s)	Permitted Phases	4		8		2		6	
Inimum Initial (s)	Detector Phase	4	4	8	8	2	2	6	6
Ininimum Split (s)         26.0         26.0         26.0         26.0         26.0         49.0         49.0         49.0         49.0           otal Split (s)         26.0         26.0         26.0         26.0         26.0         49.0         49.0         49.0         49.0           otal Split (%)         34.7%         34.7%         34.7%         34.7%         65.3%         65.3%         65.3%         65.3%           ellow Time (s)         3.0         3.0         3.0         3.0         3.0         3.0         3.0         3.0           Il-Red Time (s)         2.5 </td <td>Switch Phase</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	Switch Phase								
otal Split (s)         26.0         26.0         26.0         26.0         49.0         49.0         49.0         49.0         49.0         54.0         49.0         65.3%         65.5         55         5.5         5.5         5.5	Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
otal Split (%)         34.7%         34.7%         34.7%         34.7%         65.3%         3.0 <td>Minimum Split (s)</td> <td>26.0</td> <td>26.0</td> <td>26.0</td> <td>26.0</td> <td>49.0</td> <td>49.0</td> <td>49.0</td> <td>49.0</td>	Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0
ellow Time (s) 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0	Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0
II-Red Time (s)   2.5	Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%
ost Time Adjust (s)         0.0         0.0         0.0         0.0         0.0           otal Lost Time (s)         5.5         5.5         5.5         5.5         5.5           ead/Lag         ead-Lag Optimize?         ecall Mode         None         None         None         C-Max         A         3.7         0.21         0.01         0.0	Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
otal Lost Time (s)         5.5         5.5         5.5         5.5           ead/Lag         ead/Lag         ead-Lag Optimize?           ecall Mode         None         None         None         C-Max         A-Max         A-Max </td <td>All-Red Time (s)</td> <td>2.5</td> <td>2.5</td> <td>2.5</td> <td>2.5</td> <td>2.5</td> <td>2.5</td> <td>2.5</td> <td>2.5</td>	All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
ead/Lag ead-Lag Optimize? ecall Mode	Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0
ecall Mode None None None C-Max C-Max C-Max C-Max ct Effct Green (s) 9.5 9.5 9.5 57.8 57.8 ctuated g/C Ratio 0.13 0.13 0.13 0.13 0.77 0.77 c Ratio 0.52 0.36 0.32 0.25 0.21 ontrol Delay (s/veh) 32.2 35.0 19.2 6.4 3.7 ueue Delay 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5
None   None   None   None   C-Max	Lead/Lag								
ct Effct Green (s)         9.5         9.5         9.5         57.8         57.8           ctuated g/C Ratio         0.13         0.13         0.13         0.77         0.77           c Ratio         0.52         0.36         0.32         0.25         0.21           ontrol Delay (s/veh)         32.2         35.0         19.2         6.4         3.7           ueue Delay         0.0         0.0         0.0         0.0         0.0         0.0           otal Delay (s/veh)         32.2         35.0         19.2         6.4         3.7           OS         C         C         B         A         A           pproach Delay (s/veh)         32.2         26.4         6.4         3.7           pproach LOS         C         C         C         A         A           ueue Length 50th (m)         7.9         7.4         3.6         14.0         8.4           ueueue Length 95th (m)         19.6         16.3         13.1         37.3         17.2           termal Link Dist (m)         49.7         112.4         195.6         190.0           urn Bay Length (m)         45.0         45.0         45.0         45.0         45.0	Lead-Lag Optimize?								
ctuated g/C Ratio         0.13         0.13         0.13         0.77         0.77           c Ratio         0.52         0.36         0.32         0.25         0.21           ontrol Delay (s/veh)         32.2         35.0         19.2         6.4         3.7           ueue Delay         0.0         0.0         0.0         0.0         0.0         0.0           otal Delay (s/veh)         32.2         35.0         19.2         6.4         3.7           OS         C         C         B         A         A           pproach Delay (s/veh)         32.2         26.4         6.4         3.7           pproach LOS         C         C         C         A         A           queue Length 50th (m)         7.9         7.4         3.6         14.0         8.4           queue Length 95th (m)         19.6         16.3         13.1         37.3         17.2           ternal Link Dist (m)         49.7         112.4         195.6         190.0           urn Bay Length (m)         45.0         330         335         403         2237         2163           tarvation Cap Reductn         0         0         0         0         0 <td>Recall Mode</td> <td>None</td> <td>None</td> <td>None</td> <td>None</td> <td>C-Max</td> <td>C-Max</td> <td>C-Max</td> <td>C-Max</td>	Recall Mode	None	None	None	None	C-Max	C-Max	C-Max	C-Max
c Ratio         0.52         0.36         0.32         0.25         0.21           ontrol Delay (s/veh)         32.2         35.0         19.2         6.4         3.7           ueue Delay         0.0         0.0         0.0         0.0         0.0           otal Delay (s/veh)         32.2         35.0         19.2         6.4         3.7           OS         C         C         B         A         A           A pproach Delay (s/veh)         32.2         26.4         6.4         3.7           pproach LOS         C         C         C         A         A           pproach LOS         C         C         C         A         A           queue Length 50th (m)         7.9         7.4         3.6         14.0         8.4           queue Length 95th (m)         19.6         16.3         13.1         37.3         17.2           aternal Link Dist (m)         49.7         112.4         195.6         190.0           urn Bay Length (m)         45.0         45.0         2237         2163           tarvation Cap Reductn         0         0         0         0         0           torage Cap Reductn         0	Act Effct Green (s)		9.5	9.5	9.5		57.8		57.8
ontrol Delay (s/veh)         32.2         35.0         19.2         6.4         3.7           nueue Delay         0.0         0.0         0.0         0.0         0.0           otal Delay (s/veh)         32.2         35.0         19.2         6.4         3.7           OS         C         C         B         A         A           pproach Delay (s/veh)         32.2         26.4         6.4         3.7           pproach LOS         C         C         A         A           neueue Length 50th (m)         7.9         7.4         3.6         14.0         8.4           neueue Length 95th (m)         19.6         16.3         13.1         37.3         17.2           nternal Link Dist (m)         49.7         112.4         195.6         190.0           nurn Bay Length (m)         45.0         45.0         45.0         45.0           asse Capacity (vph)         330         335         403         2237         2163           tarvation Cap Reductn         0         0         0         0         0           pillback Cap Reductn         0         0         0         0         0         0           ntersection Summary	Actuated g/C Ratio		0.13	0.13	0.13		0.77		0.77
ueue Delay         0.0         0.0         0.0         0.0           otal Delay (s/veh)         32.2         35.0         19.2         6.4         3.7           OS         C         C         B         A         A           pproach Delay (s/veh)         32.2         26.4         6.4         3.7           pproach LOS         C         C         C         A         A           pproach LOS         C         C         A         A         A           ueueue Length 50th (m)         7.9         7.4         3.6         14.0         8.4           ueueue Length 95th (m)         49.7         112.4         195.6         190.0           urternal Link Dist (m)         45.0         45.0         45.0         45.0           ase Capacity (vph)         330         335         403         2237         2163           tarvation Cap Reductn         0         0         0         0         <	v/c Ratio		0.52	0.36	0.32		0.25		0.21
otal Delay (s/veh)         32.2         35.0         19.2         6.4         3.7           OS         C         C         B         A         A           Approach Delay (s/veh)         32.2         26.4         6.4         3.7           Approach LOS         C         C         A         A           Auueue Length 50th (m)         7.9         7.4         3.6         14.0         8.4           Auueue Length 95th (m)         19.6         16.3         13.1         37.3         17.2           Atternal Link Dist (m)         49.7         112.4         195.6         190.0           urn Bay Length (m)         45.0           ase Capacity (vph)         330         335         403         2237         2163           tarvation Cap Reductn         0         0         0         0         0           pillback Cap Reductn         0         0         0         0         0         0           torage Cap Reductn         0         0         0         0         0         0         0           educed v/c Ratio         0.27         0.17         0.16         0.25         0.21	Control Delay (s/veh)		32.2	35.0	19.2		6.4		3.7
OS C C B A A A A pproach Delay (s/veh) 32.2 26.4 6.4 3.7 pproach LOS C C A A A ueue Length 50th (m) 7.9 7.4 3.6 14.0 8.4 ueue Length 95th (m) 19.6 16.3 13.1 37.3 17.2 tternal Link Dist (m) 49.7 112.4 195.6 190.0 urn Bay Length (m) 45.0 ase Capacity (vph) 330 335 403 2237 2163 tarvation Cap Reductn 0 0 0 0 0 0 0 pillback Cap Reductn 0 0 0 0 0 0 0 torage Cap Reductn 0 0 0 0 0 0 0 0 torage Cap Reductn 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Queue Delay		0.0	0.0	0.0		0.0		0.0
pproach Delay (s/veh) 32.2 26.4 6.4 3.7 pproach LOS C C A A A A A Queue Length 50th (m) 7.9 7.4 3.6 14.0 8.4 pueue Length 95th (m) 19.6 16.3 13.1 37.3 17.2 pueue Length (m) 49.7 112.4 195.6 190.0 purn Bay Length (m) 45.0 pase Capacity (vph) 330 335 403 2237 2163 point tarvation Cap Reductn 0 0 0 0 0 0 0 pillback Cap Reductn 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total Delay (s/veh)		32.2	35.0	19.2		6.4		3.7
Description   C   C   A   A	LOS			С	В		Α		Α
The large of the l	Approach Delay (s/veh)		32.2		26.4		6.4		3.7
ueue Length 95th (m)       19.6       16.3       13.1       37.3       17.2         sternal Link Dist (m)       49.7       112.4       195.6       190.0         urn Bay Length (m)       45.0         ase Capacity (vph)       330       335       403       2237       2163         tarvation Cap Reductn       0       0       0       0       0         pillback Cap Reductn       0       0       0       0       0         torage Cap Reductn       0       0       0       0       0         educed v/c Ratio       0.27       0.17       0.16       0.25       0.21         tersection Summary	Approach LOS		С				Α		Α
ternal Link Dist (m) 49.7 112.4 195.6 190.0 urn Bay Length (m) 45.0 ase Capacity (vph) 330 335 403 2237 2163 tarvation Cap Reductn 0 0 0 0 0 0 0 pillback Cap Reductn 0 0 0 0 0 0 0 torage Cap Reductn 0 0 0 0 0 0 0 0 educed v/c Ratio 0.27 0.17 0.16 0.25 0.21	Queue Length 50th (m)		7.9	7.4	3.6		14.0		8.4
ternal Link Dist (m) 49.7 112.4 195.6 190.0 urn Bay Length (m) 45.0 ase Capacity (vph) 330 335 403 2237 2163 tarvation Cap Reductn 0 0 0 0 0 0 0 pillback Cap Reductn 0 0 0 0 0 0 0 torage Cap Reductn 0 0 0 0 0 0 0 0 educed v/c Ratio 0.27 0.17 0.16 0.25 0.21	Queue Length 95th (m)		19.6	16.3	13.1		37.3		17.2
urn Bay Length (m) 45.0  ase Capacity (vph) 330 335 403 2237 2163  tarvation Cap Reductn 0 0 0 0 0 0  pillback Cap Reductn 0 0 0 0 0 0  torage Cap Reductn 0 0 0 0 0 0  educed v/c Ratio 0.27 0.17 0.16 0.25 0.21	Internal Link Dist (m)		49.7		112.4		195.6		190.0
tarvation Cap Reductn         0         0         0         0           pillback Cap Reductn         0         0         0         0         0           torage Cap Reductn         0         0         0         0         0           educed v/c Ratio         0.27         0.17         0.16         0.25         0.21	Turn Bay Length (m)			45.0					
tarvation Cap Reductn         0         0         0         0           pillback Cap Reductn         0         0         0         0         0           torage Cap Reductn         0         0         0         0         0           educed v/c Ratio         0.27         0.17         0.16         0.25         0.21	Base Capacity (vph)		330	335	403		2237		2163
pillback Cap Reductn         0         0         0         0         0           torage Cap Reductn         0         0         0         0         0           educed v/c Ratio         0.27         0.17         0.16         0.25         0.21	Starvation Cap Reductn								
torage Cap Reductn 0 0 0 0 0 0 educed v/c Ratio 0.27 0.17 0.16 0.25 0.21	Spillback Cap Reductn		0	0	0		0		0
educed v/c Ratio 0.27 0.17 0.16 0.25 0.21 stersection Summary	Storage Cap Reductn		0	0	0		0		0
	Reduced v/c Ratio		0.27	0.17	0.16		0.25		0.21
	Intersection Summary								
vcle Length: 75	Cycle Length: 75								
	Actuated Cycle Length: 75								

Offset: 47 (63%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

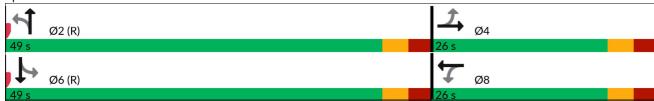
Maximum v/c Ratio: 0.52

Intersection Signal Delay (s/veh): 9.2 Intersection Capacity Utilization 53.4%

Intersection LOS: A ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Bank & Fifth



#### 2: Bank & Holmwood

	<b>→</b>	4	<b>†</b>	-	ļ	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		414		414	
Traffic Volume (vph)	7	55	458	25	349	
Future Volume (vph)	7	55	458	25	349	
Lane Group Flow (vph)	88	0	600	0	457	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		2		6	3
Permitted Phases		2		6		-
Detector Phase	4	2	2	6	6	
Switch Phase						
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	J
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag		5.2		٠.٤	Lead
Lead-Lag Optimize?	Lug					
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	10.2	- max	57.3	- max	57.3	
Actuated g/C Ratio	0.14		0.76		0.76	
v/c Ratio	0.48		0.30		0.22	
Control Delay (s/veh)	37.9		3.8		4.6	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	37.9		3.8		4.6	
LOS	D		Α		Α.	
Approach Delay (s/veh)	37.9		3.8		4.6	
Approach LOS	57.5 D		Α.		4.0 A	
Queue Length 50th (m)	11.7		9.4		14.1	
Queue Length 95th (m)	23.3		23.1		26.8	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)	00.0		01.0		.00.0	
Base Capacity (vph)	295		1999		2082	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.30		0.30		0.22	
	0.00		0.00		0.22	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75		0.1.==		NDT!		
Offset: 74 (99%), Reference	ed to phas	se 2:NBT	L and 6:S	BIL, Sta	art of Gree	en
Natural Cycle: 75						
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.48						100
Intersection Signal Delay (s	•					n LOS: A
Intersection Capacity Utiliza	ation 58.1	%		I	CU Level	of Service B
Analysis Period (min) 15						
Splits and Dhases: 2: Pa	0 11-1					

Splits and Phases: 2: Bank & Holmwood



08/01/2024

#### 3: Bank & Exhibition

	•	*	<b>†</b>	-	<b>↓</b>			
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7	
Lane Configurations	*	7	<b>∱</b> 1≽	*	<b>^</b>			
Traffic Volume (vph)	195	217	198	123	267			
Future Volume (vph)	195	217	198	123	267			
Lane Group Flow (vph)	217	241	321	137	297			
Turn Type	Prot	Perm	NA	Perm	NA			
Protected Phases	8	. 0	2	1 01111	6	1	7	
Permitted Phases		8	_	6	· ·	•	•	
Detector Phase	8	8	2	6	6			
Switch Phase			_		· ·			
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0	
Minimum Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0	
Total Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0	
Total Split (%)	34.7%	34.7%	52.0%	58.7%	58.7%	7%	7%	
Yellow Time (s)	3.3	3.3	3.0	3.0	3.0	2.0	3.5	
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9			
Lead/Lag	Lag	Lag	Lag	0.9	0.9	Lead	Lead	
Lead-Lag Optimize?	Lay	Lay	Yes			Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	C-Max	None		
	None 15.2	15.2	46.6	46.6	46.6	None	None	
Act Effet Green (s)	0.20	0.20	0.62	0.62	0.62			
Actuated g/C Ratio v/c Ratio	0.20	0.20	0.02	0.02				
	36.6	9.4	5.0	6.3	0.15 4.4			
Control Delay (s/veh)	0.0		0.0	0.0	0.0			
Queue Delay		0.0	5.0	6.3	4.4			
Total Delay (s/veh) LOS	36.6	9.4						
	D 22.3	Α	5.0	Α	A 5.0			
Approach LOS								
Approach LOS	C	0.0	A	<i>1</i> E	A			
Queue Length 50th (m)	28.5	0.0	5.9	4.5	5.1			
Queue Length 95th (m)	45.0	16.1	13.3	10.0	8.1			
Internal Link Dist (m)	30.6		33.7	40.0	44.8			
Turn Bay Length (m)	400	475	1757	40.0	1074			
Base Capacity (vph)	433	475	1757	490	1971			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.50	0.51	0.18	0.28	0.15			
Intersection Summary								
Cycle Length: 75								
Actuated Cycle Length: 75								
Offset: 0 (0%), Referenced	to phase	2:NBT ar	nd 6:SBTI	L, Start o	f Green			
Natural Cycle: 75								
Control Type: Actuated-Co	ordinated							
Maximum v/c Ratio: 0.66								
Maximum v/c Ratio: 0.66	/ 1 \ 44	-				1.00 D		

Splits and Phases: 3: Bank & Exhibition

Intersection Signal Delay (s/veh): 11.5

Intersection Capacity Utilization 57.6%

Analysis Period (min) 15



Intersection LOS: B

ICU Level of Service B

## 6: Bank & Aylmer

	•	4	<b>†</b>	ļ			
Lane Group	EBL	NBL	NBT	SBT	Ø3		
Lane Configurations	¥/		414	<b>↑</b> ↑			
Traffic Volume (vph)	4	1	172	200			
Future Volume (vph)	4	1	172	200			
Lane Group Flow (vph)	7	0	192	229			
Turn Type	Prot	Perm	NA	NA			
Protected Phases	4		2	6	3		
Permitted Phases	4	2	_	6	•		
Detector Phase	4	2	2	6			
Switch Phase		_	_				
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0		
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0		
Total Split (s)	22.0	63.0	63.0	63.0	5.0		
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%		
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0		
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0		
Lost Time Adjust (s)	0.0	۷.۷	0.0	0.0	1.0		
Total Lost Time (s)	5.5		5.2	5.2			
Lead/Lag			5.2	5.2	Lead		
Lead-Lag Optimize?	Lag				Leau		
Recall Mode	Dad	C-Max	C-Max	C-Max	Max		
	Ped 14.0	C-IVIAX		60.3	IVIAX		
Act Effet Green (s)	0.16		60.3 0.67	0.67			
Actuated g/C Ratio							
v/c Ratio	0.03		0.09	0.11			
Control Delay (s/veh)	27.2		5.4	5.3			
Queue Delay	0.0		0.0	0.0			
Total Delay (s/veh)	27.2		5.4	5.3			
LOS	C		A	A			
Approach Delay (s/veh)	27.2		5.4	5.3			
Approach LOS	С		A	A			
Queue Length 50th (m)	0.6		5.4	6.3			
Queue Length 95th (m)	4.4		8.8	10.0			
Internal Link Dist (m)	76.7		28.1	10.1			
Turn Bay Length (m)							
Base Capacity (vph)	253		2044	2105			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.03		0.09	0.11			
Intersection Summary							
Cycle Length: 90							
Actuated Cycle Length: 90							
Offset: 87 (97%), Reference	ed to phas	se 2:NBT	L and 6:8	SBT, Start	of Green		
Natural Cycle: 90							
Control Type: Actuated-Co	ordinated						
Maximum v/c Ratio: 0.11							
Intersection Signal Delay (	s/veh): 5.7	•		Ir	tersection LOS: A		
Intersection Capacity Utiliz					CU Level of Service A		
Analysis Period (min) 15							
Splits and Phases: 6: Ba	ank & Ayln	ner					
<b>↑</b>						<b></b>	

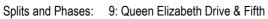


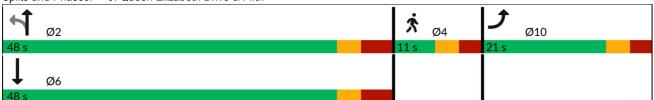
	BT ♣	WBL	WBT							
0	<b>Æ</b>		VVDI	NBL	NBT	SBL	SBT	Ø3	Ø7	
0			4		413		47>			
Λ	7	5	13	13	257	35	431			
U	7	5	13	13	257	35	431			
0	63	0	58	0	306	0	567			
n	NA	Perm	NA	Perm	NA	pm+pt	NA			
	4		8		2	1	6	3	7	
4		8		2		6				
	4		8	2	2	1	6			
4	6.4	5.3	5.3	17.0	17.0	5.0	17.0	1.0	1.0	
		2.0		0.0		2.0		0.0	0.0	
		Lad		Lag		Lead	0.0	Lead	Lead	
9 -	-ug							Loud		
۵ Nr	nρ						May	None		
		NONE		IVIAA		NONE		NONE	INOTIC	
4										
1										
7										
ı	J. I		130.0		03.1		19.0			
•	33		300		2246		2080			
0										
	,		0.10		0.11		0.21			
ated										
.8%			10	CU Level	of Servic	е В				
a 1	4 4 4 8.0 2 8.0 2 8.0 27.6 8.6 10 0 9 4 4 4	4 4 4 4 4 4 6.4 6.4 6.0 25.0 6.0 25.0 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	4 4 4 8 4 4 8 6 4 4 8 6 6 6 6 6 6 6 7 6 6 6 7 6 6 7 7 6 6 6 7	4 8 4 4 8 4 4 8 8 6.4 6.4 5.3 5.3 6.0 25.0 25.0 25.0 7.0 25.0 25.0 25.0 7.0 27.8% 27.8% 27.8% 7.8% 27.8% 27.8% 7.8 27.8% 27.8% 7.8 27.8 27.8 27.8 27.8 27.8 27.8 27.8 2	4 8 2 4 4 8 8 2 4 4 4 8 8 8 2 6.4 6.4 5.3 5.3 17.0 6.0 25.0 25.0 25.0 43.0 6.0 25.0 25.0 25.0 43.0 6.0 3.0 3.0 3.0 3.0 3.0 6.6 2.6 2.6 2.6 3.0 6.0 0.0 5.6 5.6 6.0 10.4 6.10.4 6.13 0.13 6.50 0.33 6	4 8 2 4 4 8 8 2 4 4 4 8 8 8 2 2 4 4 4 8 8 8 2 2 6 3.4 6.4 5.3 5.3 17.0 17.0 3.0 25.0 25.0 25.0 43.0 43.0 3.0 25.0 25.0 25.0 43.0 43.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 0.0 0.0 0.0 5.6 5.6 5.6 6.0 3	4 8 2 1 4 4 8 8 2 2 1 8 4 4 4 8 8 2 2 1 8 4 4 4 8 8 8 2 2 1 8 5 6 6 6 6 6 6 6 6 6 6 6 8 7 8 9 7 8 9 7 8 9 7 8 9 7 8 9 7 8 9 7 8 9 7 8 9 7 8 9 7 8 9 7 8 9 7 8 9 7 8 9 7 8 9 7 8 9 7 8 9 7 8 9 8 9	4	4 8 8 2 6 6 4 8 8 2 6 6 4 4 4 8 8 8 2 2 1 1 6 6 3 4 4 4 4 8 8 8 2 2 2 1 1 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	4 8 8 2 1 6 6 3 7  4 8 8 2 6 6  4 4 8 8 8 2 1 1 6 3 7  4 6.4 5.3 5.3 17.0 17.0 5.0 17.0 1.0 1.0  .0 25.0 25.0 25.0 43.0 43.0 17.0 60.0 5.0 5.0  .0 25.0 25.0 25.0 43.0 43.0 17.0 60.0 5.0 5.0  % 27.8% 27.8% 27.8% 47.8% 47.8% 18.9% 66.7% 6% 6%  .0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 2.0 2.0  .6 2.6 2.6 2.6 3.0 3.0 3.0 2.9 3.0 0.0 0.0  .5 6 5.6 5.6 6.0 6.0 6.0  ag Lag Lag Lag Lag Lag Lead Lead Lead Lead Yes Yes Yes Yes Yes Yes Yes Yes Yes A Yes

Splits and Phases: 7: Bank & Sunnyside



	۶	1	<b>†</b>	ţ		
Lane Group	EBL	NBL	NBT	SBT	Ø4	
Lane Configurations	¥		4	1≽		
Traffic Volume (vph)	67	33	269	164		
Future Volume (vph)	67	33	269	164		
Lane Group Flow (vph)	107	0	336	221		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	10		2	6	4	
Permitted Phases		2				
Detector Phase	10	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	21.0	48.0	48.0	48.0	11.0	
Total Split (s)	21.0	48.0	48.0	48.0	11.0	
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7	
Lost Time Adjust (s)	0.0	,	0.0	0.0		
Total Lost Time (s)	5.7		6.8	6.8		
Lead/Lag	5		3.0			
Lead-Lag Optimize?						
Recall Mode	Min	None	None	Max	None	
Act Effct Green (s)	10.9		41.2	41.2		
Actuated g/C Ratio	0.17		0.64	0.64		
v/c Ratio	0.41		0.33	0.21		
Control Delay (s/veh)	29.0		6.7	5.7		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	29.0		6.7	5.7		
LOS	С		Α	Α		
Approach Delay (s/veh)	29.0		6.7	5.7		
Approach LOS	С		Α	Α		
Queue Length 50th (m)	11.6		14.8	8.9		
Queue Length 95th (m)	24.3		30.8	19.4		
Internal Link Dist (m)	57.2		0.1	5.9		
Turn Bay Length (m)						
Base Capacity (vph)	370		1023	1049		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.29		0.33	0.21		
Intersection Summary						
Cycle Length: 80						
Actuated Cycle Length: 64.6						
Natural Cycle: 80						
Control Type: Actuated-Unco	oordinate	ed.				
Maximum v/c Ratio: 0.41	Janual	, u				
				1		100 4
Intersection Signal Delay (s/	veh): 10	.0		ır	ntersection	LOS: A
Intersection Signal Delay (s/ Intersection Capacity Utilizat					ntersection CU Level o	f Service A





Intersection		
Intersection Delay, s/veh	7.3	
Intersection LOS	Α	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	11	45	0	0	0	68	12	11	51	0	0	99
Future Vol, veh/h	11	45	0	0	0	68	12	11	51	0	0	99
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	50	0	0	0	76	13	12	57	0	0	110
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	7.8					7.1	7.3					7.2
HCM LOS	Α					Α	Α					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	20%	0%	0%
Vol Thru, %	15%	80%	0%	0%
Vol Right, %	69%	0%	100%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	56	68	99
LT Vol	12	11	0	0
Through Vol	11	45	0	0
RT Vol	51	0	68	99
Lane Flow Rate	82	62	76	110
Geometry Grp	1	1	1	1
Degree of Util (X)	0.089	0.075	0.078	0.111
Departure Headway (Hd)	3.876	4.365	3.713	3.634
Convergence, Y/N	Yes	Yes	Yes	Yes
Сар	913	813	952	972
Service Time	1.948	2.431	1.787	1.708
HCM Lane V/C Ratio	0.09	0.076	0.08	0.113
HCM Control Delay, s/veh	7.3	7.8	7.1	7.2
HCM Lane LOS	А	Α	Α	Α
HCM 95th-tile Q	0.3	0.2	0.3	0.4

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	LDL	EBK	NDL	44	3B1 ♣	ODIX
Traffic Vol, veh/h	2		49	299	408	69
Future Vol, veh/h	2	114	49	299	408	69
Conflicting Peds, #/hi		0	178	299	400	107
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -		riee -		riee -	
Storage Length	_	0	-	None -	-	None -
		-				
Veh in Median Storag			-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	2	127	54	332	453	77
Major/Minor	Minor2		Major1	١	/lajor2	
Conflicting Flow All	945	670	708	0		0
Stage 1	670	_	_	_	_	_
Stage 2	275	_	_	_	_	_
Critical Hdwy		6.245	4 145	_	_	_
Critical Hdwy Stg 1	5.445	-	-	_	_	_
Critical Hdwy Stg 2	5.845	_	_	_	_	_
	3.52853		2 2285	<u>-</u>	_	_
Pot Cap-1 Maneuver		454	883	_	_	_
Stage 1	505	-	-	_	_	_
Stage 2	745	_	_		_	_
Platoon blocked, %	145	_	_	<u>-</u>	_	_
· · · · · · · · · · · · · · · · · · ·	r 165	368	717			
Mov Cap-1 Maneuve			111	-	-	-
Mov Cap-2 Maneuve		-	-	-	-	-
Stage 1	376	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay,	s/v 19.8		2.03		0	
HCM LOS	C		2.00		•	
Minor Long/Major My	mt	NDI	NDT	TDI n1	CDT	CDD
Minor Lane/Major Mv	mt	NBL	MRIF	EBLn1	SBT	SBR
Capacity (veh/h)		507	-	368	-	-
HCM Lane V/C Ratio		0.076		0.344	-	-
HCM Control Delay (	s/veh)	10.4	0.7	19.8	-	-
HCM Lane LOS HCM 95th %tile Q(ve	. \	0.2	Α	C 1.5	-	-
		(1 ')	-	1.5	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7	TIDE	<b>†</b>	<u> </u>	אופט
Traffic Vol, veh/h	2		0	381	336	0
Future Vol, veh/h	2		0	381	336	0
Conflicting Peds, #/h			0	0	0	86
Sign Control	Stop		Free	Free	Free	Free
RT Channelized		None	-	None	-	
Storage Length		_	_	-	_	-
Veh in Median Storag		-	_	0	0	
Grade, %	ye,# 0		_	0	0	-
Peak Hour Factor	90		90	90	90	90
Heavy Vehicles, %	3		3	3	3	3
	2					
Mvmt Flow	2	. 13	0	423	373	0
Major/Minor	Minor2	. N	//ajor1	N	/lajor2	
Conflicting Flow All	585			0		0
Stage 1	373		_	_	_	_
Stage 2	212		_	_	_	_
Critical Hdwy		6.245	_	_	_	_
Critical Hdwy Stg 1	5.445		_	<u>-</u>	_	_
Critical Hdwy Stg 2	5.845		_	_	_	_
Follow-up Hdwy		3.3285			_	_
Pot Cap-1 Maneuver			0	_	_	0
Stage 1	693		0	<u> </u>	_	0
Stage 1	801		0		_	0
Platoon blocked, %	001	<u>-</u>	U	-	_	U
Mov Cap-1 Maneuve	r 455	669	_		-	_
Mov Cap-1 Maneuve			-	-	-	-
Stage 1	693		-	-	-	-
Stage 2	801	-	-	-	-	-
Approach	EB	 	NB		SB	
HCM Control Delay,			0		0	
HCM LOS	o, w o.⊣s B					
110101 200						
Minor Lane/Major Mv	mt	NRTF	EBLn1	SBT		
Capacity (veh/h)		INDIL	669			
HCM Lane V/C Ratio		-	0.02	-		
			10.5	-		
HCM Long LOS	S/VeII)	-		-		
HCM Lane LOS	h\	-	В	-		
HCM 95th %tile Q(ve	11)	-	0.1	-		

Intersection						
Int Delay, s/veh 1	10.9					
Movement E	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			4	ĵ.	
	255	170	24	46	128	68
	255	170	24	46	128	68
Conflicting Peds, #/hr	0	0	0	0	0	0
	Stop	Stop	Free	Free	Free	Free
RT Channelized		None		None		None
Storage Length	0	-	_	-	_	-
Veh in Median Storage, #		_	_	0	0	_
Grade, %	0	_	_	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	283	189	27	51	142	76
Major/Minor Min	nor2	N	/lajor1	N	/lajor2	
	284	180	218	0	_	0
	180	-	-	_	_	_
	104	_	_	_	_	_
	6.4	6.2	4.1	_	_	_
	5.4	-	- '- '	_	_	_
	5.4	_	_		_	_
	3.5	3.3	2.2		_	_
	710	868	1364	_	_	
	856	000	1504	-	-	-
		-	-	-	-	
	925	-	-	-	-	-
Platoon blocked, %	000	000	1004	-	_	-
•	696	868	1364	-	-	-
	696	-	-	-	-	-
	839	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Approach	EB		NB		SB	
•••						
HCM Control Delay, s/17			2.64		0	
HCM LOS	С					
Minor Lane/Major Mvmt		NBL	NBTF	EBLn1	SBT	SBR
Capacity (veh/h)		617	-		-	-
HCM Lane V/C Ratio		0.02		0.625	_	_
	h)	7.7		17.4		
HCM Control Delay (s/ve HCM Lane LOS	11)	7.7 A	0 A	17.4 C	-	-
					-	-
HCM 95th %tile Q(veh)		0.1	-	4.4	-	-
		J. 1				

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1100	7	<b>↑</b> ⊅	HUIT	UDL	<b>^</b>
Traffic Vol, veh/h	5	148	426	30	0	382
Future Vol, veh/h	5	148	426	30	0	382
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-		-	None	-	
Storage Length	-	0	-	-	-	-
Veh in Median Storage	e, # 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	2	0	2	2
Mvmt Flow	6	164	473	33	0	424
Major/Minor N	/linor1	A	laior1	N	laior?	
_			/lajor1		lajor2	
Conflicting Flow All	802	353	0	0	-	-
Stage 1	590	-	-	-	-	-
Stage 2	212 6.8	6.9	-	-	-	-
Critical Hdwy	5.8		-	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2		3.3	-	-	-	-
Follow-up Hdwy	3.5 326	649	-	-	0	-
Pot Cap-1 Maneuver	522		-		0	-
Stage 1	809	-	-	-	0	-
Stage 2 Platoon blocked, %	009	-	-	-	U	-
	291	580	-	-		-
Mov Cap-1 Maneuver	291		-	-	-	-
Mov Cap-2 Maneuver	467	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	009	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s/	<b>1</b> 3.64		0		0	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)				580	-	
HCM Lane V/C Ratio		_	_	0.283	_	
HCM Control Delay (s/	veh)	-	_	13.6	-	
HCM Lane LOS		_	_	В	_	
HCM 95th %tile Q(veh	)	-	-	1.2	_	
Julio de volt	1			1.2		

# 2033 Scenario

Major Event Ingress

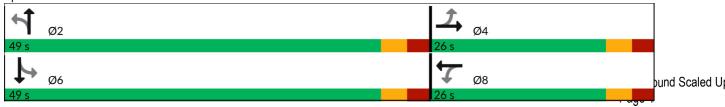
1: Bank & Fifth 08/06/2024

	۶	<b>→</b>	•	+	1	<b>†</b>	<b>/</b>	<b></b>	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	ሻ	ĵ»		475		414	_
Traffic Volume (vph)	63	56	75	64	24	491	33	655	
Future Volume (vph)	63	56	75	64	24	491	33	655	
ane Group Flow (vph)	0	174	83	139	0	615	0	833	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6	•	
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase		•			_	_		•	
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
/linimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
otal Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
ost Time Adjust (s)	2.0	0.0	0.0	0.0	2.0	0.0	2.0	0.0	
Fotal Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag		0.0	0.0	0.0		0.0		0.0	
_ead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	
Act Effct Green (s)	140110	13.8	13.8	13.8	WICK	45.6	WICK	45.6	
Actuated g/C Ratio		0.20	0.20	0.20		0.65		0.65	
/c Ratio		0.69	0.43	0.42		0.35		0.47	
Control Delay (s/veh)		36.5	30.7	17.5		6.9		8.0	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Fotal Delay (s/veh)		36.5	30.7	17.5		6.9		8.0	
OS		50.5 D	30.7 C	17.3 B		Α		Α	
Approach Delay (s/veh)		36.5	U	22.4		6.9		8.0	
Approach LOS		50.5 D		C		0.5 A		Α	
Queue Length 50th (m)		18.0	9.3	8.2		16.0		24.1	
Queue Length 95th (m)		36.3	20.8	21.8		31.6		46.8	
nternal Link Dist (m)		49.7	20.0	112.4		195.6		190.0	
Furn Bay Length (m)		43.1	45.0	112.4		195.0		190.0	
, , ,		366	286	457		1770		1780	
Base Capacity (vph) Starvation Cap Reductn		0	200	437		0		0	
Spillback Cap Reductin		0	0	0		0		0	
		0	0	0		0		0	
Storage Cap Reductn Reduced v/c Ratio		0.48	0.29	0.30		0.35		0.47	
		0.40	0.20	0.00		0.00		V.T1	
ntersection Summary									
Cycle Length: 75	F								
Actuated Cycle Length: 70.	.ວ								
Natural Cycle: 75		al							
Control Type: Actuated-Un	coordinate	a							
Maximum v/c Ratio: 0.69	- / I- \ 40	0			. 4	- 1 00 5	,		
Intersection Signal Delay (					ntersectio				

Intersection Capacity Utilization 89.8% Analysis Period (min) 15

ICU Level of Service E

Splits and Phases: 1: Bank & Fifth



	<b>→</b>	1	<b>†</b>	<b>/</b>	<del> </del>	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		414		414	
Traffic Volume (vph)	39	71	518	59	605	
Future Volume (vph)	39	71	518	59	605	
Lane Group Flow (vph)	157	0	793	0	796	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		2		6	3
Permitted Phases		2		6	-	
Detector Phase	4	2	2	6	6	
Switch Phase						
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag					Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	13.5		50.7		50.7	
Actuated g/C Ratio	0.18		0.68		0.68	
v/c Ratio	0.62		0.52		0.47	
Control Delay (s/veh)	38.5		4.2		7.5	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.5		4.2		7.5	
LOS	D		Α		A	
Approach Delay (s/veh)	38.5		4.2		7.5	
Approach LOS	D		Α		Α	
Queue Length 50th (m)	20.7		1.6		23.1	
Queue Length 95th (m)	35.3		47.6		43.7	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)						
Base Capacity (vph)	316		1512		1695	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.50		0.52		0.47	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 74 (99%), Reference	ed to phas	se 2:NBT	L and 6:5	SBTL. Sta	art of Gree	en
Natural Cycle: 75	. a to pride		_ 4.14 0.0	, 0		
Control Type: Actuated-Coo	rdinated					
Maximum v/c Ratio: 0.62	umatou					
Intersection Signal Delay (s	/veh)· 8 8			li	ntersectio	n LOS: A
Intersection Capacity Utiliza						of Service D
Analysis Period (min) 15		,,		''	OO LUVUI	OI OOI VICE D
raidiyələ i Gilou (IIIII) 13						

Splits and Phases: 2: Bank & Holmwood



	•	•	<b>†</b>	<b>/</b>	<b>↓</b>			
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7	
Lane Configurations	ሻ	7	<b>↑</b> ↑	7	<b>^</b>			
Traffic Volume (vph)	61	44	655	66	595			
Future Volume (vph)	61	44	655	66	595			
Lane Group Flow (vph)	68	49	819	73	661			
Turn Type	Prot	Perm	NA	Perm	NA			
Protected Phases	8		2		6	1	7	
Permitted Phases		8		6				
Detector Phase	8	8	2	6	6			
Switch Phase								
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0	
Minimum Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0	
Total Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0	
Total Split (%)	34.7%	34.7%	52.0%	58.7%	58.7%	7%	7%	
Yellow Time (s)	3.3	3.3	3.0	3.0	3.0	2.0	3.5	
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9			
Lead/Lag	Lag	Lag	Lag			Lead	Lead	
Lead-Lag Optimize?			Yes			Yes	Yes	
Recall Mode	None	None	C-Max	C-Max	C-Max	None	None	
Act Effct Green (s)	10.3	10.3	56.1	56.1	56.1			
Actuated g/C Ratio	0.14	0.14	0.75	0.75	0.75			
v/c Ratio	0.30	0.25	0.36	0.18	0.28			
Control Delay (s/veh)	32.9	12.6	4.9	4.8	3.7			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay (s/veh)	32.9	12.6	4.9	4.8	3.7			
LOS	С	В	Α	Α	Α			
Approach Delay (s/veh)	24.4		4.9		3.8			
Approach LOS	С		Α		Α			
Queue Length 50th (m)	8.8	0.0	20.6	2.8	13.8			
Queue Length 95th (m)	19.4	8.6	31.8	m6.1	18.1			
Internal Link Dist (m)	30.6		33.7		44.8			
Turn Bay Length (m)				40.0				
Base Capacity (vph)	429	331	2284	406	2373			
Starvation Cap Reductn	0	0	0	0	0			
Spillback Cap Reductn	0	0	0	0	0			
Storage Cap Reductn	0	0	0	0	0			
Reduced v/c Ratio	0.16	0.15	0.36	0.18	0.28			
Intersection Summary								
Cycle Length: 75								
Actuated Cycle Length: 75								
Offset: 0 (0%), Referenced	to phase	2:NBT ar	nd 6:SBT	L, Start o	f Green			
Natural Cycle: 75								
Control Type: Actuated-Cod	ordinated							

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.36

Intersection Signal Delay (s/veh): 5.8 Intersection LOS: A Intersection Capacity Utilization 63.6% ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 3: Bank & Exhibition



## 6: Bank & Aylmer

	۶	•	<b>†</b>	ļ		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	W		414	<b>ተ</b> ኈ		
Traffic Volume (vph)	93	14	772	799		
Future Volume (vph)	93	14	772	799		
Lane Group Flow (vph)	131	0	874	946		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2		6		
Detector Phase	4	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (s)	22.0	63.0	63.0	63.0	5.0	
Total Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
Yellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag	Lag				Lead	
Lead-Lag Optimize?						
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
Act Effct Green (s)	14.6		59.7	59.7		
Actuated g/C Ratio	0.16		0.66	0.66		
v/c Ratio	0.52		0.44	0.46		
Control Delay (s/veh)	38.8		8.2	8.2		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	38.8		8.2	8.2		
_OS	D		Α	Α		
Approach Delay (s/veh)	38.8		8.2	8.2		
Approach LOS	D		Α	Α		
Queue Length 50th (m)	19.0		32.6	35.3		
Queue Length 95th (m)	35.4		48.3	51.7		
nternal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)						
Base Capacity (vph)	283		1973	2044		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.46		0.44	0.46		
ntersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 87 (97%), Reference	ed to phas	se 2:NBT	L and 6:S	BT, Start	of Green	
Natural Cycle: 90						
Control Type: Actuated-Coo	ordinated					
Maximum v/c Ratio: 0.52						
	/veh): 10	2		In	tersection LOS: B	
Intersection Signal Delay (s	o venj. 10.	J				
Intersection Signal Delay (s Intersection Capacity Utiliza					CU Level of Service A	

Splits and Phases: 6: Bank & Aylmer



	•	<b>→</b>	•	•	4	<b>†</b>	<b>&gt;</b>	ţ			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		4		4		4T+		47>			
Traffic Volume (vph)	54	80	14	86	27	555	143	651			
Future Volume (vph)	54	80	14	86	27	555	143	651			
Lane Group Flow (vph)	0	191	0	291	0	679	0	978			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Detector Phase	4	4	8	8	2	2	1	6			
Switch Phase											
Minimum Initial (s)	6.4	6.4	5.3	5.3	17.0	17.0	5.0	17.0	1.0	1.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	Max	Max	None	Max	None	None	
Act Effct Green (s)		19.4		19.4		54.0		54.0			
Actuated g/C Ratio		0.23		0.23		0.64		0.64			
v/c Ratio		0.88		0.86		0.39		0.76			
Control Delay (s/veh)		72.0		49.0		8.3		15.4			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		72.0		49.0		8.3		15.4			
LOS		Е		D		Α		В			
Approach Delay (s/veh)		72.0		49.0		8.3		15.4			
Approach LOS		Е		D		Α		В			
Queue Length 50th (m)		30.1		33.5		24.8		51.1			
Queue Length 95th (m)		#67.4		#78.0		34.7		77.1			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		216		337		1722		1294			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		0.88		0.86		0.39		0.76			

#### Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 85

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.88

Intersection Signal Delay (s/veh): 22.8

Intersection LOS: C

Intersection Capacity Utilization 92.2%

ICU Level of Service F

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 7: Bank & Sunnyside



	•	•	†	ļ		
Lane Group	EBL	NBL	NBT	SBT	Ø4	
Lane Configurations	W.	.,	4	<u>\$</u>		
Traffic Volume (vph)	97	73	272	662		
Future Volume (vph)	97	73	272	662		
Lane Group Flow (vph)	210	0	383	880		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	10		2	6	4	
Permitted Phases		2				
Detector Phase	10	2	2	6		
Switch Phase						
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	20.7	10.8	10.8	31.8	9.7	
Total Split (s)	21.0	48.0	48.0	48.0	11.0	
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7	
Lost Time Adjust (s)	0.0		0.0	0.0		
Total Lost Time (s)	5.7		6.8	6.8		
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	Min	None	None	Max	None	
Act Effct Green (s)	13.6		41.2	41.2		
Actuated g/C Ratio	0.20		0.61	0.61		
v/c Ratio	0.68		0.69	0.87		
Control Delay (s/veh)	36.9		17.9	23.7		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	36.9		17.9	23.7		
LOS	D		47.0	C		
Approach Delay (s/veh)	36.9		17.9	23.7		
Approach LOS	D		30.1	C		
Queue Length 50th (m)	24.6 #45.2			85.7 #169.4		
Queue Length 95th (m) Internal Link Dist (m)	#45.2 57.2		0.1	5.9		
Turn Bay Length (m)	31.2		0.1	5.9		
Base Capacity (vph)	349		554	1010		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductin	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.60		0.69	0.87		
	0.00		0.09	0.07		
Intersection Summary						
Cycle Length: 80						
Actuated Cycle Length: 67.	3					
Natural Cycle: 90						
Control Type: Actuated-Und	coordinate	:d				
Maximum v/c Ratio: 0.87						
Intersection Signal Delay (s					ntersection LO	
Intersection Capacity Utiliza	ation 92.2°	%		IC	CU Level of Se	ervice F
Analysis Period (min) 15 # 95th percentile volume						

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

Splits and Phases: 9: Queen Elizabeth Drive & Fifth



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	70	59	0	0	0	203	61	61	97	0	0	134
Future Vol, veh/h	70	59	0	0	0	203	61	61	97	0	0	134
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	78	66	0	0	0	226	68	68	108	0	0	149
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	9.7					9.2	10.1					8.6
HCM LOS	Α					Α	В					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	28%	54%	0%	0%
Vol Thru, %	28%	46%	0%	0%
Vol Right, %	44%	0%	100%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	219	129	203	134
LT Vol	61	70	0	0
Through Vol	61	59	0	0
RT Vol	97	0	203	134
Lane Flow Rate	243	143	226	149
Geometry Grp	1	1	1	1
Degree of Util (X)	0.322	0.208	0.278	0.186
Departure Headway (Hd)	4.761	5.22	4.436	4.508
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	747	681	801	786
Service Time	2.839	3.308	2.513	2.594
HCM Lane V/C Ratio	0.325	0.21	0.282	0.19
HCM Control Delay, s/veh	10.1	9.7	9.2	8.6
HCM Lane LOS	В	Α	Α	Α
HCM 95th-tile Q	1.4	0.8	1.1	0.7

Intersection								
Int Delay, s/veh	20.5							
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations	LDL	LDIX.	NDL	44	1 <del>1</del> 00	אפט		
Traffic Vol, veh/h	5	281	110	759	559	109		
Future Vol, veh/h	5	281	110	759	559	109		
Conflicting Peds, #/hr		0	178	0	0	103		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized	Stop -		-		-			
Storage Length	_	0	_	-		-		
Veh in Median Storag		-	_	0	0	_		
Grade, %	ge, # 0 0	_	_	0	0	_		
Peak Hour Factor	90	90	90	90	90	90		
Heavy Vehicles, %	3	30	3	3	3	3		
Mvmt Flow	6	312	122	843	621	121		
IVIVIIIL FIOW	0	312	122	043	021	121		
Major/Minor	Minor2		Major1	<u> </u>	/lajor2			
Conflicting Flow All	1526	860	920	0	-	0		
Stage 1	860	-	-	-	-	-		
Stage 2	666	-	-	-	-	-		
Critical Hdwy	6.645	6.245	4.145	-	-	-		
Critical Hdwy Stg 1	5.445	-	-	-	-	-		
Critical Hdwy Stg 2	5.845	-	-	-	-	-		
Follow-up Hdwy	3.52853	3.32852	2.2285	-	-	-		
Pot Cap-1 Maneuver	118	353	734	-	-	-		
Stage 1	411	-	-	-	-	-		
Stage 2	471	-	-	-	-	-		
Platoon blocked, %				-	-	-		
Mov Cap-1 Maneuver	r 57	~ 286	596	-	-	-		
Mov Cap-2 Maneuver	r 57	-	-	-	-	-		
Stage 1	244	-	-	-	-	-		
Stage 2	382	-	-	-	-	-		
Approach	EB		NB		SB			
			3.88		0			
HCM Control Delay, s	51/10.90		ა.00		U			
HCM LOS	r							
Minor Lane/Major Mv	mt	NBL	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)		456	-	286	-	-		
HCM Lane V/C Ratio		0.205	-	1.09	-	-		
HCM Control Delay (s	s/veh)	12.6	2.6	119	-	-		
HCM Lane LOS		В	Α	F	-	-		
HCM 95th %tile Q(ve	h)	0.8	-	12.6	-	_		
Notes								
~: Volume exceeds ca	anacity	¢.г	) play o	ceeds	3000	T: Co	mputation Not Defined	*: All major volume in platoon
. volume exceeds c	apacity	φ. L	ciay e	NCEEUS	0005	+. ∪0	imputation Not Delined	. Ali major volume in piatoon

Intersection				_		
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		<b>^</b>	<b>^</b>	
Traffic Vol, veh/h	1	76	0	846	811	0
Future Vol, veh/h	1	76	0	846	811	0
Conflicting Peds, #/hr	0	0	0	0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	_	0	_	-	_	-
Veh in Median Storage		-	_	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
	3	3	3	3	3	3
Heavy Vehicles, %	ა 1	84		940	901	
Mvmt Flow	ı	04	0	940	901	0
Major/Minor M	/linor2	N	/lajor1	N	/lajor2	
Conflicting Flow All	1371	901	-	0	-	0
Stage 1	901	-	_	-	_	-
Stage 2	470	-	-	-	-	_
	6.645	6.245	_	_	_	_
•	5.445	-	_	_	_	_
	5.845	_	_	_	_	_
	.52853		_	_	_	_
Pot Cap-1 Maneuver	148	334	0	_	_	0
Stage 1	393	-	0	_	_	0
Stage 2	594	_	0	_	_	0
Platoon blocked, %	JJ4	_	U	_	_	U
Mov Cap-1 Maneuver	148	334	_	_		_
	148	-		_	_	_
Mov Cap-2 Maneuver	393	-	-			
Stage 1			-	-	-	-
Stage 2	594	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/v	19.39		0		0	
HCM LOS	С					
Minor Lane/Major Mvm	<u>nt</u>	NBTE		SBT		
Capacity (veh/h)		-	334	-		
HCM Lane V/C Ratio		-	0.253	-		
HCM Control Delay (s/	veh)	-	19.4	-		
HCM Lane LOS		-	С	-		
HCM 95th %tile Q(veh)	)	-	1	-		

Intersection						
Int Delay, s/veh	14					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	M	LDK	NDL	IND I		אמט
Traffic Vol, veh/h	102	105	117	245	<b>1</b> → 466	268
Future Vol, veh/h	102	105	117	245	466	268
Conflicting Peds, #/hr	0	0	0	245	400	200
	Stop	Stop	Free	Free	Free	Free
Sign Control RT Channelized		None				
	- 0	None	-	None	-	
Storage Length		-	-	-		-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	113	117	130	272	518	298
Major/Minor M	1inor2	N	/lajor1	N	/lajor2	
Conflicting Flow All	1199	667	816	0		0
Stage 1	667	-	-	-	-	-
Stage 2	532	_	_	_	-	_
Critical Hdwy	6.4	6.2	4.1	_	_	_
Critical Hdwy Stg 1	5.4	-		_	_	_
Critical Hdwy Stg 2	5.4	_	_	_	_	_
Follow-up Hdwy	3.5	3.3	2.2	_	_	_
Pot Cap-1 Maneuver	207	463	821	_	_	_
Stage 1	514	-	-	_	_	_
Stage 2	593	_	_	_	_	_
Platoon blocked, %	000			_	_	_
Mov Cap-1 Maneuver	168	463	821			_
Mov Cap-1 Maneuver	168	403	- 021	_	_	_
Stage 1	418	-	_	-	-	
•	593				-	
Stage 2	593	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/	82.39		3.3		0	
HCM LOS	F					
					055	055
Minor Lane/Major Mvm	nt	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		582	-	248	-	-
HCM Lane V/C Ratio		0.158	-	0.926	-	-
HCM Control Delay (s/	veh)	10.2	0	82.4	-	-
HCM Lane LOS		В	Α	F	-	-
HCM 95th %tile Q(veh)	)	0.6	-	8.2	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	<b>↑</b> ⊅			<b>^</b>
Traffic Vol, veh/h	0	8	698	1	0	662
Future Vol, veh/h	0	8	698	1	0	662
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- Ctop	None	-	None	-	None
Storage Length	_	0	_	-	_	-
Veh in Median Storage		-	0	_	_	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	90	90	90	90	90	90
			2		2	2
Heavy Vehicles, %	0	0		0		
Mvmt Flow	0	9	776	1	0	736
Major/Minor N	Minor1	N	Major1	N	/lajor2	
Conflicting Flow All	_	488	0	0		-
Stage 1	_	_	_	_	_	_
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	6.9	_	_	_	_
Critical Hdwy Stg 1	_	-	_	_	_	_
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy	_	3.3	_	_	_	_
Pot Cap-1 Maneuver	0	531	_	_	0	_
	0	- 551	-		0	_
Stage 1		-	-	-		
Stage 2	0	-	-	-	0	-
Platoon blocked, %		475	-	-		-
Mov Cap-1 Maneuver	-	475	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
• •			0		0	
HCM Control Delay, s			U		U	
HCM LOS	В					
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)		-	-	475	-	
HCM Lane V/C Ratio		_	_	0.019	_	
HCM Control Delay (s.	/veh)	_	_	12.7	_	
HCM Lane LOS		_	_	В	_	
HCM 95th %tile Q(veh	)	_	_	0.1	_	
	1			J.,		

# 2033 Scenario

Major Event Egress

1: Bank & Fifth 08/06/2024

1. Dank a Filar	•			_	-	•	τ.	1	
		<b>→</b>	•	•	7	ı	•	+	
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	
Lane Configurations		4	ች	- ∱		47>		<b>€</b> 1Ъ	
Traffic Volume (vph)	78	34	41	72	22	333	20	373	
Future Volume (vph)	78	34	41	72	22	333	20	373	
Lane Group Flow (vph)	0	155	46	209	0	422	0	480	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases		4		8		2		6	
Permitted Phases	4		8		2		6		
Detector Phase	4	4	8	8	2	2	6	6	
Switch Phase									
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (s)	26.0	26.0	26.0	26.0	49.0	49.0	49.0	49.0	
Total Split (%)	34.7%	34.7%	34.7%	34.7%	65.3%	65.3%	65.3%	65.3%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
All-Red Time (s)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	
Lost Time Adjust (s)		0.0	0.0	0.0		0.0		0.0	
Total Lost Time (s)		5.5	5.5	5.5		5.5		5.5	
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None	None	Max	Max	Max	Max	
Act Effct Green (s)		14.2	14.2	14.2		44.4		44.4	
Actuated g/C Ratio		0.20	0.20	0.20		0.64		0.64	
v/c Ratio		0.76	0.21	0.58		0.24		0.27	
Control Delay (s/veh)		46.5	24.3	18.9		6.4		6.5	
Queue Delay		0.0	0.0	0.0		0.0		0.0	
Total Delay (s/veh)		46.5	24.3	18.9		6.4		6.5	
LOS		D	С	В		Α		Α	
Approach Delay (s/veh)		46.5		19.9		6.4		6.5	
Approach LOS		D		В		Α		A	
Queue Length 50th (m)		16.8	4.9	11.3		10.4		12.0	
Queue Length 95th (m)		35.7	12.7	29.6		20.5		23.3	
Internal Link Dist (m)		49.7	4	112.4		195.6		190.0	
Turn Bay Length (m)			45.0			4=0=		4==0	
Base Capacity (vph)		287	312	474		1765		1776	
Starvation Cap Reductn		0	0	0		0		0	
Spillback Cap Reductn		0	0	0		0		0	
Storage Cap Reductn		0	0	0		0		0	
Reduced v/c Ratio		0.54	0.15	0.44		0.24		0.27	
Intersection Summary									
Cycle Length: 75									
Actuated Cycle Length: 69	.6								
Natural Cycle: 75									
Control Type: Actuated-Un	coordinate	ed							
Maximum v/c Ratio: 0.76									
Intersection Signal Delay (	,				ntersection				
Intersection Capacity Utiliz	ation 73.6	%		I	CU Level	of Service	e D		
Analysis Period (min) 15									

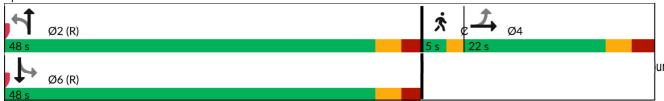
Splits and Phases: 1: Bank & Fifth

Analysis Period (min) 15



	<b>→</b>	•	<b>†</b>	<b>\</b>	<del> </del>	
Lane Group	EBT	NBL	NBT	SBL	SBT	Ø3
Lane Configurations	4		414		414	
Traffic Volume (vph)	22	52	281	33	297	
Future Volume (vph)	22	52	281	33	297	
Lane Group Flow (vph)	151	0	437	0	438	
Turn Type	NA	Perm	NA	Perm	NA	
Protected Phases	4		2	2	6	3
Permitted Phases		2		6		-
Detector Phase	4	2	2	6	6	
Switch Phase						
Minimum Initial (s)	4.4	10.0	10.0	4.0	4.0	1.0
Minimum Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (s)	22.0	48.0	48.0	48.0	48.0	5.0
Total Split (%)	29.3%	64.0%	64.0%	64.0%	64.0%	7%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	2.0
All-Red Time (s)	2.6	2.2	2.2	2.2	2.2	0.0
Lost Time Adjust (s)	0.0		0.0		0.0	
Total Lost Time (s)	5.6		5.2		5.2	
Lead/Lag	Lag					Lead
Lead-Lag Optimize?						
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	None
Act Effct Green (s)	13.5		50.7		50.7	
Actuated g/C Ratio	0.18		0.68		0.68	
v/c Ratio	0.62		0.27		0.25	
Control Delay (s/veh)	38.9		3.6		5.2	
Queue Delay	0.0		0.0		0.0	
Total Delay (s/veh)	38.9		3.6		5.2	
LOS	D		Α		Α	
Approach Delay (s/veh)	38.9		3.6		5.2	
Approach LOS	D		Α		Α	
Queue Length 50th (m)	19.9		9.5		9.3	
Queue Length 95th (m)	34.2		20.1		19.1	
Internal Link Dist (m)	39.8		31.5		195.6	
Turn Bay Length (m)						
Base Capacity (vph)	306		1620		1755	
Starvation Cap Reductn	0		0		0	
Spillback Cap Reductn	0		0		0	
Storage Cap Reductn	0		0		0	
Reduced v/c Ratio	0.49		0.27		0.25	
Intersection Summary						
Cycle Length: 75						
Actuated Cycle Length: 75						
Offset: 74 (99%), Reference	ed to phas	se 2:NBT	L and 6:9	SBTL. Sta	art of Gree	en
Natural Cycle: 75	ou to pride		0.0	, 0		
Control Type: Actuated-Coo	ordinated					
Maximum v/c Ratio: 0.62	o. amatou					
Intersection Signal Delay (s	(veh) 9.5			li	ntersectio	n LOS: A
Intersection Capacity Utiliza						of Service B
Analysis Period (min) 15	20011 00.1	, 5		'	CO LOVOI	C1 C01 V100 D
ranalysis i shou (illiii) 10						

Splits and Phases: 2: Bank & Holmwood



3: Bank & Exhibition 08/06/2024

	•	•	<b>†</b>	<b>&gt;</b>	ļ		
Lane Group	WBL	WBR	NBT	SBL	SBT	Ø1	Ø7
Lane Configurations	ሻ	7	<b>∱</b> 1≽	ሻ	<b>^</b>		
Traffic Volume (vph)	9	8	370	13	351		
Future Volume (vph)	9	8	370	13	351		
Lane Group Flow (vph)	10	9	423	14	390		
Turn Type	Prot	Perm	NA	Perm	NA		
Protected Phases	8		2		6	1	7
Permitted Phases		8		6			
Detector Phase	8	8	2	6	6		
Switch Phase							
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	1.0	1.0
Minimum Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0
Total Split (s)	26.0	26.0	39.0	44.0	44.0	5.0	5.0
Total Split (%)	34.7%	34.7%	52.0%	58.7%	58.7%	7%	7%
Yellow Time (s)	3.3	3.3	3.0	3.0	3.0	2.0	3.5
All-Red Time (s)	3.0	3.0	3.9	3.9	3.9	0.0	0.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		
Total Lost Time (s)	6.3	6.3	6.9	6.9	6.9		
Lead/Lag	Lag	Lag	Lag			Lead	Lead
Lead-Lag Optimize?			Yes			Yes	Yes
Recall Mode	None	None	C-Max	C-Max	C-Max	None	None
Act Effct Green (s)	10.0	10.0	65.7	65.7	65.7		
Actuated g/C Ratio	0.13	0.13	0.88	0.88	0.88		
v/c Ratio	0.05	0.06	0.15	0.02	0.14		
Control Delay (s/veh)	29.0	17.5	2.4	2.6	1.8		
Queue Delay	0.0	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	29.0	17.5	2.4	2.6	1.8		
LOS	С	В	Α	Α	Α		
Approach Delay (s/veh)	23.6		2.4		1.8		
Approach LOS	С		Α		Α		
Queue Length 50th (m)	1.3	0.0	0.0	0.0	0.0		
Queue Length 95th (m)	5.3	3.9	13.7	m1.5	10.1		
Internal Link Dist (m)	30.6		33.7		44.8		
Turn Bay Length (m)				40.0			
Base Capacity (vph)	429	302	2773	644	2780		
Starvation Cap Reductn	0	0	0	0	0		
Spillback Cap Reductn	0	0	0	0	0		
Storage Cap Reductn	0	0	0	0	0		
Reduced v/c Ratio	0.02	0.03	0.15	0.02	0.14		
Intersection Summary							
Cycle Length: 75							
Actuated Cycle Length: 75							
Offset: 0 (0%), Referenced	to phase	2:NBT ar	nd 6:SBTI	L, Start o	f Green		

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.15

Intersection Signal Delay (s/veh): 2.6 Intersection LOS: A Intersection Capacity Utilization 43.5% ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 3: Bank & Exhibition



## 6: Bank & Aylmer

	•	•	<b>†</b>	<b>↓</b>		
Lane Group	EBL	NBL	NBT	SBT	Ø3	
Lane Configurations	W		414	<b>†</b> ‡		
Traffic Volume (vph)	19	17	353	312		
Future Volume (vph)	19	17	353	312		
ane Group Flow (vph)	39	0	411	373		
Turn Type	Prot	Perm	NA	NA		
Protected Phases	4		2	6	3	
Permitted Phases	4	2	_	6	· ·	
Detector Phase	4	2	2	6		
Switch Phase	•	_	_			
Minimum Initial (s)	10.0	30.0	30.0	30.0	1.0	
Minimum Split (s)	22.0	63.0	63.0	63.0	5.0	
Fotal Split (s)	22.0	63.0	63.0	63.0	5.0	
Fotal Split (%)	24.4%	70.0%	70.0%	70.0%	6%	
fellow Time (s)	3.3	3.0	3.0	3.0	2.0	
All-Red Time (s)	2.2	2.2	2.2	2.2	1.0	
ost Time Adjust (s)	0.0	۷.۷	0.0	0.0	1.0	
Total Lost Time (s)	5.5		5.2	5.2		
Lead/Lag			5.2	5.2	Lead	
Lead/Lag Optimize?	Lag				Leau	
Recall Mode	Ped	C-Max	C-Max	C-Max	Max	
	14.0	C-IVIAX	60.3	60.3	IVIAX	
Act Effct Green (s)	0.16		0.67	0.67		
Actuated g/C Ratio						
//c Ratio	0.17		0.21	0.18		
Control Delay (s/veh)	23.5		6.0	5.6		
Queue Delay	0.0		0.0	0.0		
Total Delay (s/veh)	23.5		6.0	5.6		
.OS	C		A	Α		
Approach Delay (s/veh)	23.5		6.0	5.6		
Approach LOS	С		A	Α		
Queue Length 50th (m)	3.2		12.5	10.6		
Queue Length 95th (m)	11.9		18.2	15.7		
nternal Link Dist (m)	76.7		28.1	10.1		
Turn Bay Length (m)	000		1071	2255		
Base Capacity (vph)	262		1971	2055		
Starvation Cap Reductn	0		0	0		
Spillback Cap Reductn	0		0	0		
Storage Cap Reductn	0		0	0		
Reduced v/c Ratio	0.15		0.21	0.18		
ntersection Summary						
Cycle Length: 90						
Actuated Cycle Length: 90						
Offset: 87 (97%), Referenc Natural Cycle: 90	ed to phas	se 2:NBT	L and 6:S	SBT, Start	of Green	
Control Type: Actuated-Co	ordinated					
Maximum v/c Ratio: 0.21						
ntersection Signal Delay (s	s/veh): 6.6			In	itersection LOS: A	
Intersection Capacity Utiliza					CU Level of Service A	1
Analysis Period (min) 15		, ,		10	2 20101 01 001 1100 P	

Splits and Phases: 6: Bank & Aylmer



	•	<b>→</b>	•	+	•	†	<b>/</b>	ļ			
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT	Ø3	Ø7	
Lane Configurations		- 4		- 4		414		ብጉ			
Traffic Volume (vph)	32	29	17	36	20	290	15	319			
Future Volume (vph)	32	29	17	36	20	290	15	319			
Lane Group Flow (vph)	0	94	0	101	0	352	0	405			
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA			
Protected Phases		4		8		2	1	6	3	7	
Permitted Phases	4		8		2		6				
Detector Phase	4	4	8	8	2	2	1	6			
Switch Phase											
Minimum Initial (s)	6.4	6.4	5.3	5.3	17.0	17.0	5.0	17.0	1.0	1.0	
Minimum Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (s)	25.0	25.0	25.0	25.0	43.0	43.0	17.0	60.0	5.0	5.0	
Total Split (%)	27.8%	27.8%	27.8%	27.8%	47.8%	47.8%	18.9%	66.7%	6%	6%	
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	2.0	2.0	
All-Red Time (s)	2.6	2.6	2.6	2.6	3.0	3.0	2.9	3.0	0.0	0.0	
Lost Time Adjust (s)		0.0		0.0		0.0		0.0			
Total Lost Time (s)		5.6		5.6		6.0		6.0			
Lead/Lag	Lag	Lag	Lag	Lag	Lag	Lag	Lead		Lead	Lead	
Lead-Lag Optimize?			Yes	Yes	Yes	Yes	Yes			Yes	
Recall Mode	None	None	None	None	Max	Max	None	Max	None	None	
Act Effct Green (s)		11.7		11.5		59.8		59.8			
Actuated g/C Ratio		0.15		0.15		0.75		0.75			
v/c Ratio		0.56		0.48		0.16		0.19			
Control Delay (s/veh)		43.6		28.4		4.4		4.3			
Queue Delay		0.0		0.0		0.0		0.0			
Total Delay (s/veh)		43.6		28.4		4.4		4.3			
LOS		D		С		Α		Α			
Approach Delay (s/veh)		43.6		28.4		4.4		4.3			
Approach LOS		D		С		Α		Α			
Queue Length 50th (m)		12.9		8.7		7.5		8.5			
Queue Length 95th (m)		26.7		22.2		15.4		17.3			
Internal Link Dist (m)		75.1		136.0		63.1		79.0			
Turn Bay Length (m)											
Base Capacity (vph)		280		328		2144		2100			
Starvation Cap Reductn		0		0		0		0			
Spillback Cap Reductn		0		0		0		0			
Storage Cap Reductn		0		0		0		0			
Reduced v/c Ratio		0.34		0.31		0.16		0.19			
Intersection Summary											
Cycle Length: 90											
Actuated Cycle Length: 79.3											
Natural Cycle: 90											
Control Type: Actuated-Unco	ordinate	ed									
Maximum v/c Ratio: 0.56											
Intersection Signal Delay (s/\	veh): 10.	8		lı	ntersectio	n LOS: E					
Intersection Capacity Utilizati				Į(	CU Level	of Service	e A				
Analysis Period (min) 15											





	۶	1	<b>†</b>	<del> </del>			_
Lane Group	EBL	NBL	NBT	SBT	Ø4		
Lane Configurations	W		4	1			
Traffic Volume (vph)	143	44	306	298			
Future Volume (vph)	143	44	306	298			
Lane Group Flow (vph)	229	0	389	410			
Turn Type	Prot	Perm	NA	NA			
Protected Phases	10	. 0	2	6	4		
Permitted Phases		2	_		•		
Detector Phase	10	2	2	6			
Switch Phase		_	_	•			
Minimum Initial (s)	10.0	4.0	4.0	4.0	4.0		
Minimum Split (s)	20.7	10.8	10.8	31.8	9.7		
Total Split (s)	21.0	48.0	48.0	48.0	11.0		
Total Split (%)	26.3%	60.0%	60.0%	60.0%	14%		
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0		
All-Red Time (s)	2.7	3.8	3.8	3.8	2.7		
Lost Time Adjust (s)	0.0	0.0	0.0	0.0			
Total Lost Time (s)	5.7		6.8	6.8			
Lead/Lag	J.,		0.0	0.0			
Lead-Lag Optimize?							
Recall Mode	Min	None	None	Max	None		
Act Effct Green (s)	13.9	110110	41.2	41.2	110110		
Actuated g/C Ratio	0.21		0.61	0.61			
v/c Ratio	0.72		0.41	0.41			
Control Delay (s/veh)	39.0		8.9	8.7			
Queue Delay	0.0		0.0	0.0			
Total Delay (s/veh)	39.0		8.9	8.7			
LOS	D		Α	A			
Approach Delay (s/veh)	39.0		8.9	8.7			
Approach LOS	D		Α	A			
Queue Length 50th (m)	27.0		24.0	25.2			
Queue Length 95th (m)	#53.5		40.7	42.0			
Internal Link Dist (m)	57.2		0.1	5.9			
Turn Bay Length (m)	07.2		0.1	0.0			
Base Capacity (vph)	353		938	1001			
Starvation Cap Reductn	0		0	0			
Spillback Cap Reductn	0		0	0			
Storage Cap Reductn	0		0	0			
Reduced v/c Ratio	0.65		0.41	0.41			
Intersection Summary							
Cycle Length: 80							
Actuated Cycle Length: 67.6	j						
Natural Cycle: 65							
Control Type: Actuated-Unc	oordinate	d					
Maximum v/c Ratio: 0.72		_					
Intersection Signal Delay (s/					ntersection LO		
Intersection Capacity Utiliza	tion 69.2°	%		IC	CU Level of S	Service C	
Analysis Period (min) 15							
# 95th percentile volume e				ay be long	ger.		
Queue shown is maximu	m after tv	vo cycles					

ntersection	
ntersection Delay, s/veh	10.2
ntersection LOS	R

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4				7		4				7
Traffic Vol, veh/h	25	54	0	0	0	115	116	102	143	0	0	56
Future Vol, veh/h	25	54	0	0	0	115	116	102	143	0	0	56
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	60	0	0	0	128	129	113	159	0	0	62
Number of Lanes	0	1	0	0	0	1	0	1	0	0	0	1
Approach	EB					WB	NB					SB
Opposing Approach	WB					EB	SB					NB
Opposing Lanes	1					1	1					1
Conflicting Approach Left	SB					NB	EB					WB
Conflicting Lanes Left	1					1	1					1
Conflicting Approach Right	NB					SB	WB					EB
Conflicting Lanes Right	1					1	1					1
HCM Control Delay, s/veh	9					8.4	11.4					7.7
HCM LOS	Α					Α	В					Α

Lane	NBLn1	EBLn1	WBLn1	SBLn1	
Vol Left, %	32%	32%	0%	0%	
Vol Thru, %	28%	68%	0%	0%	
Vol Right, %	40%	0%	100%	100%	
Sign Control	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	361	79	115	56	
LT Vol	116	25	0	0	
Through Vol	102	54	0	0	
RT Vol	143	0	115	56	
Lane Flow Rate	401	88	128	62	
Geometry Grp	1	1	1	1	
Degree of Util (X)	0.484	0.127	0.159	0.074	
Departure Headway (Hd)	4.342	5.19	4.488	4.294	
Convergence, Y/N	Yes	Yes	Yes	Yes	
Cap	826	688	795	829	
Service Time	2.379	3.244	2.538	2.348	
HCM Lane V/C Ratio	0.485	0.128	0.161	0.075	
HCM Control Delay, s/veh	11.4	9	8.4	7.7	
HCM Lane LOS	В	Α	Α	Α	
HCM 95th-tile Q	2.7	0.4	0.6	0.2	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7	,,,,,,,	41	\$	UDIT
Traffic Vol, veh/h	0	5	0	374	304	70
Future Vol, veh/h	0	5	0	374	304	70
Conflicting Peds, #/hr	0	0	178	0	0	107
			Free	Free	Free	Free
Sign Control	Stop	Stop				
RT Channelized				None		None
Storage Length	- 44 0	0	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	6	0	416	338	78
Major/Minor N	/linor2		Major1	M	/lajor2	
Conflicting Flow All	-	555	594	0	-	0
Stage 1		555	J34	-		-
Stage 2	-		_	_	_	_
	_	6.245	1 1 1 5	-		
Critical Hdwy	-	0.243	4.145	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy		3.32852		-	-	-
Pot Cap-1 Maneuver	0	528	975	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	429	791	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	_	_	-	-	_	-
Stage 2	_	-	_	_	-	_
5 g =						
			NID		SB	
Approach	EB		NB			
Approach HCM Control Delay, s/			0		0	
					0	
HCM Control Delay, s/	<b>1</b> 3.51				0	
HCM Control Delay, s/ HCM LOS	/ <b>1</b> 3.51 B	NDI	0	ERI n1		QDD.
HCM Control Delay, s/ HCM LOS Minor Lane/Major Mvm	/ <b>1</b> 3.51 B	NBL 701	0 NBTE	EBLn1	SBT	SBR
HCM Control Delay, s/ HCM LOS  Minor Lane/Major Mvm Capacity (veh/h)	/ <b>1</b> 3.51 B	791	0 NBTE	429	SBT -	-
HCM Control Delay, s/ HCM LOS  Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio	/13.51 B	791 -	0 NBTE	429 0.013	SBT - -	-
HCM Control Delay, s/ HCM LOS  Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s/	/13.51 B	791 - 0	0 NBTE - -	429 0.013 13.5	SBT - -	-
HCM Control Delay, s/ HCM LOS  Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio	/\d3.51 B	791 -	0 NBTE	429 0.013	SBT - -	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7		<b>^</b>	<b></b>	
Traffic Vol, veh/h	0	34	0	358	314	0
Future Vol, veh/h	0	34	0	358	314	0
Conflicting Peds, #/hr	0	0	0	0	0	86
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None		None	-	None
Storage Length	_	0	_	-	_	-
Veh in Median Storage	. # 0	_	_	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	3	3	3	3
Mymt Flow	0	38	0	398	349	0
IVIVIIIL I IOW	U	30	U	330	343	U
Major/Minor M	1inor2	١	/lajor1	١	/lajor2	
Conflicting Flow All	-	349	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.245	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	_	-	_	_	_	-
Follow-up Hdwy	-3	3.3285	_	_	-	-
Pot Cap-1 Maneuver	0	691	0	_	_	0
Stage 1	0	-	0	_	_	0
Stage 2	0	_	0	_	_	0
Platoon blocked, %	U		U	_	_	U
Mov Cap-1 Maneuver	-	691	_	_	_	_
Mov Cap-1 Maneuver		-	_	_	_	_
Stage 1	-	_		<u>-</u>		_
_		_	-	-	_	_
Stage 2	-	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/v	<b>1</b> 0.51		0		0	
HCM LOS	В					
Minor Lane/Major Mvm	<u>it</u>	NBTE		SBT		
Capacity (veh/h)		-	691	-		
HCM Lane V/C Ratio		-	0.055	-		
HCM Control Delay (s/	veh)	-	10.5	-		
HCM Lane LOS		-	В	-		
HCM 95th %tile Q(veh)	)	-	0.2	-		

Intersection						
Int Delay, s/veh	23.5					
	EBL	EDD	NDI	NBT	SBT	SBR
Movement		EBR	NBL			SBK
Lane Configurations	242	04.4	<b></b>	<b>€</b>	<b>∱</b>	104
Traffic Vol, veh/h	242	214	57	115	227	134
Future Vol, veh/h	242	214	57	115	227	134
Conflicting Peds, #/hr	0	0	_ 0	_ 0	_ 0	_ 0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	269	238	63	128	252	149
Major/Minor	1: O		1-14		1-i0	
	linor2		//ajor1		/lajor2	
Conflicting Flow All	581	327	401	0	-	0
Stage 1	327	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	479	719	1168	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	793	-	_	-	_	_
Platoon blocked, %				_	_	_
Mov Cap-1 Maneuver	451	719	1168	_	_	_
Mov Cap-1 Maneuver	451	-	- 100	<u> </u>	_	_
Stage 1	693				_	_
_						
Stage 2	793	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s/v			2.74		0	
HCM LOS	₩3.33 E		<b>L</b> .17			
1 TOWN LOO						
Minor Lane/Major Mvm	nt	NBL	NBTE	EBLn1	SBT	SBR
Capacity (veh/h)		597	-	547	-	-
HCM Lane V/C Ratio		0.054	-	0.927	-	-
HCM Control Delay (s/	veh)	8.3	0	50	-	-
HCM Lane LOS	7	A	A	E	-	-
HCM 95th %tile Q(veh)	)	0.2	-	11.5	-	-
voin voin a(voin	,	7				

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	<b>↑</b> ⊅	1,1511	VDL.	<b>^</b>
Traffic Vol, veh/h	0	4	444	1	0	364
Future Vol, veh/h	0	4	444	1	0	364
Conflicting Peds, #/hr	0	0	0	100	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None		None		None
Storage Length	_	0	_	-	_	-
Veh in Median Storage		-	0			0
Grade, %	9,#0	-	0	<u>-</u>	_	0
Peak Hour Factor	90	90	90	90	90	90
			2			2
Heavy Vehicles, %	0	0		0	2	
Mvmt Flow	0	4	493	1	0	404
Major/Minor N	/linor1	N	//ajor1	N	/lajor2	
Conflicting Flow All	-	347	0	0	-	-
Stage 1	_	_	_	_	_	_
Stage 2	-	_	_	-	-	_
Critical Hdwy	-	6.9	-	_	_	-
Critical Hdwy Stg 1	_	-	_	_	_	_
Critical Hdwy Stg 2	-	-	-	_	_	-
Follow-up Hdwy	-	3.3	_	_	_	_
Pot Cap-1 Maneuver	0	655	_	_	0	_
Stage 1	0	-	_	<u>-</u>	0	_
Stage 2	0	_	_	_	0	_
Platoon blocked, %	U	_	_	_	U	_
Mov Cap-1 Maneuver	_	585		-	_	
Mov Cap-1 Maneuver		505	_	-	_	_
			-	-		
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s/			0		0	
HCM LOS	В					
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)		-	-		-	
HCM Lane V/C Ratio		-	-	0.008	-	
HCM Control Delay (sa	/veh)	-	-	11.2	-	
HCM Lane LOS		-	-	В	-	
HCM 95th %tile Q(veh	)	-	-	0	-	